OLD BUSINESS

1. Approval of the June 3, 2010, Meeting Minutes – G. Johnson

   The June 3, 2010, meeting minutes are approved as written.

NEW BUSINESS

1. Reasonable Access Procedures – J. Firman

   Federal regulations set forth in 23 CFR 658.19 require reasonable access to the National Truck Network from roadways under local jurisdiction. Sometimes local jurisdictions place restrictions on the local system that prohibit trucks from reasonable access to the National Truck Network.

   In 1990, Congress required states to play a role in determining reasonable access with an access review process to evaluate access issues. In 1991, MDOT adopted "Department Procedures in Administering the Federal Requirements set Forth in 23 CFR 658.19 for Reasonable Access to the National Truck Network from Roadways under Local Jurisdiction". MDOT is updating the procedures to reflect changes in our business processes. Approval of the updated procedures is being requested.

   **ACTION:** EOC requested a review of the draft revisions by the Office of the Attorney General. Upon review by the Office of the Attorney General, the Division of Operations will resubmit the draft procedures to the EOC for final review and approval.
2. Pavement Design Typical Standards – S. Palmer

Current pavement cross section standards for freeways typically require 18 inches of sand subbase on top of the existing subgrade. This long-standing requirement to have a thicker subbase section under flexible pavements has been in place due to concerns with pavement performance, such as rutting of the subgrade and frost heave protection.

Through the LCCA Technical Agenda input process, a request from the HMA industry was made to consider reducing the 18-inch subbase thickness to 10 inches under HMA pavements to make better use of existing materials without sacrificing required structural pavement criteria. The LCCA Technical Agenda Team reviewed this issue in depth from an economic and a technical perspective to determine if the reduced sand subbase depth under HMA would be technically sound and economically advantageous. Consideration was given to items such as constructability, LCCA cost, surrounding state practices, and critical loading scenarios to determine if this pavement section should be recommended for general or limited use.

Approval is requested to allow the limited use of the revised cross section when certain criteria have been met. The revised section includes a reduction of the sand subbase from 18 inches to 10 inches. The corresponding pavement design may result in additional HMA thickness to meet the required structural criteria.

**ACTION:**

EOC approved the use of the revised cross section on a limited basis. All projects proposed for the revised cross section must be reviewed and approved by EOC prior to the LCCA analysis. A constructability and field review of existing conditions shall be done to ensure the project is a good candidate for the reduced sand cross section. The limited use of the revised cross section will be allowed under the following conditions:

- The project has alternate pavement bidding conditions or is a reconstruction where a minimum of 10 inches of reusable sand subbase exists, and
- There is concurrence of use by the statewide pavement design engineer and the region soils and pavement engineer.

The Construction and Technology Division will identify pilot projects to evaluate the revised cross section. They will evaluate the pilot projects at the end of the 2013 construction season and submit recommendations to the EOC for consideration.

EOC approved the following pilot project for the revised cross section, pending concurrence by the Grand Region:
CS 64015, JN 90073 (US-31 From Polk Road to the North Branch of Pentwater River) – Pavement Design:
1.5”  5E10 Top Course
3”   3E10 Leveling Course
6.25” 3E10 Base Course
6.”  Aggregate Base
10”  Sand Subbase

**NOTE:** Subsequent to the meeting, the Grand Region concurred with the decision to use the above project as a pilot.

(Signed Copy on File at C&T)
Brenda J. O’Brien, Secretary
Engineering Operations Committee

BJO:kar

cc: K. Steudle      S. Mortel      R. Jorgenson (FHWA)
    J. Shinn       D. Jackson      R. Brenke (ACEC)
    L. Hank        W. Tansil      G. Bukoski (MITA)
    EOC Members    D. Wresinski    D. DeGraaf (MCA)
    Region Engineers C. Libiran      D. Hollingsworth (MCA)
    TSC Managers   R. J. Lippert, Jr. J. Becsey (APAM)
    Assoc. Region Engineers T. L. Nelson M. Newman (MAA)
    P. Ajegba      T. Phillips      J. Murner (MRPA)
    M. DeLong      K. Peters
    B. Shreck      J. Ingle