OLD BUSINESS

1. Approval of the November 5, 2009, Meeting Minutes – G. Johnson

   The November 5, 2009, meeting minutes are approved.

NEW BUSINESS


   At the request of the Chief Operations Officer, and in cooperation with the FHWA, MITA, APAM, MCA, and MRPA, small task groups have been identified to evaluate current practices and deliver recommendations on a pre-defined set of subtasks in several different focus areas that have an impact on project selection, scope, and construction quality. At the November 2009 EOC meeting, the technical agenda memorandums for ride quality, life cycle cost analysis, and warranties and innovative contracting were presented for approval. The EOC approved the agendas for ride quality and life cycle costs analysis, and approved a revised version of the agenda item for warranties by removing subtasks related to innovative contracting. The EOC requested that a separate technical agenda be developed for innovative contracting and presented at the December EOC meeting. Approval of the technical agenda is requested.

   ACTION: EOC approved the technical agenda for innovative contracting with minor modifications; the item "Accelerated Construction Techniques" was added to number 3, Acceleration Techniques.
2. **MDOT Scoping Manual – V. Weerstra**

One of the outcomes of the Construction Quality Partnership's Design Task Force was a recommendation to improve processes for the scoping of preservation projects. Perhaps the most significant element of this process was the development of a scoping manual.

The use of a scoping manual will establish a new, consistent statewide process for the scoping of preservation projects. The manual identifies roles and responsibilities of those involved in the process. It also incorporates recent department initiatives into the scoping process, including Context Sensitive Solutions, Stakeholder Engagement, Elderly Mobility, Safe Routes to School, Environmental Clearance/Classification Process Changes, Intelligent Transportation Systems deployment, Constructability Reviews and application of MDOT's Work Zone Safety and Mobility Policy and Manual. The manual will provide documented guidelines, improved consistency in project scopes and estimates, clarity on the process and the roles and responsibilities of staff, and guidance for new employees. Utilization of the guidelines and tools in the scoping manual should improve the quality and consistency of project scopes, and reduce the number of changes to the Five-Year Program.

Approval of the MDOT Scoping Manual is requested.

**ACTION:** The EOC approves the MDOT Scoping Manual. The manual shall be included as a standard document to consultant contracts, and posted on MDOT’s internet Web site. The Design Division will maintain the manual. The Region Systems Managers will be responsible for regularly approving updates with input from the users of the manual.


The reconstruction alternatives considered were a hot mix asphalt (HMA) pavement (Alternative 1a – Equivalent Uniform Annual Cost [EUAC] $112,590/mile) and a jointed plain concrete pavement (Alternative 2a – EUAC $182,942/mile). The rehabilitation alternatives being considered are a HMA pavement over rubblized concrete (Alternate 1b – EUAC 80,823/mile) and a separated jointed plain concrete pavement overlay (Alternate 2b - $80,891/mile). A life cycle cost analysis was performed and Alternative 1 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

Alternative 1a: Reconstruct With HMA Pavement (6 Percent of Project)

<table>
<thead>
<tr>
<th>Thickness</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.50”</td>
<td>HMA, 5E3, Top Course (mainline)</td>
<td></td>
</tr>
<tr>
<td>2.00”</td>
<td>HMA, 4E3, Leveling Course (mainline)</td>
<td></td>
</tr>
<tr>
<td>3.00”</td>
<td>HMA, 3E3, Base Course (mainline)</td>
<td></td>
</tr>
<tr>
<td>1.50”</td>
<td>HMA, 5E03, Top Course (shoulders)</td>
<td></td>
</tr>
<tr>
<td>2.00”</td>
<td>HMA, 4E03, Leveling Course (shoulders)</td>
<td></td>
</tr>
<tr>
<td>6.00”</td>
<td>Aggregate Base (mainline &amp; shoulders)</td>
<td></td>
</tr>
<tr>
<td>18.00”</td>
<td>Subbase (mainline &amp; shoulders)</td>
<td></td>
</tr>
</tbody>
</table>

PDS Underdrain System
Alternative 1b: Rehabilitation With HMA Pavement Over Rubblized Concrete (94 Percent of Project)

1.50” HMA, 5E3, Top Course (mainline)
2.00” HMA, 4E3, Leveling Course (mainline)
3.00” HMA, 3E3, Base Course (mainline)
1.50” HMA, 5E03, Top Course (shoulders)
2.00” HMA, 4E03, Leveling Course (shoulders)
3.00” HMA, 3E03, Base Course (shoulders)
9.00” Rubblized Concrete (mainline)
6.00” Aggregate Base (mainline)

Existing Base (mainline & shoulders)
PDS Underdrain System

15.50” Total Section Thickness

Present Value Initial Construction Cost............................................................... $527,945/mile
Present Value Initial User Cost............................................................................ $588,425/mile
Present Value Maintenance Cost......................................................................... $120,107/mile
Equivalent Uniform Annual Cost .......................................................................... $80,823/mile

Combined Equivalent Uniform Annual Cost......................................................... $82,729/mile

(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)
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