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**July 16, 2014**

**MCA-MDT Technical Committee Meeting Minutes**

**SUPPLEMENTAL SPECIFICATIONS**

**101.03 Definitions**

**102.07(B) Bidding Requirements**

**108.03 Project Schedules**

**203.03.1 Excavation**

**301.03.9 Bridge end Backfill**

Discussion took place regarding the timing of bridge end backfill placement with regard to deck curing. There are some cases where this should be allowed, but it does not indicate that in the proposed language. Some discussion took place about whether the 6" maximum lift mentioned in the specification is loose or compacted.

**501.03.13 Joints**

A question was asked if a roundabout would meet this.

**501.03.16 Opening to traffic**

**553.03.1 Fabrication**

**556.03.1 Pre-qualification for steel fabricators**

**561.03.3 Procedures**

**562 Deck Repair**

**610 Weed Control Mat**

**610.03.2 Composting**

**613.03.4 Concrete Drainage Chutes**

**618.03.12 Traffic Control for Striping and Sweeping Operations.**

Contractors inquired about whether trailer mounted attenuators were acceptable. A contractor asked about separate payment for attenuator vehicles since this work is performed by separate contractors.

**619 Snow Poles**

**622.03.3 Subsurface Drain**

**701.02.9 CTB Aggregate**

**701.03.2**

Discussion took place regarding the differences and uses of various aggregate sizes and PMS.

**701.12 Dig-out and Sub-excavation**

**704.02.1 Aluminum signs**

**704.01.10**

**713.06 Reserved**

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### **713.13 Compost**

### **714 Paint**

### **717.02.2 Bridge Deck Sealants**

#### **MDT NEW BUSINESS**

**1. 2014 Standard Specifications Book.** MDT is in the process of having hard copies printed. A notice will be posted when books are available. The 2014 edition is effective as of the September 11, 2014 letting.

**2. Unbalanced Bidding.** MCA inquired about whether recent discussion regarding unbalanced bidding would change MDT's way of doing business. The Department stated it will not change how bids are reviewed. Courts have typically held that a bid cannot be deemed nonresponsive because it is mathematically unbalanced. It must also be shown to be materially unbalanced.

**3. Liquidated Damages.** Discussion took place regarding the Transportation Commission's waiver of liquidated damages during a recent meeting. The Department will not change its way of doing business. Because the Commission went against the Department's recommendation, the liquidated damages are not eligible for federal funds. FHWA indicated this was a concern for them, and they may need to become involved with the issue if it continues.

**4. RAP Bidding Alternatives.** This fall, various projects may be let with opportunities to try various methods for bidding plant mix surfacing with the use of RAP. The easiest way to handle RAP usage in a bid is to include oil in the price of the mix. Another alternative is to bid a credit based on RAP usage. If the contractor is using RAP, they would bid a credit item. If they are not using RAP, they would bid \$0 on that item. Bidding oil in the price of the mix will likely drive oil content down. However, Hamburg Testing has already done this to some degree. Having a credit as a bid item would help document savings from using RAP, and could help improve cost estimating. Bidding asphalt binder as a separate bid item balances risk. The percent asphalt used on past projects would help predict required asphalt contents.

Contractors would like more millings. Project specific concerns typically determine whose property millings become. Millings are often sought after by many different groups for various uses. The Department is considering a total binder replacement instead of specifying a RAP percentage.

#### **OLD BUSINESS**

**1. Multiple Stress Creep Recovery (MSCR) Data.** Contractors requested the Department's data regarding the adoption of MSCR.

**2. Crack Sealing after Routing.** 403.03.4 Sealing; the Department is looking into the issue of how long cracks can be left open before being sealed.

**3. Temporary Erosion Control Responsibility.** The Contractors had concerns about the Department directing temporary erosion control when the contract states that erosion control is the contractor's responsibility. MCA would like to have a separate meeting regarding erosion control issues.

**4. DBE Considerations.** There will be no project specific goals for the foreseeable future. The DBE usage will be presented to the Commission each month. A new disparity study is expected to be completed in 12 to 18 months.

#### **AD-HOC ITEMS**

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**1. Concrete subcommittee.** The MCA-MDT concrete group will meet July 16, at 1:00pm in the MDT auditorium.

***The next MCA-MDT Highway Technical Committee meeting is scheduled for Wednesday, September 17, 2014, at 10:00 a.m. at the MCA Office in Helena.***