



# Montana Department of Transportation

PO Box 201001  
Helena, MT 59620-1001

## Memorandum

To: Dustin Rouse, P.E. - Engineering  
Preconstruction Engineer

From: J.R. Taylor, P.E.  
Consultant Projects Engineer *JRT*

Date: January 7, 2021

Subject: STPB 81018(7)  
Smith Creek – 1mi W of Forsyth  
UPN 9554001  
Work Type 221 - Bridge Replacement with no added capacity

The Scope of Work Report for this project was released on 11/8/2020.

Attached are approvals and concurrence from: Shane Mintz, Dave Hoerning (for Rob Stapley), Scott Walter (for Stephanie Brandenberger), Damian Krings, Gabe Priebe, Paul Johnson (for Rob Stapley), Christopher Trautmann (for Shane Pegram), Jeff Jackson, Jon Swartz, and Tom Martin.

Comments received are shown below with responses following.

Comment from Right-of-Way/Utilities (Drew Nelson): Please include section b in the utilities section under Right-of-Way, and section c under the utilities section is not needed.

*Response: Noted. Discussion of these items will be properly placed in future milestone reports.*

Comment from Traffic & Safety (Gabe Priebe): Please include a reference in the traffic section of the report that pavement markings will be provided.

*Response: Noted. Pavement markings will be provided.*

Comment from Environmental (Tom Martin): Please update the following statement in the SOW document (page 5 of 9, under the Environmental Considerations section):

Update Section c to:

“The project requires demolition of the existing Smith Creek bridge. An asbestos inspection was conducted in March 2020 to evaluate for presence of asbestos-containing material (ACM). The inspection report indicates that no ACM is present. A special provision for bridge demolition notification (to Department of Environmental Quality) for the contractor is anticipated; however, a special provision for handling and disposal of ACM (or lead) is not anticipated”.

*Response: Noted. See section update above.*

Comment from Glendive District (Shane Mintz): For this particular project I do not think an open house is necessary assuming we are still considering an on-site detour.

*Response: An on-site detour will be utilized. The project website will be updated with project plans including the proposed detour and a News Release will be sent out informing the public of our progress and the updates to the website.*

Comments From Highways (Damian Krings):

- Please clarify the length/limits of the project with a clearer description of the vertical alignment proposed.

*Response: Updated horizontal and vertical alignment descriptions. Horizontal was updated to assist in understanding of the vertical.*

**b. Horizontal Alignment.**

*The horizontal curve begins at PC Sta. 15+75.49, with transition from normal crown to 4% superelevation Sta. 15+56.29 to Sta. 16+04.29. The bridge will be fully superelevated at 4% for its length (Sta. 16+93.14 to Sta 17+96.50). The 4% superelevation of the roadway begins to transition to match into the existing roadway at Sta. 19+90.84, tying into the existing roadway at Sta. 20+71.00 which has an approximate -7.2% cross-slope in the westbound lane and about a +0.7% cross-slope in the eastbound lane.*

**c. Vertical Alignment.**

*The vertical alignment will include an approximate 2-ft grade raise across the bridge to accommodate the superstructure depth and required freeboard of the proposed bridge. The following table details the vertical curve information for the 4 curves used to transition the roadway from existing grades and up and over the required grade raise at the bridge. Vertical curve k-values and sight distance for the proposed vertical alignment meet the baseline criteria for a 50-mph design speed.*

Vertical Curve Information			
VPI Sta	Grade In (%)	Grade Out (%)	Curve Length (ft)
13+00.00	0.200	1.883	170
15+00.00	1.883	0.502	220
18+50.00	0.502	1.146	100
19+80.00	1.146	0.385	160

*a. A 30 year bridge end is current proposed to the entire project length due to the limited bridge approach work and to provide a thicker roadway section that closer matches the existing thicker roadway section of 0.5-ft to 0.7-ft based on the existing pavement borings.*

- Delete the comment about roadwork extending about 200 feet from each bridge end in the Context Sensitive Design section. The report does not include a section for Context Specific Criteria or Scope Specific Considerations. If the intent is to do something other than complete reconstruction to baseline criteria throughout the new vertical alignment, please clarify what is proposed by adding the appropriate section to the SOW for approval.

*Response: Context Specific Criteria & Scope Specific Considerations section update.*

*It is planned to meet base line criteria throughout the new alignment therefore Context Specific Criteria and Scope Specific Considerations are not anticipated to be necessary. Due to the limited scope of the project road work will be limited to that necessary to tie into the existing roadway with the new bridge replacement.*

Comment from Rail, Transit and Planning (Paul Johnson for Rob Stapley): Updated RP information to be included.

Description	Signed Route	Department Route	Corridor Route	Reference Post + Offset	Accumulated Miles
Project Begin	Old Highway 10	X-81018A	C081018A	24+0.448	24.600

W Bridge End	Old Highway 10	X-81018A	C081018A	24+0.523	24.675
E Bridge End	Old Highway 10	X-81018A	C081018A	24+0.540	24.692
Project End	Old Highway 10	X-81018A	C081018A	24+0.548	24.700

*Response: Noted*

Comments from Bridge (Scott Walter for Stephanie Brandenberger):

- Regarding subsection c. of the Environmental Considerations section, an asbestos inspection was performed on March 27, 2020, by Northern Industrial Hygiene and reported that no asbestos was found in the sampled materials of the bridge.

*Response: See comments and update from Environmental.*

- In the Other Projects section – Due to the close proximity to this project site, the Bridge over Railroad SW Edge of Forsyth should also be mentioned as part of the Glendive District Bridge Pres [CN 9551001] project. Work to be provided for this structure includes, Class A deck repair, polymer overlay, guard angle removal, and revisions to the bridge and bridge approach rail.

*Response: Noted.*

- In the Construction Cost Estimate, for bridge replacement projects CE is typically set at 15%.

*Response: PPMS has been updated to reflect a CE percentage of 16% to account for contraction PI and CE work.*

- In the Construction Cost Estimate the IDC rate should be listed for **FY 2022**.

*Response: Noted.*

With your approval we will take all action requested and proceed with the design accordingly.

Approval David T. Holien Date 1/7/2022  
for Dustin Rouse, PE  
Preconstruction Engineer

Attachments: for Master File copy only (approvals and concurrence)

Distribution (without attachments) (electronic only):

Shane Mintz, Glendive District Administrator

Stephanie Brandenberger, Bridge Engineer

Damian Krings, Acting Highways Engineer

Gabe Priebe, Traffic and Safety Engineer

Robert Stapley, 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 Administrator

Shane Pegram, Construction Bureau – VA Engineer

cc:

J.R. Taylor, EPS Project Manager,  
Glendive District

Jeremy Fadness, City Water and Sewer Contract

REV 6/22/2020

Glendive Master file (if different from Bureau Chief copy)

Tom Cavanaugh, RPA Project Manager

Larry Crowder, Mayor of Culbertson & Superintendent of

Engineer, WWC Engineering

Public Schools

e-copies:

Dustin Rouse, Preconstruction Engineer  
Jake Goettle, Construction Engineer  
Bill Squires, Acting Highways Design Engineer  
Dave Hedstrom, Hydraulics Engineer  
Bill Weber, Supervisor, Photogrammetry & Survey  
Stanton Brelin, Traffic Operations Engineer  
Ivan Ulberg, Traffic Design Engineer  
Patricia Burke, Safety Engineer  
Vacant, Engineering Cost Analyst  
John Pirre, Engineering Information Services  
Megan Redmond, Communications Assistant  
John Mueller, Public Relations Specialist  
Sue Sillick, Research Section Supervisor  
  
Lisa Hurley, Fiscal Programming Section  
  
David Phillips, Engineering Division  
  
Ed Cohlhepp, Engineering Division

Karen Grosulak-McCord, Bicycle/Pedestrian  
Coordinator  
  
Joe Radonich, Remediation and Assessment  
  
Nathan Haddick, Bridge Design Engineer  
Darin Reynolds, Engr. Const. Contracting Bureau  
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James Frank, Preconstruction Engineer  
Jaronn Boysun, Materials Supervisor  
Patty Patterson, Right of Way Supervisor  
Clay Blackwell, Construction Engineer  
Marc Wotring, Hydraulics Engineer  
LeRoy Wosoba, Traffic Project Engineer  
Larry Sickerson, Biologist  
Steve Heidner, Projects Engineer  
Troy Hafele, District Utility Agent  
Nick Jaynes, Geotechnical Engineer  
Megan Cail, Road Design Area Engineer

Steve Giard, Utilities Engineering Manager  
David Hoerning, 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  
  
Erin Murphy, Fiscal Programming Section  
Amanda Jackson, 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

Carson Buffington/ Mike Skillestad, Maintenance Chief  
Thomas Christensen, Right of Way Design Supervisor  
Jay Fleming, Construction Ops Engineer  
Scott Walter, Bridge Area Engineer  
Bob Evans, Geotechnical Specialist  
Pat McCann, Geotechnical Engineering Manager  
Grant Rodway, Project Development Engineer  
Linda Switzer, District MCS Captain  
Greg Zeihen, Surfacing Design  
Christopher Trautmann, Constructability Reviewer