Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Ryan Dahlke, PE
Consultant Design Engineer

From: David Holien, PE
Consultant Plans Engineer

Date: April 2, 2021

Subject: NHPB 90-1(239)65
I-90 Structures – W of Alberton
UPN 9786000
Work Type 221 - Bridge Replacement with no added capacity

Please approve the attached Preliminary Field Review Report.

Approved Ryan Dahlke Digitally signed by Ryan Dahlke Date: 2021.04.05 13:33:34 -06'00' Date _____

Ryan Dahlke, P.E.
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 (electronic only):

Bob Vosen, Missoula District Administrator
Stephanie Brandenberger, Bridge Engineer
Damian Krings, Highways Engineer
Gabe Priebe, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief
Carol Strizich, Acting Rail, Transit, & Planning Division Administrator
Jeff Jackson, Geotechnical and Pavement Bureau Chief
Tom Martin, Environmental Services Bureau Chief
Jon Swartz, Maintenance Division Administrator
Gene Kaufman, FWHA

cc:

Jason Senn, EPS Project Manager, Missoula District
Consultant Design Master file

e-copies:
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Introduction

A meeting was held on May 21, 2020, via teleconference to define the scope of the subject project sufficiently for the Consultant (Morrison-Maierle) to enter into an initial agreement with MDT. No field review was conducted due to COVID-19 restrictions to travel, social distancing, etc.

Name	Organization / Title	Phone
Jason Senn	MDT – Consultant Project Engineer	444-9128
Stephanie Brandenberger	MDT – Bridge Engineer	444-6260
Nathan Haddick	MDT – Bridge Design Engineer	444-9400
Bob Vosen	MDT – District Administrator	523-5802
Andy Cullison	MDT – Bridge Area Engineer	444-9221
Joshua Dold	MDT – Road Design Area Engineer	444-6385
Paul Hilchen	MDT – Geotechnical Engineer	444-9259
David Holien	MDT – CTEP/TA Engineer	444-6118
Ben Nunnallee	MDT – Projects Engineer	523-5846
Jon Rainwater	MDT – Hydraulics Engineer	751-2069
Jacquelyn Smith	MDT – Preconstruction Engineer	523-5830
Will Tangen	MDT – Consultant Design Plans Checker	444-9251
Joe Weigand	MDT – Biologist	444-9205
Rebecca Ridenour	MDT – Project Development Engineer	444-7203
Jim Scoles	Morrison-Maierle – Bridge/Project Manager	495-3443
Phill Forbes	Morrison-Maierle – Roadway Engineer	495-3450
Charlie Brisko	Morrison-Maierle – Bridge Engineer	495-3442
Scott Fanning	Morrison-Maierle – Roadway Supervisor	495-3416
Gunnar Getchell	Morrison-Maierle – Survey Group Leader	495-3427
Ken Salo	Morrison-Maierle – Hydraulics Engineer	495-3472
Jason Millar	Morrison-Maierle – Bridge Intern	495-3433
Cory Rice	SK Geotechnical – Billings	652-3930
Paul Axtell	Dan Brown & Assoc. – Geotechnical Engineer	(816) 210-1954
John Turner	Dan Brown & Assoc. – Engineering Geologist	(423) 942-8681
Andrew Mish	Modjeski and Masters – Specialty Structures	(303) 933-9114
Gregg Reese	Modjeski and Masters – Erection Specialist	(303) 933-9114
Rod Kent	UMS – Senior Engineer	933-5300
Brandon Coates	RCBI – PR Coordinator	465-3350
Carol Lee-Roark	Hyalite Environmental – Senior Scientist	600-9450
Chris Thelen	Hyalite Environmental – Env Engineer	580-6622

Proposed Scope of Work

The proposed project has been nominated to remove and replace existing structures on westbound I-90 at Old Highway 10 (RP 65.5), Clark Fork River (RP 66.3), and Cyr (RP 70.1). All three structures were constructed in the 1960s. The latest inspections were completed in summer 2019 and documented growing cracks in transverse steel girders, fracture critical details, and substandard elements. Due to the bridge types, existing capacities, deficiencies, and lack of meeting future needs, a repair investigation conducted by the Department determined that repair would not be feasible and replacement is preferred. Additionally, the bridge over Elizabeth Lane is fracture critical, in poor condition, and provides substandard vertical clearance.

Morrison-Maierle was selected for the design and will deliver the project using a two-phase approach due to the numerous options and challenges to scoping the final design services. The first phase of project development will include Survey Phase activities through Alignment and Grade. The second phase will include the remainder of the Design and Right-of-way design activities.

Needs and Objectives
The project structures need to be replaced with new structures. The objective is to provide bridges that are functional, low-maintenance structures appropriate for each of the three sites. To control construction costs, bridges that are typical for Montana with construction familiar to area contractors are preferred.

Public Summary
A bridge replacement project has been proposed to address the deterioration issues observed during routine inspections that exist in three bridges on westbound Interstate-90 west of Alberton. The extent of the deterioration and lack of meeting future transportation needs warrants the full replacement of the three structures on Interstate 90. The bridges carry westbound I-90 over Old Highway 10 and Elizabeth Lane approximately 9.5 miles west of Alberton, over the Clark Fork River approximately 8.7 miles west of Alberton, and over the Clark Fork River again approximately 4.9 miles west of Alberton, all in Mineral County. The three bridges will include two through lanes and be widened to provide inside and outside shoulders to match the Interstate width in this area. Guardrail improvements and other minor enhancements will also be considered to improve safety at these locations.

Project Location and Limits
This project is located west of Alberton on westbound Interstate 90 (I-90), between RP 65.5 and RP 70.1 in Mineral County. I-90 is classified as an NHS Interstate route; stationing and reference posts increase from west to east. The three bridges to be replaced carry westbound I-90 over Old Highway 10 and Elizabeth Lane approximately 9.5 miles west of Alberton, over the Clark Fork River approximately 8.7 miles west of Alberton, and over the Clark Fork River again approximately 4.9 miles west of Alberton.

Work Zone Safety and Mobility
At this time, Level 1 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. 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 possible interchange ramp closures and wide load 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 project is located in rural mountainous terrain, generally lying along the Clark Fork River valley floor. The structures to be replaced are more particularly described as follows.

RP 65.5 - Old Highway 10 and Elizabeth Lane; Structure #01377 (NBI Structure Number I00090065+04972)
This 444.5-ft long, 28-ft wide (31.7’ out-to-out) tangent bridge at RP 65.5 spans Old Highway 10 and Elizabeth Lane and was initially constructed in 1965 with Federal Aid Project No. I-90-1(26)66. Rehab projects in 1984 and 1995 were completed to modify the bridge rail, and repair / overlay the deck, respectively. The longitudinal grade of I-90 on the bridge is -2.95%.

RP 66.3 – Clark Fork River; Structure #01379 (NBI Structure Number I00090066+02792)
This 806.6-ft long, 28-ft wide (31.7’ out-to-out) tangent bridge at RP 66.3 spans the Clark Fork River and was initially constructed in 1965 with Federal Aid Project No. I-90-1(21)67. Rehab projects in 1979, 1981, 1984, 1997, 2004, and 2012 were completed to modify the bridge end guardrail, repair expansion joints, modify the bridge rail, repair / overlay the deck, rehab the steel beams, and address fatigue in the steel beams, respectively. The longitudinal grade of I-90 on the bridge is +2.39%.

RP 70.1 – Cyr; Structure #01385 (NBI Structure Number I00090070+00902)
This 762.2-ft long, 28-ft wide (31.7’ out-to-out) tangent bridge at RP 65.5 spans the Clark Fork River, Sawmill Gulch Road, and the Cyr Interchange eastbound on-ramp and was initially constructed in 1965 with Federal Aid Project No. I-90-1(22)71. Rehab projects in 1979, 1981, 1984, 1997, 2004, and 2012 were completed to modify the bridge end guardrail, replace expansion joints, modify the bridge rail, repair / overlay the deck, rehab the steel beams, and address fatigue in the steel beams, respectively. The longitudinal grade of I-90 on the bridge varies, as the bridge is partially within a 3,400-ft vertical curve transitioning from -0.96% to -2.92%.

Traffic Data

RP 65.0 to RP 71.0	
2021 AADT	7,370 – Present
2026 AADT	7,740 – Letting Year
2046 AADT	9,450 – Design Year
DHV	890
T	33.4%
ESAL	1628
AGR	1.0%

Crash Analysis
A safety analysis has not been completed on this segment of westbound I-90. The crash history will be analyzed prior to scope of work to aid in making final scope decisions.

Major Design Features

a. **Design Speed.** The expected design speed for the project is 70 mph. The existing posted speed limit is 80 mph.

b. **Horizontal Alignment**. All three structures are on tangent, with no apparent deficiencies in the mainline alignment. The replacement bridges will be placed on the existing horizontal alignment.

c. **Vertical Alignment**. As indicated above, two of the structures are on longitudinal grades of less than 3%. The bridge at Cyr is on a variable grade ranging from -0.96% to an instantaneous grade of approximately -1.38% at the east bridge end. The replacement bridges will be placed on the existing vertical alignment.

d. **Typical Sections and Surfacing**. The final overall roadway width will include two 12-ft travel lanes, a 10-ft outside shoulder and a 4-ft inside shoulder, for a 38-ft face-of-barrier to face-of-barrier roadway width. The bridge approaches will be reconstructed for a length of approximately 200 feet from each bridge end. Mill and overlay will be evaluated for a portion of the 200-foot length. Reconstructed approaches will be designed for a 30-year design life. Bridge end backfill alternatives to be considered will be conventional bridge end backfill, controlled low strength material, and cellular concrete.

e. **Geotechnical Considerations**. Based on as-built drawings, the predominant soil profile consists of coarse gravels with cobbles and boulders overlying argillite bedrock. The boulders range from random to more concentrated layers that will make conventional drilling methods difficult.

   It is anticipated the replacement structure at Old Highway 10 will be supported on a driven pile foundation system, however, spread footings and drilled shafts will also be considered.

   A preliminary evaluation of foundation reuse for the Clark Fork River and Cyr structures will be conducted. If reuse does not appear feasible, it is anticipated these two structures will be supported on drilled shaft and/or driven or drilled pile foundations.

   All feasible foundation types will be considered during final design.

f. **Hydraulics.** A Flood Insurance Study update for Mineral County is in progress and is anticipated to be effective by the time this project is reaching Final Design milestones. The recently completed Hydrology on the Clark Fork River prepared for the Flood Insurance Study update will be adopted for the two Clark Fork River crossings.

   MDT's Helena Survey will perform bathymetric surveys 300 feet upstream and downstream of the Clark Fork bridge at RP 66.3; and 1,000 feet upstream and 350 feet downstream of the Cyr bridge at RP 70.1. 2D hydraulic analyses will be used for the two Clark Fork River

crossing structures to fully evaluate scour potential.

There are spread width concerns, due to the bridge lengths which could require direct discharge into the Clark Fork River. Other options will be considered, such as conveying the storm water to the outer banks of the Clark Fork.

No irrigation impacts are anticipated.

g. **Bridges.** Three westbound I-90 bridges will be removed and replaced with this project, as described herein. Due to the high variability between the three bridge sites, each structure will be independently investigated for bridge type and size.

A two-step process will be utilized to streamline structure type and size selection for all three bridge sites. Step one of the structure selection process will include a high-level screening of approximately six to eight viable bridge options for each site. Step two of the process will include a detailed study of three to four bridge options at each site.

The following structure types are likely to be studied in detail:

a. Cyr Bridge and Clark Fork Bridge:
    i. Continuous welded steel plate girder with main spans similar to the existing structure
    ii. Prestressed concrete girders with main spans similar to the existing structure
    iii. Continuous welded steel plate girder with main span from high water to high water
    iv. Spliced prestressed/ post-tensioned concrete girders with main span from high water to high water
b. Elizabeth Lane Bridge
    i. Single span steel bridge over HWY 10
    ii. Single span prestressed concrete bridge over HWY 10
    iii. 450’ long multiple span concrete bridge
    iv. 450’ long multiple span steel bridge

The superstructures will consist of cast-in-place concrete decks and single-slope MASH-compliant concrete bridge rails.

No utilities or other special features are indicated at this time. No special salvage requirements have been identified for the removal of the existing structures. Standard and/or special provisions will apply for removal and disposal of the existing bridge materials, and protection of the local roads, recreational uses, and Clark Fork River below the structures.

New NBI ID Numbers have been assigned to the replacement structures as follows:

I00090066+02792 – New NBI ID = 000000202101379
I00090070+00902 – New NBI ID = 000000202101385
I00090065+04972 – New NBI ID = 000000202101377

h. **Traffic.** No traffic operational changes are anticipated. The project will include upgrading / renewing signing and striping within the project limits, as necessary. No luminaires will be added to the project.

i. **Pedestrian/Bicycle/ADA**. There are no dedicated pedestrian or bicycle facilities on or under the existing structures. Because the sites have very little pedestrian and bicycle usage, no new accommodations will be made for sidewalks or bicycle paths on or under the bridges.

j. **Miscellaneous Features**. Midwest Guardrail System (MGS) thrie-beam approach guardrail and transition sections will be attached to the new bridge rails, and complete transitions to existing guardrail.

k. **Context Sensitive Design Issues**. No context sensitive design issues have been identified.

l. **Permanent Erosion and Sediment Control (PESC) Features**. Sloughing of the uphill slope above the westernmost river pier at the Clark Fork River crossing at RP 66.3 has been ongoing and will eventually need to be addressed but is currently outside the scope of this project. There is a relatively severe erosion channel present on the south side of the eastbound I-90 structure at RP 66.3 which is also currently outside the scope of the project. Deck drain outfalls onto dry ground will be protected against erosion with rip rap pads placed below the drains.

Other Projects
Immediately downstream of this project's Cyr structure is a project to rehabilitate the Cyr bridge carrying Old Highway 10 over the Clark Fork River. The project will replace bridge deck and railing. The existing piers will be left as is, therefore there are no compounding scour concerns associated with this project. Construction is anticipated in 2023.

Location Hydraulics Study Report
A Location Hydraulics Study Report will be prepared by the Consultant.

Design Exceptions
No design exceptions are anticipated to be necessary.

Right-of-Way
The following discussion is based on the Right-of-Way Plan for Federal Aid Project No. I-IG 90-1(66)64:

RP 65.5; Old Highway 10 and Elizabeth Lane
Existing right-of-way generally extends approximately 100' left of the existing bridge extents. A possible exception is that portion of the abandoned Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road), 100-ft right-of-way. Elizabeth Lane is apparently centered in this abandoned railroad right-of-way. Research into ownership in this area is necessary (see **Survey**, below). If necessary, acquisition of less than 1 acre of land 50' on both sides of and parallel to the centerline of Elizabeth Lane may be required.

RP 66.3 – Clark Fork River
Existing right-of-way extends approximately 80' left of the existing bridge extents. No additional right-of-way for this project at this location is anticipated. In keeping with recent past practices, it may be necessary to obtain a license of easement of approximately 1 acre from the Montana Department of Natural Resources and Conversation.

RP 70.1 – Cyr
Existing right-of-way extends approximately 100' left of the existing bridge extents. No additional right-of-way for this project at this location is anticipated. In keeping with recent past practices, it may be necessary to obtain a license of easement of approximately 1 acre from the Montana Department of Natural Resources and Conversation.

It is anticipated that the project will require federal aid RW programming for the easements (if necessary) from the Montana Department of Natural Resources and Conservation and if acquisition is required along Elizabeth Lane.

Access Control
I-90 is a full access control highway. No modifications to the access control are anticipated.

Utilities/Railroads
A nearby westbound I-90 bridge at RP 66.4 spans a single Montana Rail Link track and is being addressed with the Department's Steel Bridge Rehab Corrosion project. Therefore, no railroad involvement is anticipated for this project.

It is anticipated that the project will not require an IC phase.

Maintenance Items
No work has been identified to be completed by Maintenance forces prior to construction of this project.

Intelligent Transportation Systems (ITS) Features
No Intelligent Transportation Systems (ITS) features are anticipated to be included in this project.

Experimental Features and Proprietary Products
No experimental features or proprietary products are anticipated to be included in this project.

Survey
A retracement survey of portions of the existing right-of-way is needed. A Certificate of Survey is needed for the RP 65.5 Old Highway 10 and Elizabeth Lane bridge. A full cadastral survey will be needed for this bridge due to complex boundary and title issues in the area, and possible right-of-way acquisition for the project.

A Certificate of Survey is not anticipated for the RP 66.3 Clark Fork River and RO 70.1 Cyr bridges. The existing right-of-way will be protracted and best fit to a few surveyed right-of-way monuments to ensure improvements are within existing right-of-way.

A topographic survey is needed at each of the three bridges. A combination of GNSS, robotic total station, drone photogrammetry, and 3D laser scanning will be used. Drone photogrammetry and 3D laser scanning procedures and deliverables will need to be approved by MDT's Helena Survey Unit prior to commencement of work.

Hydraulic and S.U.E. Phase 1 surveys will be completed at each of the three bridge sites.

Public Involvement
The project Level of Impact (LOI) has been determined to be Moderate and level of public involvement B, as defined by MDT's Public Involvement Plan.

Specific strategies identified in the project-specific Public Involvement Plan (as described in the Engineering Project Communication Process Guide) include:
Level B (Moderate Impact)

1. News release and social media post explaining the project and including a Consultant point of contact.
2. Project information, including public summary posted to MDT website (GIS map).
3. Personal contacts with local government officials, interest groups, and other organizations.
4. Personal contacts with adjacent landowners explaining project intent.
5. Conduct a public meeting in Alberton to present the project and solicit early public input.

Environmental Considerations
As a bridge replacement project, an Environmental Engineering Analyses Report (Activity 111) is not needed. The anticipated level of environmental documentation proposed by Environmental Services is a Categorical Exclusion.

Waterways, aquatic species, wetlands, and other water resources are present within the project vicinity for the bridges at RP 70.1 and RP 66.3, but there are no aquatic resources at the bridge at RP 65.5.

A number of potential sensitive and listed species exist in the area. With the presence of bull trout in the Clark Fork River, it is anticipated that a full Biological Assessment (BA) and formal consultation with the US Fish and Wildlife Service (USFWS) will be required.

A survey for asbestos-containing material and lead-based paint will be conducted prior to preparing the Alignment & Grade package.

Potential wildlife passage needs, possible options for passage mitigation, and any recommendations for implementation of mitigation measures will be discussed during consultation with the USFWS.

Energy Savings/Eco-Friendly Considerations
No opportunities for energy savings/eco-friendly design are anticipated on this project.

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

Traffic issues that will require special consideration are as follows:

1. Crossovers will be used to place I-90 traffic on the eastbound lanes to allow for removal and replacement of the existing structures. Wide load staging is likely during use of the crossovers.

2. During construction of the RP 65.5 Old Highway 10 bridge, closures of Old Highway 10 and Elizabeth Lane may be necessary. Temporary alternative access to one residence and one storage building at the west end of Elizabeth Lane would be required with these closures. Difficult or varying access to a commercial water sports business on Old Highway 10 near this site is likely to be controversial.

3. During use of the crossovers, closure of Crystal Springs (Exit 65) westbound off-ramp during construction of the RP 66.3 Clark Fork bridge may be necessary due to the proximity of the construction work zone to both the ramp gore and the eastbound bridge rail.

4. Closures of Cyr (Exit 70) eastbound on-ramp and Sawmill Gulch Road will be necessary during construction of the RP 70.1 Cyr bridge.

5. Access to Old Highway 10 in the area of the project would still be available at Fish Creek Road (Exit 66) during times of use of the crossover.

6. Recreational and commercial uses of the Clark Fork River within the project limits are likely to be impacted by project construction. Close coordination with the Montana Department of Natural Resources and Conservation for possible river closure(s) to assure public safety will be required.

Limited Traffic Operations and Public Information components will be included to mitigate these impacts to the traveling public. Strategies that will be considered are:

1. Due to the anticipated duration of construction of the two bridges over the Clark Fork River:
   - Use a single set of crossovers for construction of the Old Highway 10 and Clark Fork River bridges due to their proximity to each other.
   - Use a second set of crossovers for construction of the Cyr bridge.
2. Positive means of protection to prevent tools, materials, etc., from falling onto the roadways and waterways passing beneath the structures may be required of the Contractor to limit / avoid full closures.

Preliminary Construction Cost Estimate

This is the nomination cost estimate from PPMS

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
(NHPB) CN	**$39,000,000**	**$4,900,000**	**$48,500,000**
TOTAL CN	**$39,000,000**	**$4,900,000**	**$48,500,000**
CE	**$3,800,000**	**$480,000**	**$4,700,000**

Project TOTAL from all of the funding types above:

Project TOTAL CN+CE	**$42,800,000**	**$5,380,000**	**$53,200,000**

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 10.99% for FY 2021.

Preliminary Engineering

A two-phase approach is preferred due to the numerous options and challenges to scope the final design services. The first phase of the project development will include Consultant Design activities through Alignment and Grade (118). The second phase will include the remainder of the design activities. This approach allows a better understanding of the scope, schedule, and budget for the second phase.

It is anticipated that the project will not require a modification (addition or reduction) to the current federal aid agreement for PE.

Project and Risk Management

The Consultant Design Bureau is responsible for the design of this project. The MDT Project Manager is Jason Senn. The Consultant's Project Manager is Jim Scoles. This project is considered a Project of Division Interest (PoDI) by FHWA.

The overall level of risk to the project costs and schedule is not considered extraordinary. Risks that have been identified include:

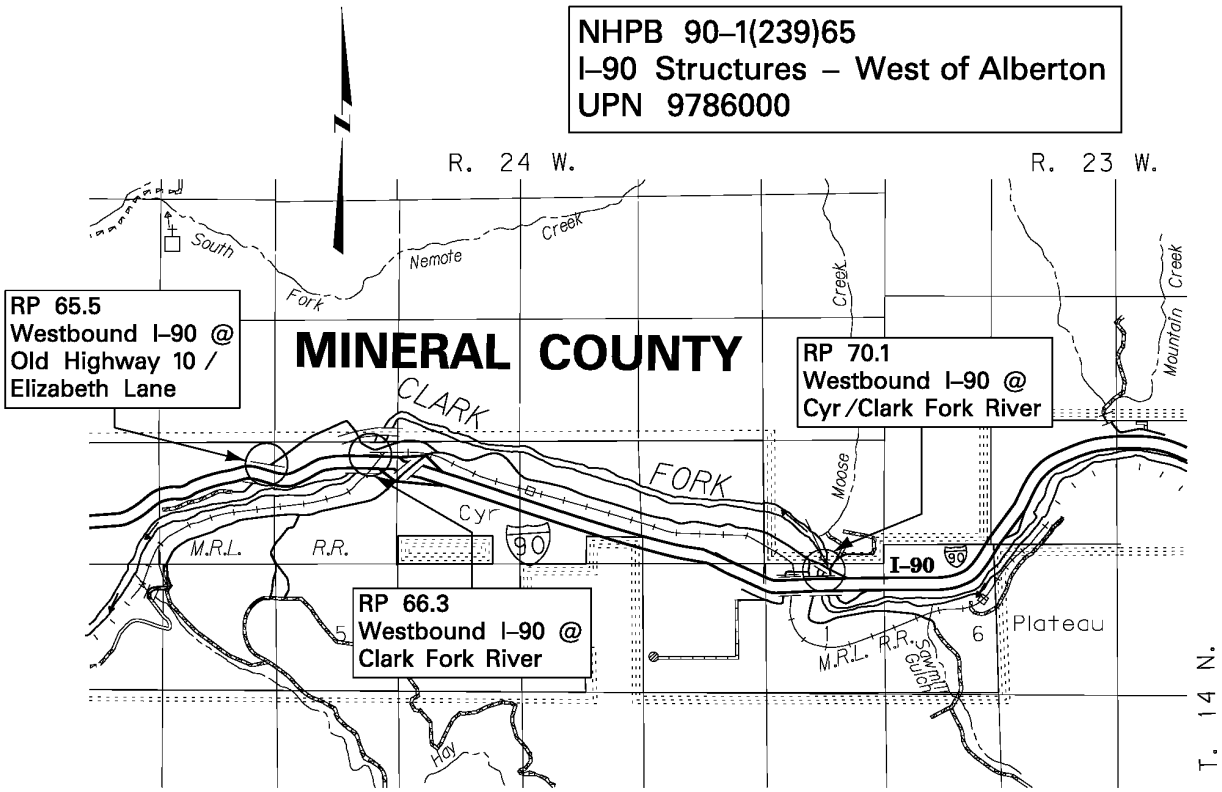
1. Difficulty of design and construction of tall substructures, potentially founded within the ordinary high water mark of the Clark Fork River.
2. Foundation design and construction, due to difficult site access and possible presence of boulders.
3. Pier removal due to difficult site access and environmental concerns.
4. Challenging site constraints for bridge girder erection, access, and construction.
5. Area residents' fatigue from years of roadway construction / traffic impacts.

Ready Date

The planned finish date in EPS is February 1, 2025. A letting date has not been assigned. A letting date will likely be assigned during the October 2021 Tentative Construction Plan. We anticipate that the project will be let in FFY 2026, if funding is available.

A review of the first phase EPS schedule, and critical path activities indicates that a modification to the PE End Date is not needed.

Site Map



e-copies:

Dustin Rouse, Preconstruction 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
Chad Richards, Engineering Cost Analyst
John Pirre, Engineering Information Services
Vacant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Lisa Hurley, Fiscal Programming Section
David Phillips, Engineering Division
Ashley Higgins, Engineering Division
Joe Radonich, Remediation and Assessment
Shane Pegram, Construction Bureau – VA Engineer
Nathan Haddick, Bridge Design Engineer
Darin Reynolds, Engr. Const. Contracting Bureau Chief
Steve Giard, Utilities Engineering Manager
David Hoerning, Lands Section Supervisor
Jerilee Weibel, 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
Dawn Stratton, Fiscal Programming Section
Amanda Jackson, Eng. Manager, Bridge Management System
Jeremy Terry, Road Design Engineer
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Doug McBroom, Maintenance Division Operations Mgr (RWIS)
Bill Semmens, Environmental Resources Section Supervisor

Jon Axline, Historian
Darcy Goodson, Reclamation Specialist

Bob Vosen, District Administrator
Steve Felix, Maintenance Chief (Missoula)
Justun Juelfs, Maintenance Chief (Kalispell)
Vacant, Right of Way Design Supervisor
Darrell Williams, Construction Ops Engineer
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