MONTANA
Department of Transportation

Malcolm "Mack" Long, Director

2701 Prospect ▪ PO Box 201001
Helena MT 59620-1001

Memorandum

To: Kelly Williams, PE
Consultant Design Engineer

From: J.R. Taylor, PE
Consultant Project Engineer

Date: August 25, 2022

Subject: STPB STWD(749)
Missouri River – Fort Benton
UPN 9319001
Work Type 231 - Major Bridge Rehabilitation without added capacity

Please approve the attached Preliminary Field Review Report.

Approved Kelly M. Williams Digitally signed by Kelly M Williams Date: 2022.08.31 11:20:52 -06'00' Date _____

Kelly Williams
Consultant Design Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

Distribution:

Jim Wingerter, Great Falls District Administrator
Stephanie Brandenberger, Bridge Engineer
Damian Krings, Highways Engineer
Gabe Priebe, Traffic and Safety Engineer
Jason Gilliam, Right-of-Way Bureau Chief
Rob Stapley, Rail, Transit, & Planning Division Administrator
Jeff Jackson, Geotechnical and Pavement Bureau Chief
Tom Martin, Environmental Services Bureau Chief
Jon Swartz, Maintenance Division Administrator

cc:
Located at the end of this document

Introduction

An on-site preliminary field review for this project was held on June 21, 2022. The following personnel participated:

Pat Joyce, PE	Bridge Engineer, HDR
Riley Lubbers, PE	Transportation Engineer, HDR
Shannon Morrissey, EIT	Roadway EIT, HDR
Jacob Fleury, EIT	Bridge Intern, HDR

Proposed Scope of Work

This project has been nominated to address deficiencies in the existing structure through rehabilitation or replacement of the bridge. The deck is in poor condition with many patches, spalls, and exposed rebar throughout the length of the bridge. There are minor areas of cracking and efflorescence on the underside of the deck as well. The overall deck geometry is limited with no shoulder width provided, and the bridge has non-MASH compliant bridge rails. The structure was built in 1962 and composed of a fracture critical, riveted steel two-girder system. This bridge is utilized as part of an oversized load corridor but was only designed for an HS-15 truck.

Due to age of the structure, fracture critical designation, and deficiencies, the proposed scope of work includes an evaluation of rehab options compared to full bridge replacement. The rehabilitation alternative may upgrade the bridge rail, repair, or replace expansion joints, clean and paint corroded steel, and will include resurfacing or full bridge deck replacement. The bridge replacement alternative will look at both replacing on the current alignment and options to replace off the current alignment. Approach roadway work will be dependent on the selection of rehab or replacement for the bridge. At a minimum the approach guardrail will be replaced, and grade will be adjusted to meet the new top of deck elevation and width.

Needs and Objectives

The existing bridge is aging and in need of rehabilitation or replacement. The deck is in poor condition, with no shoulder width, and has a non-MASH compliant railing. The route is critical to local and regional traffic and serves as an oversized load corridor, with substantial detour lengths. The purpose of this project is to determine and implement the best fit, cost-effective option to either rehabilitate or replace the bridge.

Public Summary

This project will evaluate the existing bridge to determine if it can be repaired or if it should be replaced. The analysis of alternatives, both pros and cons, to either repair or replace the bridge will focus on solutions to increase its service life, best use of public funds, and impacts to the public during construction. The preferred alternative will be advanced through construction.

Project Location and Limits

This project is in Choteau County in the town of Fort Benton. The bridge carries Montana State Highway 80 (13th Street) across the Missouri River. The bridge is located at mile post 2.43 within sections 23 and 26 of Township 24 North, Range 8 East, Montana Principal Meridian. This section of highway is functionally classified as a minor arterial roadway. The NBI Structure number is P00080002+04331 (MDT Structure 06193).

Project limits are currently undefined due to the nature of ongoing preliminary investigation of rehabilitation plans for the bridge. However, the project is focused on the bridge, and roadway work will be limited to that needed to facilitate connections at the bridge ends. Through additional evaluation of the proposed rehabilitation alternatives, the limits will be better defined once an alternate has been established.

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. A detour structure is being evaluated with this project. Complete

closure of the bridge during construction would elevate mobility impacts. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Transportation Operations (TO) component and a Public Information (PI) component to address temporary bridge closures, lane closures, and detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The existing bridge was built in 1962 with the as-built project number S 290(12), Geraldine – Fort Benton. The existing bridge is a 708-ft, six-span structure that spans the Missouri River. The main superstructure is a 670-ft continuous riveted steel, two-girder system. The approach spans are constructed with reinforced concrete T-beams at 19-ft in length. The abutments are concrete integral cap abutments, and the piers are wall piers. All substructure units are supported on steel piles and have zero skew in relation to the superstructure.

The existing bridge has a total deck width of 27'- 11" with two 12-ft lanes and no additional shoulder width. There are raised curbs with side mounted T4 Steel Bridge Rails. Currently, there is no striping paint on the bridge deck.

The existing bridge is showing numerous signs of deterioration. The concrete bridge deck is in poor condition with numerous patches, spalls, and areas with exposed rebar. Coring of the deck was performed in 2018 that showed an average compressive strength of 1860 psi. The existing traffic railings are non-MASH compliant. The inspection report notes some areas of pack rust and corrosion on the steel girders. The inspection report also notes the bearings at Pier 6 are in maximum expansion with minor bending of the anchor bolts. These noted items from the inspection report were confirmed at the preliminary field review. Numerous Swallow nests were observed attached to the underside of the bridge deck during the field review as well.

The bridge is one of the main river crossings in the area and its closure would lead to a substantial detour. The bridge serves as a corridor to agricultural land uses and areas intended for recreational purposes along the Missouri River. It is an important truck route for goods and services to be supplied throughout central Montana and is utilized as a main crossing for oversized loads.

There is a pedestrian trail under Span 1 near the west abutment of the bridge. The minimum vertical clearance provided between the top of path and bottom of beams is about 7'-3". This trail, known as the Steamboat Levee Walk, is an interpretive historical trail that extends into downtown Fort Benton. This section of river is also the beginning of the Upper Missouri River Breaks National Monument which runs downstream to the Charles M. Russel National Wildlife refuge. The area of town along the river just off the bridge was designated the Fort Benton Historic District, a National Historic Landmark. Parcels along the river's edge at each end of the bridge are privately owned. A dirt road was found under Span 5 during the field review that was not previously marked. It is unknown what function this road serves but it appears to be coming from a private parcel to the south of the bridge.

The terrain of the roadway is generally level within the vicinity of the proposed design area. On each bank of the river, the as-built plans call out a 1.5:1 slope. The roadway embankment on the east side of the bridge is significantly higher than the surrounding terrain. The approach roadway has sub-standard guardrail that would be replaced as part of this project regardless of the rehab/replacement choice. No embankment protectors, approach curbs, or drainage inlets were observed during the field review. Erosion from runoff was noted around all four wingwalls of the bridge during the field review. A small concrete culvert runs underneath the roadway off the east end of the bridge near the junction with Highway 228. This small culvert appeared over halfway filled with sediment and debris during the field review.

The existing horizontal alignment includes a 1432.5-ft radius curve left that ends right before the beginning of the bridge on the east end. The horizontal alignment is tangent through the bridge length. The as-built plans call out a vertical curve on the west end of the bridge. This vertical curve is 400-ft long with a +4.622% grade on the west side and a -.283% grade on the east side. Alignments, curvatures, and grades are subject to change to accommodate the bridge rehab or bridge replacement.

Fort Benton Bridge Information	
Year Built	1962
Total Length (ft)	708
Width (curb to curb) (ft)	24
Number of spans	6 (2 approach spans and 4 main spans)
Bridge rail type	Type 4 Steel Bridge Rail side mounted to raised curb
Structure type	Riveted Steel girder and floor beam system, and Concrete T-beams
Abutment type	Steel pile supported integral abutments
Sufficiency Rating	55.7
Structure Number	P00080002+04331
MDT Structure ID	06193

Traffic Data

The Rail Transit and Planning Division Traffic Data Collection Section provided the following data in a memo dated April 12, 2022.

2022 AADT = 1570 (Present)
2026 AADT = 1630 (Letting Year)
2046 AADT = 1990 (Design Year)
DHV = 210
T = 6.5%
ESAL = 60
AGR = 1.0%

Crash Analysis

As requested, a safety analysis was completed on a portion of C000080 (P-80) from reference posts 1.9 to 2.6 for the 10-year period from January 1, 2011 to December 31, 2020. Montana Highway Patrol records show eight crashes along this section of roadway. Three fixed object crashes, two sideswipe opposite crashes, one rear-end crash, one right angle crash and one crash of "other" collision type: all resulting in no apparent injury crashes. None of the crashes were bridge related. No crash clusters have been identified within this segment, and no additional crashes have occurred along these sections of roadway from January 1, 2021 to May 31, 2022. No recommendations for safety improvements based on the scope of this project and the crash analysis.

Major Design Features

a. **Design Speed.** Montana State Highway 80 currently has posted speeds of 45, 35, and 25 mph in the vicinity of the bridge as the roadway transitions from a rural minor arterial east of the bridge to an urban minor arterial west of the bridge. 45 mph is the posted speed on the roadway approaching the east end of the bridge. 35 mph is the posted speed for travel along bridge. 25 mph is the posted speed through the Fort Benton urban limits. The controlling design speed for rural level minor arterial roadway east of the bridge is 60 mph. A 45-mph design speed for urban minor arterial will be utilized west of the bridge. Design speed will be a consideration in the determination of clear zone widths and guardrail advancement lengths.

b. **Horizontal Alignment**. The existing horizontal alignment will be maintained in kind if the bridge deck alone is rehabilitated or replaced. If the bridge is to be replaced, further investigation will be conducted to evaluate changing alignments as necessary.

c. **Vertical Alignment**. The vertical alignments will have to be raised to accommodate the probable increase in deck thickness as a result of a deck rehab or deck replacement. Alignments are prone to more significant changes in the case of total bridge replacement.

d. **Typical Sections.** The existing typical bridge section includes two-12-ft lanes and no shoulder width. There are two raised curbs that are 1'-11.5" wide. This existing typical section would be maintained with a mill and overlay rehab. A bridge deck replacement would provide two – 12-ft lanes and up to 1-ft wide shoulders if structurally feasible. Total bridge replacement would provide a two – 12-ft lanes and a minimum of 6-ft wide shoulders.

e. **Surfacing.** The existing pavement will receive a mill and overlay treatment in case of a rehabilitation. If the bridge is reconstructed, a surfacing section will be determined for the necessary roadway improvements.

f. **Geotechnical.** Considerations from a geotechnical standpoint depend on which alternative is selected for this project. For the rehab options, little to no considerations would need to be provided. However, if total replacement of the bridge is called for then geotechnical exploration, analysis and engineering will be required for the new bridge foundations. Geotechnical borings and recommendations could be useful to the contractor if a detour structure is needed under the rehabilitation alternative.

g. **Hydraulics**. The hydraulic considerations are dependent on the advanced bridge rehab/replacement alternative. Hydraulic design for the bridge deck and structure rehab alternative would be limited to spread width analysis on the deck and a review of the number of bridge scuppers required. Based on the erosion noted at the wingwalls during the field review approach curbs, embankment protectors, or drainage chutes should be considered with a rehab. In the event of total bridge replacement, hydraulic design would include full river hydraulic and scour evaluation, and stormwater management design. The adequacy of a concrete pipe culvert which was nearly half-filled with sediment at the time of the field review off the east end of the bridge may need to be analyzed if roadway work expands eastward as a result of a bridge replacement alternative.

h. **Bridges**. Rehabilitation and replacement alternatives are being evaluated for the bridge. For the rehabilitation alternative, deck rehabilitation and replacement options will be considered in addition to other structure repairs including, cleaning and spot painting of the steel girders, upgraded traffic barriers, rocker bearings repair/replacement, and minor substructure repair. For the bridge replacement alternative, shifting the roadway alignment to accommodate traffic will be considered as well as reconstructing the bridge on the existing alignment.

i. **Traffic.** Traffic analysis will use 2046 as the design year and 2026 as the letting year for construction. In the case of a rehabilitation, existing signs will need to be reset or replaced and new pavement markings will be required for the bridge deck and the approach roadway within the guardrail. In the case of a full reconstruction, there will also be upgrades to the intersection, such as ADA improvements and lighting upgrades. Signing and striping plans and details will be included and will provide the specifications for interim paint, final epoxy, and upgrades to the signing and delineation.

j. **Pedestrian/Bicycle/ADA.** There are currently no pedestrian/bicycle or ADA facilities on the bridge. There is a historic truss bridge downstream of this structure that serves as a dedicated pedestrian crossing. There is a pedestrian path that crosses under Span 1 on the west side of the bridge. This path will be perpetuated with either of the bridge rehab alternatives. The alignment of this path may need to be adjusted for a bridge replacement.

k. **Miscellaneous Features**. Miscellaneous features will include the replacement of guardrail and terminal end treatments on the roadway approaches leading up to the bridge.

l. **Context Sensitive Design Issues**. The pedestrian trail on the west riverbank is referred to as the Steamboat Levee Walk and is part of a historic interpretive trail that begins at the BLM Missouri Breaks Interpretive Center south of the project area and travels northeast to the World War 1 Memorial Park. This trail will be perpetuated in its current location under Span 1 with either bridge rehab alternative. A full bridge replacement will require a more detailed analysis of the trail. There is potential for the trail to pass behind the new abutment underneath the roadway within a box culvert or something similar. To achieve an 8-ft minimum overhead clearance, the trail would need to be lowered from its current grade unless a raise in the roadway profile grade can be achieved. Another alternate would be to re-route the path to Front Street for approximately 300-ft and then direct the path back to the river near the Grand Union Historical Hotel. If the bridge is

replaced, additional input from the community, stakeholders, and the floodplain administrator would be needed to determine the best solution.

m. **Permanent Erosion and Sediment Control (PESC) Features.** The west side of the bridge is an urban area with limited vegetation other than the banks of the river. The east side of the bridge is highly vegetated with a mixture of shrubs, trees, and grasses. Erosion was noted at all four wingwalls on the bridge. Approach curb, embankment protectors, or drainage chutes will likely be needed to prevent this erosion. A trench drain located in the pedestrian path under Span 1 was clogged and full of debris and will need to be cleaned and/or replaced. Riprap is present and in good condition on the east end of the bridge. The riverbank on the west side of the bridge appears stable and in good condition.

Other Projects

There are three active projects within the vicinity of Fort Benton:

- Carter – North & South (CN 9845000) is a resurfacing project on US-87 to the northwest of Fort Benton. This project will include asphalt mill and overlay. It is currently in design and anticipated construction is summer 2023.
- NW of Geraldine – NW (CN 9959000) is a resurfacing project on MT-80 south of Fort Benton between Geraldine and Montague. This project is also in design with an anticipated construction date of summer 2023.
- Shonkin Creek – SE (CN 9721000) is a reconstruction project. The limits of this project are within a couple miles of the Fort Benton bridge. This project is currently in design and a construction year has not yet been determined.

Location Hydraulics Study Report

No hydraulic study report is scoped at this time. The need for a hydraulic study report will be re-visited once the scope of the project becomes clear.

Design Exceptions and Variances

No design exceptions are anticipated at this time.

Right-of-Way

Existing right-of-way (R/W) on 13th Street west of the existing bridge to Front Street is 80-ft. R/W limits across the bridge are 60-ft north of existing centerline and 50-ft south of existing centerline. Existing R/W east of the bridge is generally 80-ft, narrowing to 60-ft immediately west of Highway 228. The scope of this project is undetermined at this point. A bridge rehabilitation would likely not require additional R/W. A bridge replacement may require additional R/W depending on the resulting alignment. Temporary construction permits may be needed under either scenario.

The DNRC asserts ownership over this portion of the Missouri River. A DNRC Land Use License (LUL) or easement on navigable waters will likely be required for either the bridge replacement or rehabilitation alternative.

Access Control

There will be no changes to access control within this project.

Utilities/Railroads

During the field review the following utilities were observed: Three conduits and one exposed power line are attached to the bridge under the upstream deck overhang, overhead power lines were observed near both ends of the bridge, and multiple lightpoles were observed off the west end of the bridge within the town of Fort Benton. There were also signs near the east end of the bridge noting buried fiber optic and phone lines. Underground irrigation was noted around the pedestrian pathway that goes under Span 1. A storm drain manhole is located just east of the intersection with Front Street with an existing storm drain pipe running northeasterly from the manhole. Preliminary field investigation notes the outlet on the west riverbank north of the bridge.

Phase 1 SUE is included in the scope of services for this project. The utilities will be mapped and included on design plans to determine which utilities will be impacted by the project.

No railroads will be affected by this project. The closest rail line is over 1 mile way from the west end of the bridge.

Maintenance Items
No maintenance items are anticipated for this project.

Intelligent Transportation Systems (ITS) Features
No ITS features will be implemented with this project.

Experimental Features and Proprietary Products
During design Accelerated Bridge Construction (ABC) techniques and prefabricated bridge elements will be considered. Prefabricated deck panels may allow for the elimination of extended lane closured. These prefabricated deck panels could potentially use a proprietary Ultra-High-Performance Concrete (UHPC) product for the closure pours.

Survey
Full control, cadastral, and engineering survey is planned for this project. Hydraulic survey may be needed if a full bridge replacement is the chosen alternative. Survey will be collected with conventional ground-based survey methods as well as aerial survey via UAVs. A Phase 1 SUE will also be performed with this project. As the design phases are further developed, a Phase II SUE may be necessary to obtain depths and other additional information of existing utilities.

Public Involvement
The project level of impact (LOI) has been determined to be Moderate and level of public involvement C, as defined by the Montana Department of Transportation's (MDT) Public Involvement Plan.

An evaluation of the bridge will guide how MDT could rehabilitate or replace this bridge over Missouri River. Heavily used by nearby business (including farming and other freight), residents and other stakeholders, the Fort Benton Bridge is critical to the local and regional economy.

Early stakeholder engagement will be critical to understanding stakeholder concerns, including potential bridge construction phasing, the impacts of a potentially long detour or constructing a detour bridge on site, and reducing risk both to the region and MDT.

Public involvement activities for this bridge design project include:

1. Developing a robust stakeholder database and key messages.
2. Coordinating meetings with local, state, and federal agencies, community groups, freight haulers, emergency responders, and other key stakeholders to share information and gather feedback about the project.
3. Developing and distributing collateral materials, including handouts, traditional and social media, project webpage, and email blasts.
4. Coordinating public information meeting for project team to present concepts, project details and seek input from the public and stakeholders.
5. Develop news release ahead of public meeting/online meeting to share awareness.

Environmental Considerations
A Categorical Exclusion is anticipated for this project. Potential impacts and the level of environmental permitting will increase if the project includes a full bridge replacement versus a rehabilitation. A Biological Resource Report/Preliminary Biological Assessment (BRR/PBA) will be prepared for the project, including a delineation of aquatic resources. The BRR will include a wildlife needs assessment to determine the need for incorporating the Wildlife Accommodation Process.

MDT will perform the cultural resources inventory for the project that will include determining the National Register of Historic Places eligibility of the bridge. Section 4(f) and 6(f) properties exist in the vicinity of the bridge and these resources will be documented in the Environmental Engineering Existing Conditions Report and evaluated in the environmental document.

Permitting requirements will be identified following determination of the project scope. Permits may include a Clean Water Act Section 404 permit and Section 10 permit from the U.S. Army Corps of Engineers and a Stream Protection Act 124 Authorization from MT Fish, Wildlife and Parks. Migratory bird special provisions will be included for the project.

Energy Savings/Eco-Friendly Considerations

No energy savings/eco-friendly considerations have been identified for use on this project. Items may be identified during the design process.

Traffic Control

Methods of maintain traffic will depend on the preferred bridge alternative. Closure of the structure will have significant impacts to traffic considering the length of detour. A detour structure may be warranted under the bridge replacement or bridge deck replacement alternatives. Opportunities to stage single lane traffic on the existing structure will be reviewed as the project develops. Stakeholder input will be needed to help inform the traffic control plan for construction.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project.

Highway 80 and the bridge serve as an oversized load route. Special consideration for wide loads and mega load accommodations or detours will be required.

Preliminary Construction Cost Estimate

The following estimate is for a rehabilitation of the existing bridge. At this stage of project development it is unknown if the scope will require a full bridge replacement.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
STPB CN	**$2,470,000**	**$346,544**	**$ 3,118,195.00**
TOTAL CN	**$2,470,000**	**$346,544**	**$ 3,118,195.00**
CE (13.5% - includes PI)	**$293,400**	**$41,177**	**$ 370,509.00**
Project TOTAL CN+CE	**$2,763,400**	**$387,721**	**$ 3,488,704.00**

The estimate above for a rehabilitation of the existing bridge and includes $150,000 for traffic control, 25% allowance for contingency, and 15% for mobilization.

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 10.71% for FY 2023.

Preliminary Engineering

The preliminary engineering necessary to complete the project will follow the standard consultant design flow chart and activity descriptions. The project is currently scoped through the Alignment and Grade phase.

Project and Risk Management

This project will be a consultant designed project. The MDT consultant project engineer administering this project will be J.R. Taylor, P.E. of the Consultant Design Bureau in Helena, MT.

The consulting firm and project manager for this project will be:

HDR Engineering, Inc.
Dustin Hirose, PE
700 SW Higgins Avenue, Suite 200
Missoula MT, 59803

This project is not currently a Project of Division Interest (PoDI) by FHWA.

A project risk matrix will be maintained for this project. MDT and the consultant will identify and manage project risk items throughout project development.

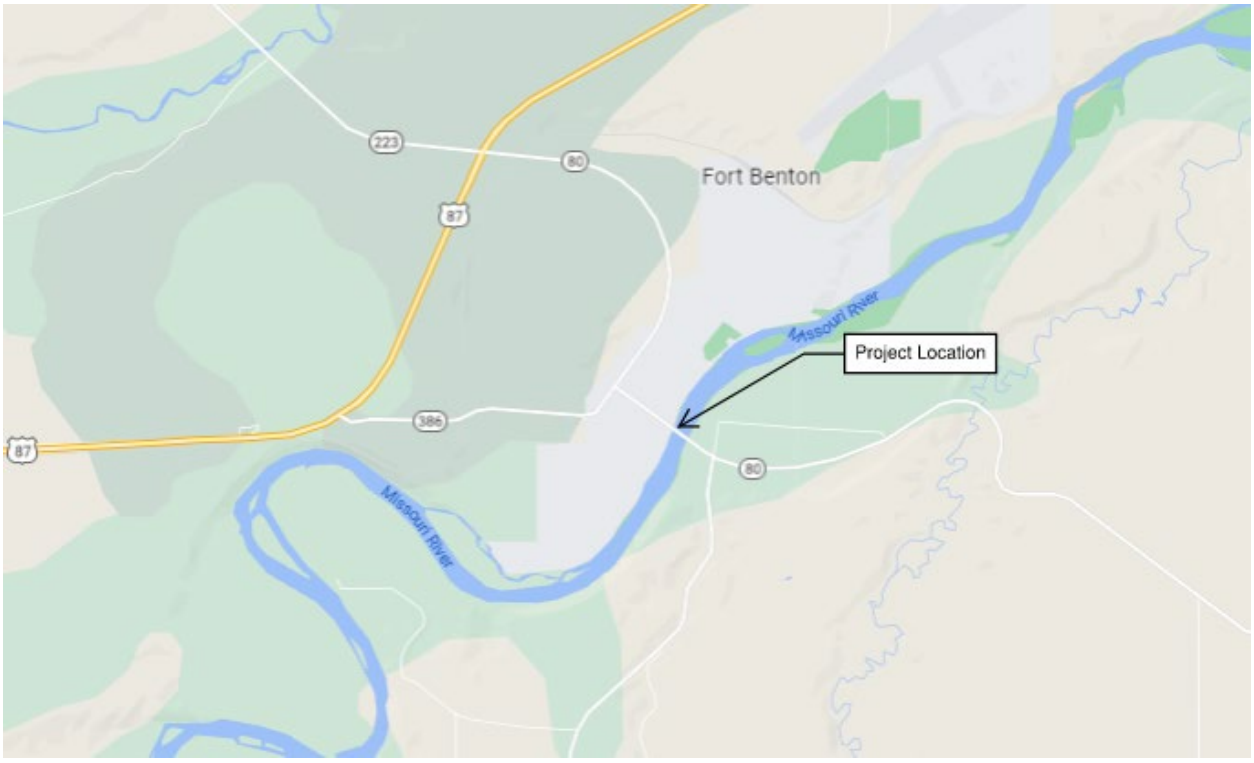
Ready Date

The current ready date for the project is July 7, 2025, and there is no current letting date. The project is on schedule showing an earliest possible letting date of October 7, 2025. Both the ready and letting dates are dependent on the selected scope of the project. The current ready date is based on a rehabilitation project being the likely scope. If replacement of the existing bridge is determined to be the best course of action, then the project schedule will be reassessed at that time.

The current PE End Date is 10/31/2027. A review of the remaining EPS schedule, critical path activities, and target letting date indicates that a modification to the PE End Date *isn't* needed at this time.

Site Map

The project site map is attached.



cc:
J.R. Taylor, EPS Project Manager, Great Falls District

Headquarters

Ryan Dahlke, Preconstruction Engineer
Megan Cail, Highways Design Engineer (acting)
Dave Hedstrom, Hydraulics Engineer
Bill Weber, Supervisor, Photogrammetry & Survey
Stanton Brelin, Traffic Operations Engineer
Tyrel Murfitt, Traffic Design Engineer
Patricia Burke, Safety Engineer
Brett Harris, Engineering Cost Analyst
John Pirre, Engineering Information Services
Megan Redmond, Communications Assistant
Rebecca Ridenour, Research Section Supervisor
Steve Giard, Utilities Engineering Manager
Jonathan Ries, Lands Section Supervisor
Bob Heiser, Acquisition Section Supervisor
Jon Burnett, R/W Access Management Section Manager
Jim Davies, Materials Bureau Chief
DJ Berg, Pavement Analysis Engineer
Miles Yerger, Surfacing Design Supervisor
Scott Helm, Geotechnical Operations Manager
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Tom Gocksch, ESB, Engineering Section Supervisor

Chad DeAustin, Experimental Project Manager
Lisa Hurley, Fiscal Programming Section
David Phillips, Engineering Division
Ed Cohlhepp, Engineering Division
Shelby Clark, Bicycle/Pedestrian Coordinator
Joe Radonich, Remediation and Assessment
Joe Green, Construction Bureau – VA Engineer
Darin Reynolds, Engr. Const. Contracting Bureau Chief
Mike Poole, MCS Scale Site Coordinator
JD Buck, Statewide Environmental Engineering Specialist, (PFR and PFR/SOW only)
Vacant, PvMS Unit Engineer *(PFR and PFR/SOW only)*
Erin Murphy, Fiscal Programming Section
Andy Cullison, Eng. Manager, Bridge Management System
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Doug McBroom, Maintenance Division Operations Mgr (RWIS)
Matt Maze, ADA Coordinator
Bill Semmens, Environmental Resources Section Supervisor
Jon Axline, Historian
Darcy Goodson, Reclamation Specialist
Nathan Haddick, Bridge Design Engineer
Rob Mihalovich, Survey Manager (PFR and *PFR/SOW only)*

Great Falls

James Combs, Preconstruction Engineer
Brian Stremcha, Materials Lab Supervisor
Brandon Olds, Right of Way Supervisor
Richard Hibl, Construction Engineer
Chad Knuth, Hydraulics Engineer
Mike Grover, Traffic Project Engineer
Paul Sturm, Biologist
Chris Ward, Projects Engineer
Brendan Scott, District Utility Agent
Nick Tholt, Signing Designer Supervisor
Zach Moeller, District Traffic Engineer
RJ Snyder, Road Design Area Engineer
Harry Barnett, Maintenance Chief (Great Falls)
Jody Bachini, Maintenance Chief (Havre)
Beth Pointer, Right of Way Design Supervisor
Jay Manuel, Construction Ops Engineer
Vacant, Bridge Area Engineer
Lee Grosch, Geotechnical Manager
Derek Fleming, Project Development Engineer
James Kinsey, District 3 MCS Captain
Mick Brown, Registered Land Surveyor
Tim Hufford, Surfacing Design
Steve McEvoy, Constructability Reviewer