

MINUTES
MAPA / MoDOT Quarterly Meeting
November 5, 2019
1:00 – 3:00 p.m.
Central Laboratory, Conference Room 201E/W

Agenda Items

1. Use of the Performance Spec JSP for mixes below 2.5% Air Voids (MAPA)

Industry would like the option to do additional performance testing on mixes that fall below 2.5% air voids. Successful performance results could allow pavement to be left in place. MoDOT has drafted a JSP for this testing option..

ACTION ITEM: Determine feasibility of using this JSP in some upcoming projects.

2. AASHTOWARE (AWP) – Pay Issues (MAPA)

Some MAPA members are concerned over tardiness in pay because of the absence of material test results in AAHTOWare Project (AWP).

ACTION ITEM: MoDOT will set up a VC meeting with industry and Districts to discuss items of concern with AWP.

3. Waiting until the end of a project to write one change order (MAPA)

Some MAPA complained of change orders being delayed long after work was committed. MoDOT is committed to prompt payment for work completed, so the CM Division will investigate further.

ACTION ITEM: MoDOT CM will discuss CO delays with staff at upcoming statewide RE meeting.

4. JMF turnaround time (MAPA)

MAPA raised concerns about the turnaround time for job mix formula (JMF) approvals.

MoDOT checked approval times for JMFs in October. The results were -

- 27 total JMF submittals
- Average District to FO time – one to two days
- Average FO approval time - 10.75 days

ACTION ITEM: MoDOT CM notify contractors via email when JMFs are received by the Central Office.

5. E-Ticketing (MAPA)

Three to five pilot projects with the e-ticketing JSP are being awarded in the Kansas City District. MoDOT learned at the recent annual AASHTO Committee on Construction meeting that there were already five other States routinely using e-ticketing. The success of this initiative depends heavily on the buy-in from the trucking industry.

ACTION ITEM: MoDOT CM will discuss e-ticketing implementation challenges with the trucking industry.

6. IC/IR on Shoulders (MAPA)

Missouri is going on the 5th year of intelligent compaction (IC) implementation.

The concern from the asphalt paving industry, regarding the latest IC JSP change which requires IC rollers for both mainline and shoulder paving, is that they prefer using IC rollers for mainline only, and standard rollers for shoulders. This allows them to be able to transfer IC rollers to another project more quickly.

Another question was raised about the applicability of IC/IR for surface level projects. The apparent benefits would include reduced onsite MoDOT inspection.

ACTION ITEM: MoDOT CM will evaluate the administration of IC rollers for shoulder work.

7. Design standards updates (MoDOT)

Non-standard JSP for additional mobilization of seeding has been removed and incorporated into Sections 109 and 618.

NCHRP 350 compliant barrier devices can still be used after the Dec. 31, 2019 MASH deadline as long as they are in good condition.

8. FHWA Update

a. Pavement design policy review

A national summary workshop was held with State DOT and paving industry members on October 24 at the FHWA HQ DC. Information from

5 regional peer exchanges held this year was shared with industry. A report will be published for workshop.

b. Reclaimed asphalt shingles (RAS) best practices

A report from the Missouri field review of RAS projects in late September, conducted by the FHWA, was released in late October. Information from 5 State reports will be summarized in a FHWA RAS best practices technical document. FHWA review team leader Tim Aschenbrener will preview the best practice findings at the December 4-5 MST asphalt conference.

c. FHWA final rule on proprietary products

A final rule published in the Federal Register by the FHWA on September 27 rescinds regulatory provisions for patented or proprietary products in 23 CFR 635.411(a)-(e). The rule eliminates the requirements limiting the use of Federal funds in paying for patented or proprietary materials, specifications, or processes, which will provide greater flexibility and encourage innovation in the selection of proprietary or patented materials.

9. Modifying the No. 4 sieve gradation for Type A1 seal coats (MoDOT)

The limestone producers industry has proposed changing the current limit of 0 – 25 percent to 0 – 30 percent to address production concerns.

10. Modifying the No. 30 and No. 50 sieve gradations for Type II micro-surfacing (MoDOT).

The #30 and #50 % passing limits are exactly the same as those specified by the International Slurry Surface Association (ISSA). The ISSA is recognized by the industry as the micro-surfacing experts. These gradation limits have been used for many years and have resulted in excellent field performance. For these reasons, MoDOT is not planning to change these gradation limits.

Action Items from the July30th meeting:

Asphalt Index for Pavement Repair

A spec revision, which will modify Sec 613.30.2 to prohibit commercial mixes, but allow other PG64-22 surface mixes, in addition to the project specified mix, for Class B partial depth repairs, has been submitted to the Design Division for review. This revision will in turn make all Class B repair mixes eligible for the asphalt price index.

TRPM's Adhesion to Pavement

Not much progress has been made on this issue.

New Material Code for SS-1H and SS-1 when used for tack. (removal of cement mix test)

MoDOT has already waived the cement mix test requirement for these emulsions when used as tack.

2020 Meeting Dates:

January 28, April 28, August 13 (Thursday) and October 27