OLD BUSINESS
1. Approval of the January 9, Meeting Minutes – G. Johnson

ACTION: The January 9, 2013 meeting minutes were approved as written.

NEW BUSINESS
1. Innovative Contracting Project Approvals – C. Youngs
   a. Fixed Price Variable Scope (FPVS) – City of Port Huron local agency project
      CS: 77475        JN: 118843

      As part of the Blue Water Bridge Plaza project, MDOT committed to fund up to $100,000 of local road improvements in the City of Port Huron. The city intends to fund a way-finding signing project. A FPVS procurement method is recommended to maximize the amount of signing for a fixed budget amount. The project is scheduled for letting in July of 2013.

      The Innovative Contracting Committee recommends approval of a FPVS procurement on this project.

      ACTION: Approved

   b. Alternate Pavement Bidding (Pavement Type Selection)
      I-69, M-54 to Center Road, City of Flint
      CS: 25084        JN: 110535

      Department Policy requires that a Life Cycle Cost Analysis (LCCA) be used to determine the most cost effective pavement design. Pavement selection was determined using the procedures outlined in the MDOT Pavement Design and Selection Manual.
Department Policy also requires that the alternate pavement bids be considered when the difference in cost between alternates is less than 10%. The difference in cost between the two alternates is less than 4%. The project is scheduled for letting in February of 2014.

Final pavement selection requires approval by the Engineering Operations Committee. An alternate pavement bidding approach is recommended.

**ACTION:** Approved

c. Alternate Technical Concepts (ATC) – Maintaining Traffic
US-31 Reconstruction, Eighth Street to Quincy Street, City of Holland
CS: 70021, 70013  JN: 88876, 90076, 90077

The project will require complex staging, and maintaining traffic will be critical. ATC will allow MDOT to consider many alternatives based on contractor recommendations and select the most appropriate option for the traffic conditions. The intended result is a quicker and more efficient construction staging that provides mobility during construction. The project is scheduled for letting in March of 2016.

The Innovative Contracting Committee recommends approval of the use of ATC’s on this project.

**ACTION:** Approved

d. Alternate Technical Concepts (ATC) - Maintaining Traffic
US-127 Minor Rehabilitation, Washington Road to Van Buren Road, Gratiot County
CS: 29011  JN: 110485

The ATC process will allow contractors to propose various alternatives for maintaining traffic. This will allow MDOT to consider many alternatives based on contractor recommendations and select the most appropriate option for the traffic conditions. The project is scheduled for letting in January of 2016.

The Innovative Contracting Committee recommends approval of the use of ATC’s on this project.

**ACTION:** Approved

e. Fixed Price Variable Scope (FPVS)
West Vernor Highway, Woodmere Road to Clark Street, City of Detroit
CS: TBD  JN: TBD

The project scope includes lighting replacement, sidewalk replacement and landscaping. The funding for the project is not sufficient to complete the entire scope. A FPVS procurement method is recommended to maximize the amount of work for a fixed budget amount. The project letting date is unknown at this time.
The Innovative Contracting Committee recommends approval of a FPVS procurement. These initiatives are also FHWA Every Day Counts initiatives.

**ACTION:** Approved

**ADDITIONAL ACTION:** EOC also directs the Design Division to update the Innovative Contracting Manual to include additional project types that may be appropriate for each of the various innovative contracting types. This will assist project development staff, during scoping, in determining what innovative contracting methods may be suitable for various project scopes. Design Division is also directed to coordinate updates to the MDOT Project Scoping Manual that are related to this issue.

2. Use of Recycled Asphalt Shingles (RAS) in Hot Mix Asphalt (HMA) – C. Bleech

HMA Technical Committee was directed to evaluate the impacts of allowing increased Recycled Asphalt Pavement (RAP) materials in Hot Mix Asphalt pavement mixtures. The increased RAP allowance would also include the option to utilize Recycled Asphalt Shingles (RAS) as part of the increased RAP amount in the HMA mixture. The technical committee has developed a revised RAP specification which allows the permissive use of RAS. HMA Operations Committee (HMAOC) has reviewed the recommendation and also concurs. HMAOC recommends approval of this specification change with a retroactive implementation date of December 2012. RAS usage is an FHWA Every Day Counts initiative.

**ACTION:** Approved. EOC also directs Construction Field Services to modify existing asphalt mix design information systems to identify when project mix designs utilize Recycled Asphalt Shingles. This information should also be coordinated with other information systems such as the Pavement Historical Database (PHD).

3. Allowance of Warm Mix Asphalt (WMA) for high volume mixes and allowance of chemical additives for WMA. – C. Bleech

a) WMA usage in High Volume Mixes

Current specification allows WMA (via water foaming) on E03, Low Volume Superpave, E1, E3, and E10 mixes but does not allow it on higher volume mixes (E30, E50, and Gap Graded Superpave). Under certain instances, WMA may pose an increased risk of rutting and raveling. However, the majority of projects allowing WMA will also include a five year warranty that covers raveling and rutting. MDOT has not experienced any accelerated distress on WMA projects since the initial pilot project construction in 2011.

b) Use of Chemical Additives in WMA

MDOT currently allows WMA to be achieved by water foaming but not by chemical additives. For the allowance of chemical additives, MDOT will be referencing Colorado DOT’s approved product list as they have an established procedure and an approved products list based on performance. There will be no change to MDOT’s acceptance specifications and no compensation for the use of chemical additives to produce WMA.

The HMA Technical Committee developed these recommendations and a revised specification. HMA Operations Committee (HMAOC) also has reviewed these recommendations and recommends approval. WMA usage is a FHWA Every Day Counts initiative.
ACTION: Approved. EOC also directs Construction Field Services to modify existing asphalt mix design information systems to identify when project mix designs utilize Warm Mix Asphalt mix designs. The use of Recycled Asphalt Shingles as a RAP component should also be recorded in Department information systems. This information should be also be coordinated with other information systems such as the Pavement Historical Database (PHD).


A proposed Policy has been developed for use of the Safety Edge on both Portland Cement Concrete (PCC) and Hot Mix Asphalt (HMA) pavements.

MDOT has constructed pilot projects in 2011 and 2012 utilizing the safety edge. The Safety Edge is a simple but extremely effective solution that can help save lives by allowing drivers who drift off highways to return to the road safely. Instead of a vertical drop-off, the Safety Edge incorporates a 30 degree tapered edge. This technology will result in safer roads for the traveling public with an end result of saving lives.

Recommend that EOC approve the Safety Edge Usage Policy. A special provision and special detail will be developed for contract documents. Safety Edge is an FHWA Every Day Counts initiative.

ACTION: Approved.

5. Alternate Pavement Bidding (Pavement Type Selection) – J. Rick/B. Krom
US-127 Reconstruction, Parnell Road to Henry Road, Jackson County

CS: 38131 JN: 103376

Department Policy requires that a Life Cycle Cost Analysis (LCCA) be used to determine the most cost effective pavement design. Pavement selection was determined using the procedures outlined in the MDOT Pavement Design and Selection Manual.

Department Policy also requires that the alternate pavement bids be considered when the difference in costs between alternates is less than 10%. The difference in cost between the two alternates is less than 9%.

Final pavement selection requires approval by the Engineering Operations Committee. An alternate pavement bidding approach is recommended.

EOC approval is requested for the use of reduced cross section under the HMA alternative. At a prior EOC meeting (July 1, 2010) the EOC approved the limited use of a reduction or elimination of the sand sub-base below HMA pavements when the following conditions are met:

- The project has alternate pavement bidding conditions.
- There is concurrence of use by the statewide pavement design engineer and the region soils and pavement engineer.
EOC approval is also requested to approve utilizing a single set of design plans instead of two individual sets based on each pavement alternative.

**ACTION:** Approved.
RA:SB:lsf

cc:
- K. Steudle
- L. Mester
- EOC Members
- Region Engineers
- TSC Managers
- Assoc. Region Engineers
- D. Parker
- M. DeLong

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