

***MINUTES***  
**MAPA / MoDOT Quarterly Meeting**  
**October 27, 2020 / 1:00 – 3:00 p.m.**  
**Videoconference**

**Agenda Items**

1) “Interns” Performing QA Tests – n = 5, Multi Lab Tolerance (MAPA)

A concern was raised by MAPA that errors in comparison between QC and QA test results may occur from uncertified MoDOT interns performing QA tests in a separate lab. If a contractor has a concern about the quality of a QA result they should talk to their RE overseeing that particular project. Split sample testing is strongly encouraged early in the project to detect problems with comparison testing between QC and QA.

State Tech will have virtual certification training next year. MST is not sure how they’ll handle certification training yet.

2) Odor Issues with High Friction Course Recycle (MAPA)

One contractor had workers complaining about HFST in RAP giving off excessive odor. It was first noticed on the road during paving and then later at the lab and asphalt plant. Some workers complained of headaches.

The epoxy after curing is inert and shouldn’t be noticeably odorous after milling. MoDOT made some calls to other States and no one has encountered this yet.

**ACTION ITEM: MAPA will acquire a sample of milled HFST material for the MoDOT Central Lab to test.**

3) Removal of Temporary Tabs – Correction vs Exception (MAPA)

Removing tabs is technically a ‘correction’, even though some REs may allow it as an exception if removed within a few days. Instances have occurred where an RE made them an exception and then the tabs were not removed until weeks later. The clarification was made that remaining work on a semi-final inspection punch list does not have to be tied directly to a pay item to count as a correction. Exceptions are primarily for time-dependent items such as seed growth and signal tests, which do not directly impede the public from using the road.

4) Timely Closeouts of Projects (MAPA)

MoDOT will fully accept a project when all physical work has been completed. Partial acceptance for maintenance by MoDOT may be allowed when only exceptions remain, after which the contractor would only have responsibility for the areas of exception. In

this case of multiple projects in one contract, each project should be handled individually for final acceptance.

**ACTION ITEM: MoDOT CM will discuss with REs the need to conduct a semi-final inspection as soon as possible after the contractor has completed any single project within a multiple-project contract. If there are no corrections or exceptions found during the inspection, then it will count as a final inspection and MoDOT will assume full maintenance responsibility for the project.**

5) Combination Projects with Calendar Days with Completion Date (MAPA)

MAPA brought up a concern that some contracts with multiple projects may not have enough working days on each project, which would enable a contractor to mobilize certain types of sub contract work in tight sequence for all projects at one time, rather than individually for each project at different times.

**ACTION ITEM: MoDOT CM will discuss this issue with the Design Division.**

6) Annual Tentative Paving Quantity Report (MAPA)

Tentative paving quantities are usually known in May when the draft STIP is approved by the Commission. That didn't happen this year because of the COVID-19 pandemic. Most changes this year have occurred by STIP amendment. The next new estimate of paving quantities will not be available until the next STIP approval in the Spring of 2021. Paving quantities are anticipated to be similar to the annual average the past few years since road fund revenues have been close to normal despite COVID-19.

7) Superlot Quality Assurance (FHWA)

The FHWA gave a presentation on the statistical analysis of QC testing as it relates to superlots. The recommended maximum number of sublots for a superlot is 30. Technically, another standard deviation equation should be used for larger lot sizes. Also, results in excess of 30 for a single superlot become watered down and problem areas within the limits of the superlot are less likely to be identified. 'F and t' testing can be used to detect statistical anomalies in superlots. The larger the number of sublots, the greater the likelihood of detecting differences. As an example, for 30 QC tests, there is a 75% chance of finding something abnormal.

See the attached Powerpoint file.

8) Weather Restriction Spec Changes for PM Treatments (MoDOT)

At the earlier Bit Team meeting, consensus was reached for recommending the following changes preventive maintenance treatment specs

- Separate emulsion tack for UBAWS as separate pay item

- Eliminate RAP from UBAWS mix designs
- Set Oct. 1 completion date for seal coats, scrub seals and micros
- Add sand equivalency and methylene blue tests for checking fines in microsurfacing mixes
- Micros will have a 50 F limit with a forecast of 48 hour above 40 F
- Chip Seals, Fog Seals, and Scrub Seals will have a 60 F limit with a forecast of 48 hours above 40 F.

**ACTION ITEM: The recommended spec changes will,be drafted and sent to MAPA for comments.**

9) Affirmative Action Certification Requirements for Subcontractors (MoDOT)

MoDOT ECR explained the requirements for the Subcontractor Certification Regarding Affirmative Action form. This form should be submitted by any subcontractor expecting to perform work totaling more than \$10K for any combination of Federal-aid projects within a given year. However, they do not have to have an affirmative action plan and complete the associated reporting if they have fewer than 50 employees. If they don't meet or exceed this threshold, then they simply need to mark their exemption status on the AA form.

See attached presentation.

10) Design Standards Update (MoDOT)

Design changes for the past quarter were related primarily to structural items.

See spec change handout for details.

11) Other items

**Next Meeting Date:** February 2, 2021