

MEETING MINUTES
MCA/MDT HIGHWAY TECHNICAL MEETING
February 13, 2019

Specifications:

1. 101.02 (105,107,108) Acronyms and Abbreviations. This spec changes the names of bureaus within the engineering division to match recent organizational changes. MCA: No issue
2. 108.07.3 Working Day. MDT suggests these changes to add clarity. MCA: It is still confusing. MDT intends not to charge time if any one of the conditions are met, i.e. winter days, working on Saturday when Contractor is not, or working outside of the alignment. **ACTION:** MDT will clarify.
3. 302.02 Materials. MDT added another subsection that matches tables in the spec book. MCA: No issue.
4. 551.03.3 Batching, Mixing, Handling, and Sampling. This change has been discussed with the Concrete division. MCA: No issue.
5. 551.03.08 Curing Concrete. MDT pointed out that the term “median barriers” in the draft spec was incorrect and should have been “median caps”. MCA: As clarified there is no issue. **ACTION:** MDT will correct.
6. 551.03.8 Testing and Acceptance of Concrete. The stricken sentence is not being used nor is the process done in accordance with that. No change to current practice. MDT will still have performance pay factors. MCA: No issue. MCA did question how rounding was done on performance pay factors. MDT stated when the third digit is 4 or less it is rounded down (.994 would be .99) and when its 5 or above it should be rounded up (.995 would be 1.0). It was also pointed out ASTM E-29 details the approach to rounding.

MDT New Business:

1. Discussion on Contract Time. Kevin Christensen led a roundtable discussion regarding contract time. MDT is using flexible time and trying to be fair about application of contract time and was curious what MCA was hearing. MCA brought up the small sub-contractor base and resulting difficulty finishing a project when sub contract items like guard rail or stripping are delayed. Delays are caused by lack of specialized contractors which creates more problems later in the construction season. MDT has been good about adjusting time when it's brought up in the Q/A session. MCA also told of timing issues for things like open cut permits, and fabrication. MDT can suspend time and asked MCA to be sure and bring these up in the Q/A session. MCA asked if there had been any delays caused by sage grouse. MDT said not much, but they do have concerns on things like mitigation and time of day stipulations. Overall this was a very good discussion and could lead to better timing of and tracking on projects.

Old Business

MCA brought up the class 3 ride spec and asked if MDT had given the discussion the last meeting any consideration. Several project examples were discussed. MDT said it is aware of the issue and is being more careful on the application of the Class 3 spec. They had not seen wide spread issues but understand that certain projects need more scrutiny before applying the spec.

MCA asked for consideration of the number of utilities in a given lane, care in project selection, existing utility trenches prior to attaching the Class 3 spec. MDT said they would but that they do want a higher ride standard on urban jobs, but will consider MCA comments. MDT will make it a focus item and the upcoming district construction engineer meetings. The goal is looking for the balance point of high quality without passing risk to MCA that they cannot control.

Dispute Resolution: MDT said the process in the concrete group for resolving disputes seems to be working now and the issue is on hold.

Timing of Letting: MCA brought up concerns about the timing of large project lettings that make delivery very difficult. Several examples were given, and irrigation requirements were used as an example. MDT was very sympathetic on this issue. These are usually large projects that have many last minute problems caused by a variety of factors including conservation agency permits. It is a problem that MDT has itself when getting projects ready for delivery so that these projects do not get held up resulting in loss of federal aid. MDT discussed some of the pre-construction strategies that they are implementing to ensure projects can be let at the right time. Some examples include setting a trigger date for moving a project forward or not, ensuring all projects in the upcoming federal fiscal year have all the right of way closed, and getting all certifications in place before letting. MDT feels it is working and they are seeing more internal collaboration.

DBE Usage: MDT reported that the last letting had very low utilization rates and which resulted in a high level of concern that we will not meet this year's goal. MDT also said they have a good presentation on the DBE program. MCA is willing to have that presentation in conjunction with the next highway technical meeting.

OTHER BUSINESS

Traffic control highlights. Kevin Christensen said they would rework the process for getting super loads (32J) through construction projects. MDT will have notes and send them to MCA

There is a placeholder for a concrete meeting in March. MDT will follow up

Guy talked about our technical meeting process and his hope that more MCA members will be involved. Our minutes are checked and sent to MDT for review prior to posting on the MCA website. MCA asked for as much lead time with agenda items prior to our meeting.