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June 18, 2014

MCA-MDT Technical Committee Meeting Minutes

NO SPECIFICATION REVISIONS

MDT NEW BUSINESS

- 1. Spec Book Update.** The Transportation Commission is in the process of adopting the 2014 Spec Book. The 2014 Edition of the Spec Book will likely be effective with the September letting.
- 2. Intention to adopt parts of AASHTO MP 19 and TP-70 (AASHTO M 332 and T 350).** The elastic recovery test will likely replace the ductility test in testing PGAB. The Department has some internal data from the past few years. Binder from all local suppliers was tested via these test methods. Beginning January 1, 2015, AASHTO TP-70 will likely be one of the standard methods the Department uses to test PGAB. AASHTO MP 19 is the corresponding specification. AASHTO is in the process of changing test number designation, and these will change to those shown above in parenthesis. Test requirements will be sent to refineries. Elastic recovery is thought to be a better method to assess the effect the polymer modification has on the binder, and can be performed on the DSR without special equipment. The MSCR is becoming an industry standard. 5-10 states have fully implemented the test, while 20-30 have partially implemented these specifications. Suppliers inquired about obtaining the Department's existing test data.

MCA NEW BUSINESS

- 1. Local Government construction on state routes.** The Transportation Commission must authorize local governments to work on state routes. MCA would like to know what the Commission is authorizing. MCA asked if municipalities are held to the Department's requirements/specs? MCA asked what kind of liability there is if specifications are not met. MCA would like to see less local government work being done on state routes. MCA feels that specifications and testing aren't always followed closely. Without strict adherence to state specs, increased maintenance costs could be incurred. MCA has concerns about what type of work is allowed by local governments. This issue may be pursued by MCA in the legislature. The difference between maintenance and projects was discussed. The Department provided an example where an inspector was sent to a utility project on a state route. FHWA does not likely have concerns as there is no federal money involved.

OLD BUSINESS

- 1. Contractor Convenience.** The Department will send out a questionnaire to both Department and Contractor personnel regarding this to try to come to a consensus.
- 2. Mix Design Submittal Sheet.** The Department has put this on hold until internal discussions can take place regarding the requirement of a PE stamp or certified lab. A decision is still pending. Spec requirements will not change, but the form could be sent out for use.
- 3. Seal and Cover.** There is an industry meeting scheduled for the afternoon of June 18, 2014 in the auditorium at the MDT headquarters building.

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- 4. Field Lab, Standard Plugin.** The Department's maintenance and field personnel have concerns about a standard plug-in.
- 5. Wage Rates.** This issue is causing confusion for everybody. There is a question of who can submit a petition to change the wage rates. All trades must be represented in a decision. Contractors asked if the distance could be published in the contract. MCA mentioned that only 2 states operated this way with regard to wage decisions. The definition of travel pay is not actually in the decision. Some zones/crafts are clearer than others. MCA mentioned that without any direction, confusion will continue.
- 6. Subsection 403.03.4.** Contractors mentioned their concerns from the May meeting again. The Department will be discussing these concerns. Contractors mentioned that water is getting in the crack anyway, whether it is routed or not. Contractors also mentioned the time frame for sealing, and mentioned that sealing all cracks by the end of the week may be a better timeframe.

The next MCA-MDT Highway Technical Committee meeting is scheduled for 10:00 a.m. July 16, 2014 at the MCA Building in Helena, MT.