MINUTES

**MAPA/MoDOT Quarterly Meeting**

**Central Materials Laboratory Bldg, Rm. 201**

**Jefferson City, MO**

# October 28, 2014

Dave Ahlvers called the meeting to order. Introductions followed.

Agenda Items:

1. *Speed Limits in Work Zones* -

Dale Williams mentioned other States allow a greater reduction in work zone (WZ) speed limits than Missouri. MoDOT shifted from the standard WZ 45 mph to a 10 mph speed reduction from the posted limit several years ago, after an internal study found that, among other things, it was impractical to enforce without law enforcement presence and adverse effects from variable speed drivers are more pronounced when the speed drop is greater. One finding to support this change was that work zone traffic consists of variable rate drivers. There is not a clear consensus from the group on the need for lower WZ speed limits, however, this issue will continue to be monitored.

**2.** *Haul weights / license – material tickets -*

Jay Bestgen introduced a truck ticket information JSP that amends Sec. 404.2.13 to require the truck license plate number and legal name of motor carrier operator. Overweight trucks can create unsafe conditions and increase liability for both MoDOT and the construction industry. A recent random project survey revealed a disturbing number of significant weight violations. MoDOT intends to correct this trend.

Contractors generally wouldn’t have difficulty getting license plate numbers and possibly generating master lists with plate numbers, but legal names of motor carrier operators are much harder to obtain because of their predominant use of independent truck drivers. MoDOT used to have more inspectors at asphalt plants to check truck axle dimensions and weights, but reduced staffing makes this impractical. The Highway Patrol can be called to bring portable scales to projects if necessary, but MoDOT prefers a less disruptive solution.

**3.** *Feedback on 401/402/409 mix spec changes –*

Jason Blomberg opened discussion about recent spec changes for surface level, bituminous pavement and seal coat mixes. Contractors understood need for mix spec changes, but some stated dissatisfaction with inconsistent use of spec versions in the SE District. The ultimate intent is to have a unified mix spec for the entire State.

**4.** *Use of flowable fill for culvert pipe replacement -*

Tim Schulte explained problem with attempting to achieve smoothness on thin lift overlays preceded by culvert replacements. Compaction efforts of culvert fill are not adequate and result in pavement settlement. Dave would like to pilot some projects with flowable fill. Jim Wright added that geotextile/geogrids are also effective for fill stabilization.

**5.** *Bituminous Quality Circle Update -*

Mitch Huskey briefed the group about the proceedings of the Bituminous Quality Circle in the morning. Items included shingle use in SMA mixes, new mix design submittals and sheets, standardization of one QA test per four sublots, upper limit adjustments for SP VMAs, crack susceptibility testing, and aggregate stockpile testing.

**6.** *SMA slag mix on I-70 -*

Dave Ahlvers explained the problem with wet weather accidents on certain sections of I-70. MoDOT wants to specify a 60%-steel slag SMA mix on an upcoming project for longer friction durability and performance. Western Missouri contractors are concerned about more stringent agg limits. Dave Ahlvers assured them they’re just looking at a few select locations. Max specific gravities may fluctuate greatly with slag, so PWL pay factors will be waived for the project.

Meeting adjourned.

Next meeting – TBD in February in Rm. 201 of the MoDOT Central Lab Bldg.