

MCA - MDT Highway Technical Meeting  
June 10, 2026 – in Person and Video Conference

**JOINT MEETING – 2:00 PM**

Participants:

**MDT:**

Clarissa Martin  
Joe Green  
John MacMillan  
James Sullivan  
Jayden Manuel  
David Cunningham  
Patrick Lane  
John Schmidt  
Shane Pegram  
Tyler Steffan  
Jay Fleming  
Dean DeCarlo  
Carissa Yedica ( FHWA)  
Matthew Strizich (FHWA)  
Jeffrey Harrison  
Paul Cogley  
Geno Liva  
Paul Rieger  
Darrell Williams  
Luke Francis  
David Holien  
Ted Thronson  
Mike Dodge  
TJ Ramaeker  
David Gates  
Jim Davies  
Randy Boysen  
Matt Needham  
Kathy Terrio  
Rich Hibl  
Erik Martini  
Wade Salyards  
Michelle Wheat  
Jeremy Wilde  
Dustin Rouse

**MCA:**

Nicole Hanni – MCA  
Solomon Redfern – MT Materials & Const  
David Smith – MCA  
Cale Fisher – Riverside Contracting  
Van Hildreth – Knife River  
Colton Dean – Century Companies  
Cassie Crosby – Riverside Contracting  
Ben Becker – Sundt  
Keith Johnston – MWHC  
Jodie Tooley – MT Lines  
Justin Biehl – Askin Construction  
Sam Weyers – LHC  
Andrew Malmend – Fossum Materials  
Ian McIntosh – Sletten  
Russ Gaub – Riverside Contracting  
Ross Fulton – Fisher Ind  
Gaylen Baumberger – Poteet Construction  
Ryan Young – Poteet Construction

## **MCA New Business**

### **1. Traffic Control**

- a. Redfern asked for clarification on why the Johnson project is a lump sum. Wilde indicated it was complicated. Gates stated to work with PM on issues that come up and they are open to discussions. Safety is the priority and have to make sure it meets requirements.

### **2. Wage Rates Update**

- a. Terrio stated that clarification published today and included in June 25<sup>th</sup> letting. One expectation was one rate posted higher than requested. Terrio asked what the requested next steps are from MCA.

## **MDT New Business**

### **1. Automated Machine Guidance Special Provisions**

- a. Gates covered what the current issue is, and if this spec solves this issue. Stated that MDT is always looking for new tools to improve the roads. This will also help with accurate payments. Redfern shared that sometimes new technology doesn't improve what it intended to improve. Wondering if there should be a min or max depth. Fisher asked if this spec was written specific to a piece of equipment. Dates advised that this connects milling and paving operations better and helps deal with needed corrections. Multiple companies have used Smooth Ride, and it hasn't gone well. Gates stated they didn't reach out to any specific manufacturer and are open to discussions on what will work best for the contractors to align goals. Fisher recommended that MDT work directly with the contractors to ensure spec is more achievable for the contractor and MDT. Redfern will schedule a follow up meeting. McMillan stated that Missoula was looking to add this to a few projects, so the comments are great.

### **2. MDT expectations for structural submittals**

- a. Rouse updated group on supplied and prime side and that MDT is paying attention and has more focus on these. No new specs as part of this, but a commitment from MDT on how to be consistent statewide. Over the years, MDT hasn't been complete in the reviews which has led to gaps in quality. Averaging about \$200MM in bridges. Significant rise in incomplete packages, missing WPS, welder certs, bolting certs, finishing documentation, etc. This creates delays with limited resources because the full context is not there in the submittal. Rouse encouraged group to use Q&A and the partnering process that is in place. Partnering program doesn't waive specs, but helps MDT and contractor work through any issues that might come up.

MDT is putting together a new check list to make sure that the prime contractor reviews and signs off on what is required in the submittals. Suppliers need to carry the appropriate certifications. Communication and RFIs are open to options for the contractors to get more information from MDT. MDT is open to splitting out the submittals into sections if that helps make a complete set for the fabrication. Submittals must be completed.

- b.** Fabrication and Installation responsibilities need to be clear. Fabrication submittal needs to be complete for review before the installation submittal can be submitted.
- c.** Rouse requested a working committee to work through the specs, which for the most part are national standards.
- d.** Submittal review process: MDT committed to creating a standard submittal check list, encouraging pre-submittal meetings for high-risk items, sample plans, acceptable repair plans, continuing to provide the EPM'S in the field with support needed (not structural engineers). MDT asks that primes review submittals to MDT to ensure they are completed. MDT is piloting the Autodesk Construction Cloud in the Missoula district. Rouse will encourage staff to clarify contract expectations. If things are hung up, MDT will look at granting additional time if necessary.

## **Old Business**

### **1. Timely reporting of test results**

- a.** Gates stated MCA suggestion was taken seriously and that this is a one off situation. Davis shared that MDT does about 25,000 tests a year, but please let MDT know if this continues to happen. Gates shared that the focus needs to be on communication at the project level and how it cant be addressed if the issues are being kept secret. MCA members have been complaining about this for several years. Hibl shared they are trying to get test results out faster in Great Falls.

### **2. Bridge Summit – update**

- a.** Rouse covered areas that MDT is trying to improve.
- b.** Improving survey process, delegating more responsibility to the districts, using more consultants, update and maintain bridge GIS map. MDT will continue to work with the contractors on proposals. Publish a 5 year construction plan. Published an entire schedule for the year. All projects are online. Design Build Projects for permanent and temporary projects. Embedding FWP into bridge process to prevent pushback late in the game. MDT has enough inventory to handle 2 bridge emergencies. Bridge GIS map will also include structural elements and is shared with FWP. Improved relationship benefits both sides. Updates to the Contracting and Bidding website to include updated FAQs along

with a few other items. Gates outlined changes were a result from the bridge summit for MDT to provide better information. Gates asked contractors to understand what preliminary documents are being requested to ensure the right information is available when it comes to forecasting.

### **Ad-Hoc**

1. Civil Rights – terms and definitions
  - a. Refern questioned delivery drivers and how to handle requirements when it comes to Davis Bacon wages. Terrio shared that the US DL has no time specific for deminimus and the state of MT doesn't have this provision at all. MDT has determined that it is 40% or more of a work week. US DOL uses the terms trivial or incidental and what that means to the actual work on the project. Since Asphalt cant be dumped and left, so that time driving next to the paver has to be counted when determining wages. Redfern asked MDT to leave it up to the contractors and to keep it simple to prevent making this more complicated than it needs to be. Terrio stated that there is a table in the standard specs that covers the definition of a truck driver, owner operators, etc.
2. Letting Schedule sent out to group.
3. Contract Close out
  - a. Dean Decarlo- New Inspection Operation Supervisor announced.

### **Action Items**

1. Meeting Summary
  - a. Subcommittee for Automated Machine – Redfern taking point
  - b. 108.1: Terrio will discuss with FHWA and US DOL.

### **2026 MEETINGS:**

**October 14**

**December 9**

Meeting adjourned at 3:22 pm. Next meeting is 10/14/2026.