OLD BUSINESS

1. Approval of the October 1, 2009, Meeting Minutes – G. Johnson

   The October 1, 2009, meeting minutes are approved.

2. Hot Mix Asphalt Material Transfer Device (MTD) – C. Bleech

   The EOC approved the "Policy for the Use of Material Transfer Device” at the October meeting. As a clarification, the Traverse City TSC currently requires the use of the MTD on most projects with HMA paving. In order to evaluate the use of the MTD on different types of projects and with different MTD devices, the Traverse City TSC will continue to act as a pilot office for the use of the MTD. This will meet the requirement for pilot projects in the 2010 construction season, as directed by the EOC.

NEW BUSINESS

1. Fix Life Guidelines – B. Krom

   Item withdrawn for future consideration.

2. Pavement Selections – B. Krom

   a. US-10 Rehabilitation: CS 56044, JN 84170

   The rehabilitation alternatives considered were a rubblize and hot mix asphalt (HMA) pavement (Alternative 1 – EUAC $39,749/directional mile) and an unbonded jointed plain concrete pavement (Alternative 2 – EUAC $37,266/directional mile). A life cycle cost analysis was performed and Alternative 2 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:
6.00”...Non-Reinforced Conc Pavt, P1 Modified, w/12’ jt spacing (mainline & shoulders)  
1.00”........................................................... HMA, Separator Layer (mainline & shoulders)  
9.50”..............................................................................................................Repaired JRCP  
Existing Base and Subbase  
18.00”.................................................................................................Underdrain PDS Open Graded System  
7.00”.............................................................................................................Total Thickness

Present Value Initial Construction Cost....................................... $514,667/directional mile  
Present Value Initial User Cost...................................................... $37,930/directional mile  
Present Value Maintenance Cost ................................................... $38,821/directional mile  
Equivalent Uniform Annual Cost .................................................. $37,266/directional mile

b. M-53 Reconstruction:  CS 50012, JN 47040

The reconstruction alternatives considered were a HMA pavement (Alternative 1 – EUAC $60,174/mile) and a jointed plain concrete pavement (Alternative 2 – EUAC $56,169/mile). A life cycle cost analysis was performed and Alternative 2 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

8.5”...........................................................Non-Reinforced Conc Pavt, w/14’ jt spacing (mainline)  
8.5 - 6” ................. Tapered Non-Reinforced Conc Pavt, w/14’ jt spacing (shoulders)  
16”................................................................. Open Graded Drainage Course (mainline)  
17.25”............................................................. Open Graded Drainage Course (shoulders)  
Geotextile Separator  
Existing Sand Subbase  
6” dia...............................................................................................Open-Graded Underdrain System  
24.5”.....................................................................................................Total Thickness

Present Value Initial Construction Cost................................................. $914,441/mile  
Present Value Initial User Cost.......................................................... $98,921/mile  
Present Value Maintenance Cost ........................................................ $131,529/mile  
Equivalent Uniform Annual Cost ...................................................... $56,169/mile

3. Technical Agenda – J. Friend

At the request of the Chief Operations Officer the department, in cooperation with the FHWA, MITA, APAM, MCA, and MRPA, identified three higher level technical focus areas that have an impact on project selection, scope, and construction quality. The three focus areas are Ride Quality Improvements, Life Cycle Cost Analysis, and Warranties and Innovative Contracting. Small task groups have been identified for each focus area to evaluate current practices and deliver recommendations on a pre-defined set of subtasks of interest to MDOT. Major tasks, subtasks, responsible MDOT staff, and deadlines have all been established. Approval of the memorandums for each technical agenda item is requested.
ACTION: EOC approves the following actions:

- The memorandums for Ride Quality Improvements and Life Cycle Cost Analysis, and authorize the task groups to begin work as outlined in the memorandums.
- Modification of the memorandum for Warranties and Innovative Contracting by removing major task 2 and rename the agenda item "Warranties". Authorize the task group to begin work on the modified memorandum.
- Develop a separate technical agenda item "Innovative Contracting", which includes major task 2 for approval at the December 2009 EOC meeting.

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

BJO:kar

cc: K. Steudle S. Mortel J. Steele (FHWA)
    J. Shinn D. Jackson R. Brenke (ACEC)
    L. Hank W. Tansil G. Bukoski (MITA)
    EOC Members D. Wresinski D. DeGraaf (MCPA)
    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 C&T Staff
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