

MoDOT/ACPA Joint Quarterly Meeting Minutes – 1/31/2018

1. MoDOT update of Section 500 QC/QA revisions.

MoDOT went to QC/QA quality management a few years ago due to staffing challenges and the move toward performance specifications. A lot of changes were made to the contractors QC requirements which are currently specified by JSP. MoDOT is now trying to incorporate those QC items into the Spec book so the JSP can be eliminated.

Goals of revising the Spec book:

- Look for and resolve conflicts between ITP and Specifications (usually involves adding ITP items to the Spec that had not been there before.)
- Arrange info in standard format in logical groupings
- Simplify wording where possible
- Add wording where ambiguity exists
- Remove out of date info.
- Add information where needed to match current practice
- Don't alter current practice (outside of QC/QA)

New Layout of Specifications will be organized as follows:

- General Information
- Construction
- Quality Control
- Quality Assurance
- QC/QA Frequencies (will have a table of frequencies)
- Measurements
- Payment

The proposed revised Specifications are listed on the [QM page](#)
[Section 501 with Revisions](#)
[Section 502 with Revisions](#)
[Section 500 Draft](#)

Action item: Dave will look to see if a contractor submitting an ITP will be able to adjust their testing frequencies based on the proposed revisions prior to the revisions being incorporated in the Spec Book. MoDOT does not want to create an unfair bidding environment.

2. MoDOT update on future standard/specification changes.

D15 – sheet for signal and lighting equipment will be moving to the electronic deliverables.

The following Spec changes will be effective in the April letting.

- Pavement and shoulder safety edge (30degree) will be a new standard plan. The handout is currently still in draft.

- Work zone and traffic management JSP will have some work zone specialist language requirements moved into the Specification.
- Section 1018 – QC plan submittal is now a requirement for qualified labs. Labs may be inspected to verify submitted information.
- Section 703 – Contractors are required to submit monitoring plan for free moisture. Added “other synthetic material” as an option for maintaining free moisture.

If you are signed up for automated updates, you will be alerted of the changes.

The EPG is in the process of being updated. The search engine is currently being upgraded.

If you have any questions please let Sarah Kleinschmit know.

Sarah’s contact information is (573) 751-7412, sarah.kleinschmit@modot.mo.gov

3. **Proposed rebound hammer test method for opening of full depth repairs.**

MoDOT TM-7 has been created and is a procedure for using the rebound hammer to determine opening strength for full depth concrete pavement repairs. Handouts were distributed during the meeting. An update to Standard Sec 613.10.2.2.2 has also been drafted to reflect the addition of rebound hammer use for determination of full depth repair opening strength. When this test method has been included in the EPG it will be at the location below.

[http://epg.modot.org/index.php?title=Category:106.3.2 Material Inspection Test Methods](http://epg.modot.org/index.php?title=Category:106.3.2_Material_Inspection_Test_Methods)

4. **MoDOT update on calcium chloride use. (Item # 1 from the November 14, 2017 Quarterly Meeting.)**

A proposed spec change was passed out. The existing MoDOT spec is silent on the use of pellet calcium chloride. Industry standard is that solution is acceptable, but pellet form is not currently being allowed. The revised spec will require calcium chloride in liquid solution form only. The liquid from the solution will be taken into account in the water content. Calcium chloride will continue to be limited to full depth repair construction.

A spec has been sent to the Spec group to allow the use of ASTM A1035 Rebar that has chromium in it. Brett received a comment from industry about the possibility of corrosion.

Also, currently there is a price difference for the alloy steel. The estimators said for typical tie bar the cost is \$2-3 per bar and \$5 for dowels. The alloy material would likely be around \$3 for a tie bar and \$7.5 for dowels. Other states are allowing it for bridge decks. The strength is much higher, but the material is more expensive.

If anyone chooses to use this material, let Brett know.

5. **“Being Green at MoDOT” – Article from MoDOT monthly publication.**

In the MoDOT Connections there was an article about some of the recycled products that MoDOT uses. Fly Ash was not included in that list. ACPA felt that fly ash should be included in that list in the future. Also noted is that waste products burned as fuel at concrete plants are not being taken into account. MoDOT currently does not track waste products that are burned as fuel. Also, it was discussed that there is a Tracker measure showing quantities of fly ash and other concrete components being recycled. A link to the Tracker measure is included below.

<http://modot.mo.gov/about/Tracker.htm>

6. **Request discussion of performance data for “PCCP” overlays. (Item #3 from November 14, 2017 Quarterly Meeting. See Brochure dated March-April 2000.)**

A handout was passed out regarding the Ultra-Thin Whitetopping (UTW). Industry wanted to remind MoDOT that UTW is still an option for thin overlays.

John Donahue said that the 6’ panels are more cost effective than the 4’ panels due to performance.

MoDOT would like to have further discussion regarding intermediate treatment options.

7. **Discuss Full-Depth Reclamation (FDR), recent projects.**

There were a couple of jobs around the state that had issues with compaction. Jason discussed some of the projects that MoDOT did in previous years with success.

Rte 185 in Franklin County used 6% cement. Had compaction and strength issues due to lack of fines in the base material and dealing with a Meramec River gravel. Also, the chip seal finish was not well received by the public.

FDR depth needs to reach soil to work properly. The existing pavement on one project on Route B in St. Charles County averaged over 15-inches which is beyond the capability of the reclaiming machine. The project was pulled out of the letting and another option will be pursued. In the future we need to make sure to do more analysis of existing conditions prior to work.

8. **Discuss “Recycled Concrete – Aggregates for Paving.”**

This was included as part of the discussion of the recycled tracker measure and report that the MoDOT Environmental group published.

9. **Reminder of MoDOT/Industry Quarterly Meeting dates for C.Y. 2018.**

All of the dates have been set and are on the ACPA website. April 25, 2018 and August (during the bus tour), November 7, 2018.

- 10. Recap the Annual MoDOT/Industry Bus Tour of Projects in the MoDOT SE District area. Discuss tour of projects for C.Y. 2018 and proposal for tour in MoDOT's SE District.**

Possible tour of the Buzzi Unicem plant by Cape Girardeau.

- 11. Discuss project nominations and attendance for the upcoming 38th Annual PCCP Conference & Workshop February 19th – 21st, 2018 in downtown Kansas City, MO. Review attendance from MoDOT districts and divisions.**

- 12. Items added to the agenda.**

Compacted Concrete Pavement (CCP) –

Action Item: Dave will follow up with ACPA regarding the CCP study with Missouri S&T.