Old Business

1. Approval of the August 4, 2011, Meeting Minutes – G. Johnson

The August 4, 2011, meeting minutes were approved.

New Business

1. Pavement Marking Standards – M. Bott/J. Morena/L. Firman

Pavement marking standards are used for the layout and placement of pavement markings in construction projects and in the annual pavement marking contracts. They provide statewide uniformity and consistency in the application of pavement markings.

Special Detail PAVE-945 is being updated and changed to Standard Detail PAVE-945-B. The following changes are being made:

- On sheet 2 of 3, a new “4 inch White Turning Guide Line” has been added that helps guide two adjacent turning lanes through the intersection.

- A new detail for crosswalks has been added. The “Special Emphasis 12 inch White Crosswalk (Longitudinal Lines)” is shown on sheet 2 of 3 and sheet 3 of 3 and is used at mid-block crossings, established school crossings, or when directed by the engineer.

Approval of Standard Detail PAVE-945-B is requested.

Action: EOC approves the Standard Detail PAVE-945-B with minor revisions. On sheet 2 of 3, additional clarification is needed for intersections where two adjacent left turn lanes are turning into three lanes.
2. **Alternative HMA Cross-Section Pilot Project on US-24 From Carter to Pennsylvania (JN 76899) – M. Eacker**

At the July 2010 meeting, the EOC approved the use of 10 inches of sand subbase in the HMA pavement design as an alternative to the standard 18 inches of sand subbase on a limited basis. The limited use of the revised cross-section will be allowed under the following conditions:

- The project has alternative 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.

A reconstruction of US-24 from Carter to Pennsylvania in the Metro Region (job number 76899) is currently under design. The project has very difficult underground conditions related to drainage and utilities; significant cost savings would be realized with the alternative HMA pavement cross-section as less excavation would be needed, thus minimizing the impacts of utility relocation and of complicated drainage design. This project meets the conditions approved by the EOC for using alternative HMA pavement cross-section. Approval for allowing the alternative pavement cross-section is requested.

**ACTION:** EOC approves the use of the alternative HMA pavement cross-section for job number 76899.

3. **Technical Agenda Item – Alternative Pavement Bid (APB) – S. Bower/M. Van Port Fleet**

At the April 8, 2010, EOC meeting, Chief Operations Officer, Gregory Johnson, assigned the Technical Agenda - Alternate Pavement Bid to a team of MDOT engineers, with two major tasks:

- Assemble and review current experience with Alternate Pavement Bid Method.
- Develop a guidance document to assist the department in the selection, development, and administration of Alternate Pavement Bid projects.

A third major task was added to the technical agenda assignment:

- Recommend Pilot Projects.

The deliverable from this Technical Agenda Committee will be an appendix to the *Pavement Design and Selection Manual*.

The team has completed the assignment and is presenting the final report and recommendations for review and approval. The report documents the history of alternate pavement bidding and makes recommendations for a defined process for the identification of alternate pavement bid candidate projects and plan development for projects that will have an alternate pavement bid provision. Potential projects will be identified during the annual Call for Projects process by the Region systems managers, based on the following criteria:

- Only freeway projects will be eligible.
- The project fix type must be either a complete reconstruction or a major rehabilitation (separated concrete overlay or HMA over rubblized concrete).
- Estimated construction costs must exceed $10,000,000.
Each pavement alternate must be expected to have similar environmental, right of way, drainage, and utility impacts.

Maintaining traffic concepts must be similar for both pavement alternates.

Paving must be the controlling operation for the construction schedule.

If the project meets all the above criteria, the TSC will request an informational Life Cycle Cost Analysis (LCCA). The proposed pavement designs will be developed using the MDOT Pavement Design and Selection Manual. The life cycle costs of the two pavement design alternates must be within 10 percent to be considered for alternate bid. MDOT leadership may recommend additional projects for APB that do not meet the recommended criteria. The candidate projects (for APB) will require a preliminary review by the Pavement Committee and approval of the EOC. The Pavement Committee will coordinate with the Innovative Contracting Committee on the candidate projects.

The Technical Agenda Team is requesting approval of the Michigan Department of Transportation 2011 Technical Agenda Report – Alternate Pavement Bidding.

**ACTION:** EOC approves the Michigan Department of Transportation 2011 Technical Agenda Report – Alternate Pavement Bidding with minor editorial revisions. Begin implementation of the recommendations. A final version of the report shall be available electronically on the MDOT website.

(Signed Copy on File at C&T)

Brenda J. O’Brien, Secretary
Engineering Operations Committee

cc: K. Steudle  D. Jackson  R. Jorgenson (FHWA)
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