MCA – MDT Highway Technical Committee Meeting  
Montana Contractors Assoc. Office  
10/16/2019

Attendees: See sign in sheet.

**Electronic Spec Book**
MDT: No new specs. Going forward, the spec book will be electronic. The electronic version that is currently available on the MDT website will remain in “draft” status until the January bid letting (1/23/2019), at which point it will become the official spec book.
- Electronic spec book will be available from the MDT website and will be downloadable. The document will be somewhat user friendly. You cannot make changes to the document, but can make comments and highlights for your own edification.
- Notification of changes? – the contract will contain the version that is applicable per project. The various versions of the spec book will be available from the MDT website.

Changes will be redlined. There will be a supplementary document to show redline changes. There will also be a clean version available as the effective document at the time of the contract. Supplemental document will show a version number. Updates will be quarterly.

**Zone Pay**
Kathy Terrio – MDT explained letter to David Smith: heavy highway committee suggests wages, MDT submits that to federal highways for approval. Some contractors wanted to put per diem in wage decision. Feds said per diem is paid for travel. Zone pay is for the location of the work, not the travel.

Per diem cannot have anything to do with wage decision. The heavy highway committee needs to discuss wage increase.

**Steel Bridge Shear Studs**
MDT inspectors have reported that shear studs on bridges have been removed and not been replaced. Shear studs need to be replaced. There are currently effective specs regarding this and they need to be adhered to. Shear studs are structurally integral to the bridges.

**Interstate Crossovers**
MCA wants to utilize crossovers more often. Who makes the decision about when crossovers allowed and when can they be left in?

From a safety standpoint, MDT agrees that crossovers should be used more frequently in highway construction. However, crossovers have been expensive in recent bids. MDT is considering that crossovers should be used more frequently. However, the costs do need to be
considered. The most effective method to keep people safe is to remove the traffic during construction.

As far as when taken out, maintenance is sometimes an issue and crossovers may also constitute a hazard to the traveling public.

MCA: When making decisions on crossovers, does MDT consider future highway projects and longevity on that same section of highway?

MDT: Yes. Future projects and crossovers are considered in MDT planning. MDT is considering one contract to solely install crossovers. This may be done district wide or statewide.

MCA: It’s difficult to understand what a crossover costs. Some of the plans are not specific enough on what needs to be built, so it is difficult to give an estimate for how much the crossover is going to cost.

MDT is going to start surveying crossover sites and including quantities for crossovers so that cost can be better estimated.

MCA: What is the hazard of crossovers staying installed?

MDT: There can be a risk for rollover due to grade separation. Guardrails can also be a hazard.

6 Inch Reflective Strips on Barrels
MDT has pushed the effective date back to 2021.

MCA feels like there isn’t a good reason for the change from 4 inch to 6 inch reflective strips – we have not heard one.

MDT stated it seems to be the emerging industry standard. Adjoining states have 6 inch. Uniformity can be beneficial.

MCA requested compensation for the required update.

Erosion Control – Wood Stakes v. Metal Staples
MDT believes this issue has been resolved. There will be a detailed note per project regarding what will be required. It will be project specific. Wetland areas or other sensitive areas will be wood stakes, otherwise it will be metal staples or manufacturer recommendation.