

***MINUTES***  
**MAPA / MoDOT Quarterly Meeting**  
**July 30, 2019**  
**1:00 – 3:00 p.m.**  
**Central Laboratory, Conference Room 201E/W**

**Agenda Items**

1. INFRA Grant Update (MAPA)

Missouri received an \$81.2 million Freight Corridor grant to help replace the I-70 bridge at Rocheport. The new I-70 bridge will be constructed to the south of the existing bridge and provide adequate width for up to six lanes. The grant money will also be used toward building climbing lanes on I-70 at Mineola hill.

Also, receipt of the grant will trigger \$301 million in bonding, authorized by the Missouri General Assembly during the 2019 session, that will repair or replace another 215 bridges across the state. Those bonds will be repaid out of State General Revenue over a seven-year period. Using this money for bridge projects already in the STIP will enable construction of other high-priority transportation needs across the state that are identified in cooperation with local planning partners. Some of this funding will be leveraged further by LPA cost sharing.

2. Waiving the cement mix test if SS-1H or SS-1 AC emulsion is used as a tack (MAPA)

**ACTION ITEM: MoDOT will change their material code designation for SS-1H or SS-1 AC, when used strictly as a tack coat, in order to waive the cement mix test requirement. Any other applications for SS-1H or SS-1 will require cement testing.**

3. Maintenance of roadway after award during winter months (MAPA)

MAPA members are seeking some relief on multi-season projects, where during the winter an excess of amount of pavement repairs are required, before any substantial paving activity has occurred. They believe these were pre-existing conditions that had not been adequately addressed by MoDOT maintenance or JOC prior to the beginning of construction, and should not have been their responsibility.

Section 104.7.3 states the ‘contractor shall maintain the roadbed substantially free of ruts, holes and detrimental surface deformations ... from the day the contractor starts construction operations under the contract’. The intent of this language is that the ‘construction operations’ initiating contractor responsibility should be

related to paving and not off-roadway operations, such as bridge and grading work, that do not directly impact the condition of the roadway surface. MoDOT has in the past negotiated compensation on projects for excessive repairs that were obviously pre-existing and not created during the contractor's administration of the roadway surface.

**ACTION ITEM: MoDOT Design will investigate improving multi-season projects to better address pre-existing needs for pavement repair.**

#### 4. FHWA Update (FHWA)

An FHWA-sponsored pavement design policy peer exchange was held in Minneapolis, MN. Nine north-central States were represented. This meeting was the final of five similar regional meetings held around the country. The discussions centered around current State pavement design selection policies and use of LCCA in pavement type selection. The purpose of the meeting was primarily to get feedback on current FHWA CFR language. Most States seemed to prefer the current ambiguous language so that they had more flexibility with formulating their own specific policies.

FHWA is sponsoring a RAS best practices review on August 28-30 in the St. Louis area. Anyone interested in sharing a project with high amounts of RAS/RAP should provide the project information to Dan Oesch who is coordinating the review the Aug 29 field visits.

The FHWA high density study has been successfully completed and the results will be available for review.

FHWA and NAPA have jointly produced three asphalt paving videos that will be available on the web.

#### 5. Proposed changes to Std. Plan for Grading at Crashworthy End Terminals (MoDOT)

MoDOT changed the description of guardrail grading limits from 'preferred' to 'standard'. Additional guidance for designers has been added to the EPG to determine use of 'standard' versus 'alternate' grading.

#### 6. Design standards update (MoDOT)

Changed standards to allow foam footings for PSST posts.

Updated pilot car signs effective July 2019.

#### 7. Other items.

Some concern was raised over the paving quantities in the new STIP dropping from 2.3 mil tons in FY 2020 to 3.1 mil tons in FY 2021. It was surmised the current STIP may not have all quantities shown yet for FY 2021. Also, these STIP quantities do not reflect the recent influx of money, which should at least bring the total up to industry expectations.

**ACTION ITEM – MoDOT will further investigate FY 2021 paving quantities.**

Limestone producers requested the same aggregate gradations in Sec 413.10.2.1.3 be used for Type 2 and 3 microsurfacing. The current MoDOT stance is that the MoDOT gradation limits are exactly the same as those specified by the International Slurry Surface Association (ISSA), which is recognized in the preventive maintenance treatment industry as the expert source, and they have resulted in excellent field performance in Missouri for many years; therefore MoDOT is not planning to change these gradation limits until persuaded otherwise by additional information.

Related to the gradation issue, producers were also seeking relaxed combined gradation tolerances for micros. MoDOT believes the micro-surfacing contractor should develop an aggregate gradation with production tolerances that results in an acceptable combined job mix gradation while not being burdensome to the quarry to produce.

The question was raised about relaxing the UBAWS mix grading requirement for 100% of RAP to pass the 3/8"-sieve. MoDOT would have concerns about this for a relatively thin treatment.

The limestone producers have noticed that pug mill aggregate gradations vary between Districts. For example, the SW District developed a gradation based on input from their maintenance personnel, while the NW District requires the pug mill aggregate gradation to comply with Grade 1 aggregate requirements in Section 1004. They asked if the gradation could be standardized, specifically changing the current limit of 0 – 25 percent to 0 – 30 percent to address production concerns. An email was sent to the MoDOT District Maintenance Engineers to solicit their opinions. Two of the Districts expressed concern with making this change. MoDOT was also advised that several seal coat contractors were involved with the development of these gradation limits and any proposed changes would need to be vetted by them before proceeding.

**Action Items from May 7 meeting:**

Asphalt Index for Pavement Repair

The primary hindrance to MoDOT allowing the asphalt price index on line item quantities for partial depth Class B repairs is that Sec 613.30.2 currently allows a commercial mix option.

**ACTION ITEM: MoDOT will revise the section to restrict commercial mixes, but allow, in addition to the contract surface mix, other PG 64-22 based surface mixes, meeting a minimum of Sec 401 requirements. Afterwards, the asphalt price index can be used on AC partial depth repairs.**

Update on Guardrail Grading Naming Convention

Problem solved by action described above in agenda item #5.

Update on IC/IR Data Loss Specification

A few MAPA members have concerns about the reliability of data acquisition with IC/IR equipment. They don't believe the lump sum pay item should be penalized when extenuating circumstances beyond their control occur and would prefer either the lump sum pay item go away or just use the incentive/disincentive table. The MoDOT CM Field Office should be notified of problems in the field.

QA testing requirements are being added. Magnetic GPS antennae will be attached to the rollers. Most will be solar based. This equipment will be purchased through MoDOT. QA data collection will first be piloted a few projects. IC/IR will be fully implemented only when the process is consistently repeatable.

**ACTION ITEM: MoDOT will send out the revised IC/IR JSPs**

Status of QC/QM Specs

No progress during last quarter.

TPRM's Adhesion to Pavement

TPRMs have great difficulty adhering to existing shoulders with seal coat surfaces.

**ACTION ITEM: MoDOT will consider other pavement marking options.**

**Next Quarterly Meeting: November 5, 2019**