

**AGC/MoDOT ANNUAL COOP MEETING
DECEMBER 2-3, 2008
CONCRETE PAVING DIVISION AGENDA ITEMS**

1. If a contractor wants to use a string less paving system to lay their pavement, are offsets needed? A lot of the systems use an as-built instrument to watch the grades and to set any station that may be needed as it comes out the back of the pavers.

We are certainly open to new technology. We would have to determine some type of quality assurance that the paving is being constructed as planned. A question was asked about using a laser screed. We are open to this as long as we get the required thickness and compressive strength.

2. MoDOT's personnel to keep up with new spec changes on pavements. Also, that jobs our QC, not their preference.

We agree that our personnel as well as contractor personnel need to keep up with specification changes. There have been numerous changes since the July 2004 Specification Book was published. We have gone over these at various meetings including past AGC Coop meetings. Perhaps this could be discussed at the pre-construction meeting. Another good tool would be to have a pre-paving meeting to discuss specification changes as well as the paving operation itself. On concrete paving jobs, contractor is responsible for Quality Control and MoDOT is responsible for Quality Assurance.

3. I am curious about optional pavement overlays. Basically, I would like to know what is coming in the future insofar as optional overlays. Will we see 3" concrete overlays?

We currently are allowing a 5" Unbonded Overlay option on some projects. As of now, we do not think there will be a concrete overlay less than 4 inches. That is considered a UTW and by specification would require fibers in the mix. Possibly there may be a 3" concrete overlay at an intersection, depending on the location. The industry contends that the only way that a thinner concrete overlay to compete with an asphalt overlay is to apply the life cycle cost analysis (LCCA). At this time MoDOT does not have the history to determine the LCCA.

4. In regard to ADA Compliance/design/details, MoDOT's position/contractor responsibility.

ADA compliance is an issue on new projects. We need to construct sidewalks and curb ramps to current standards. An ADA post inspection checklist is being developed to address this. This should be in the EPG by February of 2009. This needs to be discussed at the Pre-Construction Meeting.

5. Paving-what is the status of IRI index vs. our standard profile requirements. What is the difference? Is MoDOT switching?

We currently have 2 pilot projects that will be let with the IRI Job Special Provision:

Job No. J010983 Rte I-57, Mississippi County January, 2009 Letting

Job No. J5P0869 Rte 50, Pettis County
Job No. J5P0919 (Required Combination) February, 2009 Letting

Because all of our post construction profiles (ARAN) are measured in IRI we would like to have both measurements the same. We realize there may be issues with equipment because the California type profilographs will not measure IRI. Either lightweight profilers (Ames style Gators) or high speed truck mounted units will be required.

6. Maturity meters in pavement repairs – make this a requirement, not an option.

We agree that maturity meters are an excellent tool for determining in place strength for pavement repairs. We also encourage their use in pavement repair as well as any concrete that requires an early strength requirement. However at this time, we will still allow cylinders as a means for determining in place strength.

7. Why should MoDOT accept rehabilitation treatments for cracking in new concrete pavements?

Occasionally when paving, there is going to be some uncontrolled cracking. In the past our response was to remove and replace the slab from joint to joint. In working with industry, it was determined there were other acceptable alternatives such as cross stitching and dowel bar retrofit. For mid panel cracks, either transverse or longitudinally, we feel that in most of these cases that this is a better rehabilitation treatment than to remove and replace the entire slab. There are times when a crack occurs near a joint or if there is faulting, that remove and replace is really the only option.

8. MoDOT is planning to hold a class for MoDOT's Resident Engineers this winter, to cover a variety of issues including contractor payment processes, and other aspects of interaction with contractors, subcontractors, and materials suppliers. If anyone has suggestions for issues that we should address with Resident Engineers statewide in this Winter Training forum, please submit your suggestions to Dave Ahlvers by January 1, 2009.
9. Rumble stripes. Need to avoid the longitudinal joint when milling the edge line rumble. The standard is being revised to address this issue. This should also be changed on current projects.
10. Cure rate. We have been discussing a specification change on this to have a rate of 1 gallon per 100 to 200 sy. Currently it is 1 gallon/150 sy. The manufacturer recommendation on most white membrane cures is 1 gallon/200 sy.
11. A question was asked if we were going to start sealing joints again. No. We have been encouraged by the saw no seal specification and think they are performing as well if not better than a sealed joint.