OLD BUSINESS

1. Approval of the October 6, 2011, Meeting Minutes

The October 6, 2011, meeting minutes were approved with minor editorial changes. The Pavement Committee will be named the Pavement Steering committee.

NEW BUSINESS

1. Bottom Height of “Do Not Enter/Wrong Way” Signs on Freeway Ramps – M. Bott

In a letter dated August 8, 2011, from Chief Operations Officer Gregory C. Johnson to the Region Engineers, several countermeasures to deter wrong-way movements onto freeways were recommended for interchanges. These measures included two changes to Standard Plan SIGN 120 as follows:

- On sheet 7 of 8, SIGN BOTTOM HEIGHTS, under the RAMPS/CROSSROADS heading, add the following, “4’ – DO NOT ENTER AND WRONG WAY SIGNS FOR FREEWAY RAMPS”.
- On sheet 8 of 8, under the GENERAL NOTES heading, add a new note, “7. WRONG WAY AND DO NOT ENTER SIGN SUPPORTS FOR FREEWAY RAMPS SHALL HAVE RED REFLECTIVE SHEETING INSTALLED ON THE SIGN SUPPORTS”.

Approval of the above noted recommendations is requested.

ACTION: The EOC approves the recommendations. The recommended changes shall be made when replacing signs as part of a project.
2. **Guidance Documents for the Pavement Marking Operations Committee and Pavement Marking Implementation Team – M. Bott/S. Thayer**

The Pavement Marking Operations Committee (PMOC) is an MDOT/Industry committee. The MDOT members are charged with the lead role of partnering with industry to effectively manage the pavement marking program. The PMOC has one subcommittee, the Pavement Marking Implementation Team (PMIT). The PMOC will develop program strategy and policy recommendations, resolve major field issues, and lead the efforts to continually improve program delivery.

The PMIT is a subcommittee of the PMOC with responsibility for carrying program/policy level items forward to the PMOC, and implementation of program/policy level decisions from the PMOC. The PMIT will also be charged with insuring statewide alignment in program delivery.

Approval of the guidance document for the Pavement Marking Operations Committee and the guidance document for the Pavement Marking Implementation Team is requested.

**ACTION:** Approve the guidance document for the Pavement Marking Operations Committee and the guidance document for the Pavement Marking Implementation Team with minor editorial revisions. A representative of the County Road Association of Michigan (CRAM) shall be added to the PMOC. The Construction Operations Engineer shall be added as a member of the PMIT.

3. **Pavement Selection – B. Krom**

   a. **US-23 NB Reconstruction: CS 58034 JN 106877**

      The reconstruction alternatives being considered are a Hot Mix Asphalt Pavement (HMA Alternative 1 – EUAC $76,998/mile) and a Jointed Plain Concrete Pavement (JPCP Alternative 2 – EUAC $59,994/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:

      10.5”…………………………Jointed Plain Conc Pavt, P1 Mod, w/ 14’ jt spacing (mainline & shoulders)
      16”…………………………………………………………………………Open-Graded Drainage Course (mainline & shoulders)
      Geotextile Separator
      6” dia………………………………………………………………………..Open-Graded Underdrain System
      26.5”…………………………………………………………………………..Total Thickness

      Present Value Initial Construction Cost………………………………………………..$885,211/directional mile
      Present Value Initial User Cost………………………………………………………….$197,200/directional mile
      Present Value Maintenance Cost ………………………………………………………$81,867/directional mile

4. **US-12 Bridge over the Indiana Northeastern Railroad – M. Dionise**

The US-12 bridge over the Indiana Northeastern (INE) Railroad is in poor condition and is scheduled for replacement in 2013. This portion of the rail line is no longer operational; the railroad retains this line in anticipation of potential future need. Alternatives including removal/replacement of the bridge and removal/construction of an at-grade crossing are being considered. Early estimated costs for removal and replacement are $4.1 million, and for removal and construction of an at-grade crossing are $3.4 million.
The Marshall Transportation Service Center (TSC) is recommending that some of the cost savings realized for removal and construction of an at-grade crossing be utilized for potential enhancements to the rail line crossings adjacent to the bridge.

**ACTION:** Any project costs savings shared with the railroad must be supported by the costs the railroad would incur by going to an at grade crossing (i.e., increased liability and maintenance costs) or additional property rights acquired by MDOT. The EOC recommends the TSC and INE continue discussions regarding alternatives for the project.

5. **New ITS Prequalification for Contractors – D. Parker/M. Smith**

There has been a significant increase in the number of projects that include installation of intelligent transportation systems (ITS); such as overhead changeable message boards. Since there currently is no prequalification category that includes this specialized work, the department has been using the electrical prequalification category which does not address the experience needed for the complex ITS components. A new prequalification category, Intelligent Transportation Systems Installation, has been developed to address the experience needs for this type of work. The Contract Services Division is requesting EOC approval to implement a new construction prequalification category, Intelligent Transportation Systems Installation.

**ACTION:** Approve the new construction prequalification category, Intelligent Transportation Systems Installation.

6. **Leachate from Concrete Re-Use as Aggregate Base – K. Schuster/Environ. Committee**

A recent non-motorized construction project along the I-275 corridor used recycled crushed concrete as the aggregate base course and as undercut backfill. This use of crushed concrete has resulted in a leachate discharging into a water course, which is considered an unauthorized discharge. This has resulted in a precipitate in the stream for several hundred feet and a small benthic kill zone due to a pH spike. The department strives to reuse materials where appropriate and crushed concrete base course is a successful example of this. However, this project has highlighted a possible concern regarding the leachate from the concrete fines and their interaction with rainwater or groundwater.

In order to avoid potential unauthorized discharges in the future, and to establish a buffer zone within the ditches prior to discharging to the waters of the state, the Environmental Committee (EC) is recommending that recycled crushed concrete be prohibited for use within 500 feet of surface waters; only natural aggregates shall be allowed within 500 feet of surface waters. The EC is also recommending that MDOT research options for addressing the pH of the leachate for a long term solution.

**ACTION:** Approve the prohibition of recycled concrete as an aggregate within 500 feet of waters of the state. The EC will work with the region to mitigate the impacts from the unauthorized discharge. The EC shall continue to research alternatives to mitigate such occurrences in the future.
7. **Innovative Contracting Proposal – B. Wieferich**

The Jackson TSC is proposing a Fixed Cost/Variable Scope (FCVS) contract for a capital preventative maintenance program crack treatment project in the 2012 construction season. This project will list segments of roadway to be considered in the project, in priority order. Contractors will indicate which segments they will perform for the fixed cost. Complete segments will be included in the cost, in priority order, except the last segment. For the last segment, the contractor will be allowed to bid a percentage of the final segment, with completion at a logical break point. The winning bidder will be determined by the total length of roadbed miles sealed.

The contract will include a fixed percentage of the award amount for mobilization. It is proposed the remaining contract amount will include payment for all work associated with the roadbed miles, including traffic control.

The Innovative Contracting Committee has approved this project in concept and is requesting approval of the EOC.

**ACTION:** The EOC approves the development of this FCVS contract.