

MINUTES
MAPA / MoDOT Quarterly Meeting
May 5, 2021 / 1:00 – 3:00 p.m.
Videoconference

Agenda Items

1) COVID Related Materials Shortages (MAPA)

Material shortages are impacting various construction pay items, such as high friction surface treatments and epoxy polymer overlays, as well as some types of construction equipment. MoDOT will continue granting time extensions, but not compensation, for material delays that can be verified are the result of these shortages.

2) Winter Maintenance (MAPA)

MoDOT clarified the policy of who is responsible for repairing potholes and other surface defects while a project is active. The expectation is for State maintenance forces to fix routine repairs within project limits for the season prior to when a project begins and up until a logical stopping point when the contractor sets up their own traffic control and begins any type of roadwork construction. Contractors can establish when the transition of maintenance responsibilities should occur with the Resident Engineer at the pre-con meeting.

3) New QA Density Core Guidance (MAPA)

All future QA core locations for Superpave shall be randomly selected and be independent of QC locations in order to maintain statistical validity in PWL calculations. Current conflicting guidance has allowed mixed usage in projects of independent and non-independent QA core locations. MAPA members were agreeable to this for future projects, but wished to continue with conditions stated in QC plans that were already being implemented. The rationale for taking cores at a QC location had been the need to use a G_{mm} that corresponded closely to the mix in the QA core, since MoDOT does not routinely perform AASHTO T 209 for maximum theoretical densities on lot samples. The Bit Team will resolve what G_{mm} to use for QA volumetric calculations at the next meeting, but for the interim, District materials personnel will be advised to use the QC loose mix sample G_{mm} from the same subplot.

ACTION ITEM: Notify Districts that active SP paving projects shall continue with whatever QC plan arrangements have already been approved, but future SP projects, for which the QC plan has not yet been approved, will acknowledge the independent QA core locations. Also, the Bit Team will decide how the QA core G_{mm} will be determined at the next scheduled meeting.

4) Technician Certification Guidance (MAPA)

Missouri S&T (MST) will no longer conduct the certification classes. State Technical College of Missouri will take over certification training previously handled by MST. It is anticipated that classes will start later this Fall at State Tech. See the Materials Certifications Status attachment for more information.

5) Proposed Performance Specification Changes (MAPA)

Balanced mix design (BMD) pay factors were based on mix samples reheated after already cooling down, so they could not be fairly compared with AC samples that didn't undergo same process. According to Dr. Buttlar's report, the effects of aging on the CT Index can result in as high as a 400% difference. Therefore, the pay factor acceptance thresholds had to be reset accordingly. MoDOT's primary concern is finding the right balance in acceptance such that there is less likelihood of getting more cracking susceptible mixtures. Regarding the thresholds, the bottom limits of the new CT indexes were based upon some of the poor performing projects in the UMC study, while the top threshold limits were set at the mid-range of the CT Indexes recommended in the study.

Some MAPA members have concerns about letting projects without fully understanding the impact of the new BMD threshold acceptance criteria on their mixes. Many agreed another season of data collection would be useful, however, a number of projects have already been let with the BMD JSP and have to be administered as such. Missouri is still one of only a handful of States trying to implement BMD acceptance specs.

ACTION ITEM: Vet acceptance criteria further during next Bit Team meeting.

6) Pavement Repair with Asphalt (MAPA)

- Material Type
- Density Guidance

MAPA members discussed the difficulty of compacting higher quality SP mixes in lower lifts of patches that cannot be rolled, especially narrow ones. They suggested more flexibility in allowable mix types would help. It was also noted that some difficulty in achieving density was related to a drop in the mix temperature as it sat on the project site for extended periods before being placed in the hole. One MAPA member suggested a material transfer vehicle requirement for large patching operations. MAPA members seemed in favor of more detailed guidance for Class C repairs to accommodate field conditions. MoDOT cautioned that the variety of repair circumstances related to mix types, patch size and depth, intended overlay thickness, environment, etc. would make this complex.

ACTION ITEM: MoDOT will study the current EPG wording for possible improvements to Class C repair guidance.

7) Annual District Paving Meetings – SW District (MAPA)

The SW District has been holding annual for contractors to discuss projects that will be constructed the next construction season. This information helps contractors plan for anticipated work schedules. MAPA members think this is a best practice that other Districts could emulate.

ACTION ITEM: MoDOT CM will discuss the possibility with Districts about implementing similar meetings.

8) Update on E2O Spreadsheet for DBE Submittal (MAPA)

MAPA members reaffirmed benefit of having CRE2O sheet for DBE submittals. The CM Division will have to coordinate with the ECR Division regarding the feasibility of developing one. Currently, it is unknown what effort will be required, because of uncertainty about the framework.

ACTION ITEM: MoDOT will study the feasibility of developing a DBE submittal CRE2O sheet.

9) Action Items from February Meeting (MAPA)

The only unresolved action item was the question of worth for developing the DBE CRE2O, which MAPA members affirmed they would like to see.

10) Design Standards Update (MoDOT)

- New guidance in EPG Sec 606.1.3.2.1 for crashworthy end terminals (CET) guardrail end with curbs
- Modified Spec 401.4.4.1 to state that any combination of RAP/RAS > 40% can include either RAP or RAS by themselves
- Removed DNR burning permit requirement in Spec Sec 201.2.5.1
- Modified JSPs 03-05 and 03-06 for liquidated damages/savings to allow time extension for delays caused by the Commission
- Modified Spec Sec 604.40.3.1 and SD 604.40 to remove Type B collars and associated pay items
- Created new SD 616.20 for temporary traffic control of two-way two-lane projects.

See handout.

11) Other items

Chris Redline will fill the vacant KC District Engineer position. His previous position as NE District Engineer will be advertised.

A question was raised about traffic control plans (TCP) pay items for patching JOCs. A few years ago, the work order TCP limits were redefined to make them longer. Evidently, it has created uncertainty about knowing whether the single

TCP pay item, which only applies once per direction, adequately covers multiple lane closures in the same direction.

Next Meeting Date: August 10, 2021