

MINUTES
MAPA / MoDOT Quarterly Meeting
February 2, 2021 / 1:00 – 3:00 p.m.
Videoconference

Agenda Items

- 1) Status of Tech Certification Classes and Extension of Expired Certifications (MAPA)

Existing certifications will be extended another six months to August 1 beyond the original Feb. 1, 2021 extension. Waiting to get schedule from MST for asphalt QC/QA training. Have online training scheduled though State Tech for other recertifications.

ACTION ITEM: MoDOT will learn MST plans for future training dates/opportunities

- 2) Annual Asphalt Quantity Report (MAPA)

Total paving quantities in 2021 are currently scheduled at 2.7 million tons, compared to 3.7 million tons in 2020. Design-build projects are consuming a large part of the budget in 2021, which necessitated delaying some paving projects. However, some projects that were delayed in the SE District may be put back in the April/May lettings. They would have 2022 completion dates.

A special package of surface level projects on low volume letter routes may be initiated later this year or early next year if approved by the Commission.

- 3) Approval/Calibration of Non-Nuclear Density Gauges for IC/IR Specification (MAPA)

Nationally, non-nuclear density gauges are undergoing evaluation in a few States, but none are known to have formally allowed them for construction acceptance. MoDOT will arrange for testing to study correlations between non-nuclear density gauges and conventional nuke gauges. MAPA members have interest in using these devices for density verification in IC/IR projects.

ACTION ITEM: MoDOT will find a pavement location in the Jefferson City area for checking non-nuclear density gauges.

- 4) DBE Rule Changes for CUF Reviews and Regular Dealers (MAPA)

CUF forms have been revised. Field observation questions were added for inspectors to verify useful function in field.

All DBE trucking companies will have to submit verification of employee employment and weekly reports of employee hours. Regular DBE dealers must own or long-term lease trucks and employ all personnel on project. Tentatively, the new rules will be in effect on March 1, but ECR is still waiting on a few answers from the FHWA.

ECR is looking for ways to reduce DBE paperwork to essentially just bill of ladings by accessing employee info directly from company websites.

5) DBE Joint Checks (MAPA)

Prime should only act as a guarantor and not provide direct funding when co-signing joint check. Checks for material invoices to the supplier should be paid using the DBE's own funds. However, the example was brought up by a MAPA member of the prime contractor first withholding the material invoice amount from the DBE, then sending a joint check to both DBE and supplier using funds from the prime's account. ECR said this arrangement was acceptable as long as the prime could provide proper documentation of withholding the invoice amount. Also, the DBE should install all items purchased with joint check. ECR is working on a joint check approval form.

6) Contractor DBE Submittal Performance (MAPA)

Starting with April 17th letting, DBE identification submittals will be required from all bidders within three days of letting. Both the DBE and non-DBE forms will be due on the last day of the letting month. These will also be required for LPA projects.

ACTION ITEM: MODOT ECR will explore creating an E2O form for DBE identification submittals.

7) Project Bundling by

- a. Geographic Location
- b. Major Different Scopes of Work (MAPA)

MAPA would like to see projects bundled together in contracts more logically by geographic proximity to each other. Design acknowledged issue and will endeavor to improve project bundling.

A MAPA member also pointed out the problem with combining dissimilar projects in a contract, such as a seal coat project and an overlay project. This tends to artificially increase bid prices because of the increased difficulty in obtaining necessary subcontracts.

ACTION ITEM: MoDOT Design will educate Districts further on improving project bundling in contracts. Also, an could be made to provide better detail about treatment type in the STIP treatment descriptions.

8) 12-Month Letting Schedule (MAPA)

MAPA would like longer letting schedules than the current three-month one. MoDOT pointed out the problem with expanding schedule beyond three months is that future job letting months become more tentative. MAPA would accept having less reliability in timing of future month projects. A rough idea of projects let over the course of a year would be better than nothing.

ACTION ITEM: MoDOT Design will create an initial 12-month schedule at time of STIP approval in July, then afterwards produce regular 3-month schedules for the duration of the fiscal year. If the Commission approves the 12-month schedule at their meeting in July it could be published later in the month.

9) MAPA Webinars/PDH Availability (MAPA)

MAPA wants MoDOT employees to be aware of asphalt training opportunities through its sponsored webinars. They have averaged a couple webinars a month, all with pdh credits.

ACTION ITEM: MAPA will request names for the MAPA webinar email list.

10) Modified Bonded Asphaltic Concrete Pavement NJSP-15-11A (MAPA)

MAPA wondered where MoDOT was regarding the issue of approving a hard pen hot-applied AC tack. Three pilot projects will be constructed this year. If test evaluations for the projects turn out well, then MoDOT could approve this product for next year's contracts.

ACTION ITEM: MoDOT Construction & Materials will perform testing on core samples from the three projects for evaluation.

11) Design Standards Update (MoDOT)

Revisions made in Section 402 to put in accordance with recycled material requirements in Sec 401.

Section 413.30 revised to disallow any RAP or RAS for use in UBAWS mixes. (Note: The Design handout erroneously showed the next Section 413.10 microsurfacing revision under this UBAWS change.)

Section 413.10 revised to set new environmental restriction on placement of microsurfacing mixes.

Non standard JSP for DBE requirements will be moved to General Provisions.

Sec 403.2.5 revised to set RAP bulk SG equal to 0.98 in line with Sec 401 and 402.

Section 109.15.1.1 revised to include 402 mixes with 401 and 403 mixes.

Section 617.20.2.1 revised to define serviceable condition of temporary barriers.

MoDOT may let surface level projects on low volume roads with lump sum bid items to accelerate production, if funding is available. MAPA noted that lump sum items increase more risk and uncertainty. MODOT acknowledged this issue and will try to balance risk with speed.

12) Other items

New FHWA Tech Briefs for asphalt paving were recently made available. They can be accessed through the following website -

<https://www.fhwa.dot.gov/pavement/asphalt/density/index.cfm>

Next Meeting Date: May 4, 2021