

MINUTES
MAPA / MoDOT Quarterly Meeting
January 28, 2020 / 1:00 – 3:00 p.m.
Central Laboratory, Conference Room 201E/W

Agenda Items

1) Review of Proposed DBE Program JSP 01-20 (MAPA)

All bidders will have to send a 'DBE Identification Submittal' with every sealed bid. This information will be necessary to comply with Federal-aid requirements. Reminders will be sent to bidders who fail to send the form. This requirement will start with the April letting. The data may be used for a DBE availability study.

Documentation of good faith efforts will be submitted with the identification form. The JSP includes options for documenting the good faith effort.

MoDOT will request names of DBE and non-DBE subcontractors (per project) that contractors have received bid quotes from over the course of the previous year. This info is required by the FHWA. The ECR Division is open to options for whether the info should be submitted annually or monthly.

Contractors will not be asked to enforce CUF reviews, but will be requested to provide any pertinent information about areas of concern with a particular DBE.

2) Review of Proposed JOC JSP (MAPA)

Asphalt JOC repair contracts will be limit work orders to six continuous miles or less with multiple possible lane drop packages. Mobilization will be paid once for each work order. Traffic control is paid for both directions. The winter months LD section was removed.

The accelerated repair item has been removed. MAPA requested the fixed milling pay item costs be reviewed for modification to a more realistic level so that contractors don't roll hidden costs in other items.

MoDOT emphasized that, internally, JOC change orders for increases must be recognized at the earliest possible stage and the CO should be notified for authorization.

ACTION ITEM: MoDOT will consider ideas for paying for additional lane drops when JOC repairs cover multiple lanes.

- 3) Review of Proposed Pay Estimate Form (MAPA)
 - a. Website Estimate versus Project Office Estimate
 - b. Accessing Website Estimate After Hours

The website and project office reports are out of sync with each other, but they are in the process of being harmonized. MoDOT requested ideas from MAPA for ways to improve the pay estimate form.

The Missouri Office of Administration requires MoDOT servers to be turned off at night, but MoDOT has developed a work-around for contractors to access pay estimates at night.

- 4) Timeliness of QA Results and Raw Data (MAPA)

MAPA claims raw QA data is not consistently being shared with the contractor. The use of CRE20 sheets makes sharing raw data more difficult. One solution could be to make copies of hand written calc results and provide each other with QC and QA scanned copies.

ACTION ITEM: The Bit Team will develop a solution for allowing better contractor access to raw QA data.

- 5) Charging LD's Day for Day of Semi-Final (MAPA)
- 6) Charging Damages While Working on Corrections List (MAPA)

Liquidated damage (LD) charges for road user costs are turned off when all corrections impacting public traffic after the completion date have been resolved

The RE has some latitude to waive LDs during the time minor corrections are made, but generally any significant correction activity after the contract completion date that impacts traffic will be charged LDs.

The LD admin costs are fixed, as shown in the EPG, based on the contract costs.

- 7) Developing a JSP for Weather Sensitive Items Similar to Temporary Pavement Marking (MAPA)

Some surface sealer contractors would like a similar temporary pavement marking JSP for their type of work as is available to HMA overlay contractors.

ACTION ITEM: MoDOT will examine expanding the winter months striping JSP scope to cover other surface treatments.

8) List of Future Performance Spec/Balanced Mix Design Projects (MAPA)

MoDOT provided an updated list of the seven balanced mix design projects for the 2020 construction year. MoDOT would like to receive more non-SMA project candidates for the balanced mix design JSP.

9) Bonded asphalt overlay (spray paver vs hot applied binder tack) JSP (MoDOT – Blomberg)

In recognition of the difficulty to get polymer-modified asphalt binder for hot applied tack, the JSP will be revised. This JSP is preferred for use on a concrete surface, which can be cleaned more easily than a milled asphalt surface.

10) Spec change update (MoDOT – Oligschlaeger)

Class B repairs had the commercial mix option removed, but also had the list of candidate materials expanded to any approved surface mix meeting Sec 401 requirements. This change will enable Class B repair quantities to be eligible for the asphalt price index.

11) Temporary markers

MAPA would like to allow temp pavement marker tabs to be striped first and removed through natural attrition. The act of manually removing tabs, especially on narrow two-lane roads can be hazardous. Letting them naturally debond from the pavement over time is not an option, however; as Missouri resource agencies and environmental advocacy groups have complained about loose tabs migrating to and collecting in open streams.

ACTION ITEM: MoDOT will discuss this issue with REs at their next meeting in the late spring/early summer to consider alternate solutions.

12) Review of Superpave QC/QA Q&A in EPG

MoDOT and MAPA will jointly review the Superpave QC/QA guidance doc in the EPG for improvements to eliminate any misunderstandings in the field.

Action Items from November 5, 2019 Meeting:

Use of Performance JSP for Mixes below 2.5% Air Voids

MAPA doesn't disagree with enforcing the statistically-based deducts for low air void mixes, but wants performance testing options (Hamburg) to possibly prevent having to remove and replace the mix in the field. MoDOT will further review this issue.

AASHTOWARE – Pay Issues Industry Conference Call

MoDOT is still working to minimize the number of line item adjustments that are occurring because of test results exceptions. Also, MoDOT has made very good progress in developing CRE2O sheets for AWP.

Update on E-Ticketing Meeting between MoDOT & Trucking Industry

MoDOT is communicating with the trucking industry reps to possibly resolve difficulties with enforcing e-Ticketing requirements, particularly with independent truck owner/operators.

Removal of Shoulders from IC JSP

The current IC JSP has been modified to remove IC requirements for paved shoulders. However, this issue may be revisited in the future.

Next Meeting Date: April 28, 2020