



Montana Department of Transportation

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Memorandum

To: Stephanie Brandenberger, PE
Bridge Engineer
From: Scott Walter, PE SAW
Bridge Engineering Manager - Glendive
Date: July 19, 2019
Subject: STPB 27-2(25)36
Sandstone Creek Bridge - Baker
UPN 9682000
Work Type 221 - Bridge Replacement with no added capacity

Please approve the attached Preliminary Field Review Report.

Approved Stephanie Brandenberger Date July 19, 2019
Stephanie Brandenberger, P.E.
Bridge 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.

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CC:
Scott Walter, PE, EPS Project Manager, Glendive District Bridge Master file

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Preliminary Field Review Report

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EPS Project Manager: Scott Walter, PE

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Introduction

A field review for the Sandstone Creek Bridge – Baker project was held on July 10, 2019. The following people were present:

Scott Walter – Bridge Engineering Manager	Bridge Bureau
Marc Wotring – District Hydraulics Engineer	Hydraulics Section
Tifani Bradley – Civil Engineering Specialist	Hydraulics Section
Jim Frank – Preconstruction Engineer	Glendive District
Jay Fleming – Construction Operations Engineer	Glendive District
Jack Sides – Civil Engineering Specialist	Bridge Bureau
Kyle Hanson – Civil Engineering Specialist	Bridge Bureau
Megan Cail – Project Design Engineer	Road Design
Layne Oliver – Civil Engineering Specialist	Road Design
Steve Heidner – Projects Engineer	Glendive District
Larry Sickerson – District Biologist	Environmental Services Bureau
Shane Jarvis – Designer Supervisor	Glendive District
Greg Zeihen – Civil Engineering Specialist	Pavement Analysis Section
Pat McCann – Engineering Manager	Geotechnical Section
Grant Rodway – Project Development Engineer	Environmental Services Bureau
Bryan Hildebrand – Acting Section Supervisor	Miles City Maintenance

The following report is a summary of the input received, the field review, and the preliminary scope for the project.

Proposed Scope of Work

The proposed scope of the project is to replace the existing structure over Sandstone Creek with a new bridge. The project will include minor road work to tie into the bridge ends, approach guardrail as needed, and appropriate accommodation of any road approaches impacted by the project. The overall objective is to replace the bridge on the existing alignment and approximate existing grade using a bridge system and construction methods that minimize grade and alignment adjustment.

This project will be designed in enhanced workspace as agreed during the review.

Needs and Objectives

The bridge over Sandstone Creek is experiencing continual and significant deterioration of its substructure, superstructure, and deck which is likely to compromise the overall safety and commercial effectiveness of the route in the long term, if not addressed. The structure has been identified as structurally deficient. Due to the bridge's overall poor condition, the "no-build" option is not a feasible, long-term alternative and continual attempts to rehabilitate the structure are proving to not be cost-effective. The route is used extensively to transport agricultural equipment and products, transport oil production equipment and products, transport construction equipment, and serves as an important arterial to provide access to the greater transportation system, especially between Wibaux and Baker.

Public Summary

To address the deterioration issues with the Bridge over Sandstone Creek located at the north edge of Baker, MT in Fallon County, the replacement of the existing bridge with a new, wider bridge structure has been proposed as part of this project. In addition, railing improvements and other minor enhancements are to be considered to improve safety at the bridge location.

Project Location and Limits

The existing bridge, crossing Sandstone Creek, is located on Primary Highway 27 (Montana Highway 7) in Fallon County, at the north edge of Baker, MT (T 7 N, R 59 E, SEC 12).

The proposed project length will depend primarily on the amount of roadwork required to tie the bridge ends and approaches to the existing roadway alignment according to the requirements for rural, minor
REV 6/7/2019

arterial primary highways. This is estimated to be limited to approximately 400 feet from each end of the existing bridge. It is not the intent of this project to significantly impact the Prairie Avenue / Primary Highway 27 intersection.

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. 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 limited Public Information (PI) component to address detour impacts will also be included in the plans package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The intent of the project is to replace the existing creek crossing with a new bridge structure on the existing alignment and approximate existing grade. This proposed alignment will result in reduced need for right-of-way (ROW) acquisitions as well as reduced road and earthwork during construction.

The terrain adjacent to the project is level and appears to be used primarily for livestock grazing, farming, transportation business, and other general business enterprises. It is also not anticipated that the use of the land adjacent to the project will change in the near future. No building structures were observed in the immediate vicinity of the jobsite; however, building structures are located approximately 200 feet to the southwest and 650 feet to the northeast of the existing bridge.

This highway provides local access to the greater transportation network and is classified as a minor arterial. The route is identified as a school bus route and also serves as a designated mail route. It is not believed that the proposed project will alter the existing traffic volumes or characteristics of the highway.

The existing bridge is built on a flat grade. The structure and adjacent roadway horizontal alignment appear to be on tangent and built with a 2.00% normal crown.

This project segment of the roadway was originally constructed in 1957 under Federal Aid Project F 2(12). The roadway consists of (2) 12-foot travel lanes and (2) 2-foot shoulders for a total width of 28-feet. This portion of the roadway was subsequently overlaid in 1984 under Federal Aid Project FR 27-2(2)35 and again in 2005 under Federal Aid Project STPP 27-2(16)36. During the field review, plant mix surfacing was observed and according to the Montana TIS Road Log this roadway segment has a PMS depth of 0.8-feet on a 1.0-foot base. The existing fill slopes appear to be built at approximately 5:1. According to the Pavement Condition Treatment Report the corridor at this location has a Ride Index of 62.7 (Fair), a Rut Index of 69.8 (Good), Alligator Crack Index [ACI] of 99.3 (Good), and a Miscellaneous Crack Index [MCI] of 96.6 (Good). Recommended pavement treatment for this section of roadway is listed as "AC Thin Overlay". "As-built" plans for the road are available.

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**General Information - Existing Bridge
Bridge over Sandstone Creek**

Year Built	1941 {Under Federal Aid Project 2 A(1)}
NBI Number / MDT Structure ID	P00027035+08231 / 05697
Length, ft.	63.0
MDT Drawing Number (Original)	2279
Width (Curb to Curb), ft.	28.0
Number of Spans	3
Approx. Span Lengths, ft.	1 @ 19.0, 1@ 25.0, 1 @ 19.0 (Center to Center of End Bents = 63.0)
Bridge Rail Type	Steel Railing with Side-Mounted Steel
Deck Type	Timber Planking with Bituminous Overlay [Deck Rating = 4-Poor]
Superstructure Type	Timber Stringers [Superstructure Rating = 5-Fair]
Substructure Type	Timber caps on timber piling [Substructure Rating = 6-Satisfactory]
Sufficiency Rating	58.1
Structure Sufficiency Status	Structurally Deficient
Posting	Equal to or Above Legal Loads
Location Designation	Rural
Vertical Clearance, ft.	Unlimited



Bridge over Sandstone Creek
NBI: P00027035+08231 / MDT Structure # 05697

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Traffic Data

RP 35.7 to RP 36.0	
Year AADT	2,490 – 2019 [Present]
Year AADT	2,610 – 2023 [Letting Year]
Year AADT	3,310 – 2043 [Design Year]
DHV	460
T	5.7%
EAL	54
AGR	1.2%

Crash Analysis

As requested on June 17, 2019 a safety analysis was completed on a portion of Primary Highway 27 (C000027, P-27/ MT-7) from reference posts 35.8 to 35.9 [Sandstone Creek Bridge]. Montana Highway Patrol records show no crashes along this section of roadway for the dates January 1, 2009 through December 31, 2018. Montana Highway Patrol records show one additional crash along this section of roadway for the dates January 1, 2019 through June 15, 2019. A non-junction crash resulting in a property damage only. The crashed involved an impaired driver traveling southbound and hitting the bridge guardrail.

There have been no crash clusters and/or safety projects identified within this section of roadway during the study period. There are no recommendations based on this crash analysis and the scope of this project.

Major Design Features

- a. **Design Speed.** The design speed for rural, minor arterial roads in level terrain is 60 mph. All design features will meet the criteria for a 60-mph design speed. The posted speed limit for all traffic is 35 – mph within this roadway segment.
- b. **Horizontal Alignment.** The existing road appears to be on a tangent horizontal alignment throughout the anticipated project limits. It is recommended that the bridge replacement be constructed on the existing PTW using the existing roadway elevations as much as practical. The proposed alignment will provide the desirable SSD for a 60 - mph design speed. The intent of this proposed alignment is to minimize ROW acquisition, roadwork & earthwork, and to reduce construction time and traffic disruption.
- c. **Vertical Alignment.** The existing roadway and bridge vertical alignment consists of a level grade. The intent of the project is to replace the bridge on the existing grade as much as practical using construction methods that minimize grade adjustment; however, an effort will be made to design the new structure alignment such that it is on a tangent grade with adequate longitudinal storm water drainage. Adequate connections of any road approaches to the new alignment will be provided. It is the intent to terminate this project such that there is no impact to the intersection of Prairie Avenue and Primary Highway 27.
- d. **Typical Sections and Surfacing.** The typical section width will taper from the 40.0' wide bridge width to the existing roadway width. A 30-year bridge end design will be included at the structure ends. According to the current Route Segment Plan the typical road section should be 40.0 feet consisting of (2) 12-foot travel lanes and (2) 8-foot shoulders. The road crown will be 2.0% to match the new bridge crown and the existing roadway. Surfacing will consist of ¾" Grade S commercial plant mix surfacing with 5.4% PG 64-28 placed at the bridge ends for a distance of 200 ft. At the District's discretion, 3/8" Grade S commercial plant mix with 6.2% PG 64-28 could be placed to avoid the additional cost associated with chip sealing operations.
- e. **Geotechnical Considerations.** There were no unique geotechnical issues noted during the review. A substructure investigation will be needed for the design of the replacement bridge.

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- f. **Hydraulics.** The drainage area at this crossing is 38 square miles. This project is not expected to affect any other drainages or irrigation facilities. According to the MDT Maintenance, overtopping of the roadway has not been noted. During the review it was determined that neither debris collection nor ice are issues. Fallon County participates in the National Flood Insurance Program; therefore, a floodplain permit will be required. A comprehensive Location Hydraulics Study Report will be prepared by the Hydraulics Section at a later date which will provide greater detail into the Hydraulic characteristics of the site as well as any hydraulics specific survey requirements.
- g. **Bridges.** The existing bridge over Sandstone Creek will be removed and salvaged as appropriate and replaced with a bridge structure on a conventional piling foundation system. The bridge replacement will provide a 40'-0" roadway width using the standard W-830 box beam or the 42" Open Rail system and then taper into the existing roadway width at the project ends. Traffic is expected to be maintained during construction activities through the use of a temporary detour located adjacent to the structure. MDT Maintenance has requested that all useable guardrail be salvaged to the Baker Maintenance facility. The Fish, Wildlife and Park (FWP) Department will be contacted to determine the extent of interest for salvaging the existing bridge's timber stringers. If there is no interest from the FWP then Fallon County will be contact to determine salvaging interest. If it is then determined that Fallon County is not interested in the salvageable material then the contractor will be directed to remove and dispose of the structure in accordance with applicable laws and the Department's specifications. "As-built" drawings are available for the existing structure. {See MDT Drawing Numbers 2279 (Original), 12886 (1981 Rehab), 18872-18873 (2003 Rehab).}
- h. **Traffic.** There were no unique traffic issues identified during the review. All signing will be upgraded.
- i. **Pedestrian/Bicycle/ADA.** No dedicated pedestrian, bicycle, or ADA facilities were observed in the proposed project area. Due to the scope of this project, no dedicated pedestrian, bicycle, or ADA facilities are anticipated for inclusion.
- j. **Miscellaneous Features.**
- Sporadic fencing running along both sides and parallel to the PTW exists within the project limits. Any fencing impacted by the project will be addressed in the road design, as deemed necessary.
 - No designated parking areas were observed within the project limits.
 - No mailboxes were observed within the project limits.
 - Riprap embankment protection used at the bridge will be re-vegetated outside the drip lines of the new bridge structure.
 - A billboard sign located approximately 200 feet north of the existing north bridge end and approximately 70 feet west of the PTW is present. Consideration of this will be made as the development of the project progresses in order to avoid any unnecessary impacts.
 - A farm field approach exists approximately 380 feet to the north of the existing bridge end on the west side of the roadway. Any impacts to this approach will be addressed as deemed necessary.
 - A road pull-out exists approximately 380 feet to the north of the existing bridge on the east side of the roadway. Any impacts to this pull-out will be addressed in the road design as deemed necessary.
 - Trees exist approximately 110 feet to the south of the existing bridge end and approximately 60 feet west of the PTW. As project development progresses, determination if these present a hazard will be made and if any mitigation measures will be necessary.
- k. **Context Sensitive Design Issues.** Considerable large truck traffic is experienced along this roadway. This will be considered during project development to address any specific needs and accommodate future needs. HDR, Inc. under the guidance of the Department has

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completed the Baker Corridor Planning Study in December 2015 which highlights this and other considerations regarding the replacement of the bridge. [See attached link.]

<https://www.mdt.mt.gov/pubinvolve/baker/docs/final-report.pdf>

No other unique context sensitive design considerations are anticipated to be included as part of this project.

- I. **Permanent Erosion and Sediment Control (PESC) Features.** The surrounding soil appears to consist of silty clays and is generally held intact with substantial vegetative cover. Based on these characteristics, it is assumed that significant erosion events are minimal depending on the storm event. The climate is considered arid and weather conditions are typical of eastern Montana. No unique erosion and sediment control design features have been identified at this time.

Other Projects

There are no projects, which are currently under construction or are anticipated to be in the near future, that could potentially affect this project.

Location Hydraulics Study Report

The Department's Hydraulics Section will prepare and distribute a Location Hydraulics Study Report at a later date.

Design Exceptions

No design exceptions are anticipated for this bridge replacement project; however, design items that do not meet the design criteria for state local routes / major collectors will be identified and documented in the Scope of Work Report.

Right-of-Way

It has not yet been determined if new right-of-way acquisitions will be needed for this project; however, the need for construction permits is likely. According to the Montana Cadastral the property immediately adjacent to the west of the proposed bridge replacement is owned by Roy & Sharon Ferrel of Baker and to the east by the Newell Broadcasting Corp. Property to the southwest of the bridge site is listed as being owned Alice Heiser of Baker and to the southeast by Curtis Williams of Baker.

As part of the project, it is suggested that a discussion occur with Prince, Inc. to determine if any special needs exist that may need to be addressed.

Currently there is no allowance for Right-of-Way (R/W) costs necessary to complete the project. Upon further evaluation of the overall scope of the project, the need for inclusion of R/W related costs and a modification of the current federal aid agreement for R/W will be determined.

Access Control

It is not the intent of this project to restrict or change existing conditions pertaining to drainage or property access. In addition, access control will not be included as part of this project.

Utilities/Railroads

During the field review overhead utility lines located 50 feet to the east were observed running parallel to the PTW. Additional overhead utility lines were observed to the northwest of the existing structure. Evidence of underground utilities located 60 feet to the east and running along the fence line and parallel to the PTW was observed. A utility survey will be needed to determine the extents of any utility impacts and involvement to the project.

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No railroads were observed in the vicinity of the site.

Currently there is no allowance for Incidental Construction (IC) costs necessary to complete the project. Upon receipt and evaluation of the utility survey, the need for inclusion of IC related costs and a modification of the current federal aid agreement for IC will be determined.

Maintenance Items

No unique maintenance issues were identified during the field review.

Intelligent Transportation Systems (ITS) Features

No Intelligent Transportation Systems (ITS) features are anticipated to be included as part of this project. No RWIS or WIM sites are within the project limits.

Experimental Features

No unique experimental features have been identified for inclusion into the project.

Survey

It is recommended that a survey using aerial photogrammetry be performed for this project. It is anticipated that at a minimum the survey area should include approximately 3/8 mile ahead and back on-line of the existing bridge along the PTW and 500 feet offset each side of the PTW. In addition, since R/W acquisition may be needed, a section corner should be tied in as part of the retracement survey. Additional surveys, including S.U.E., Cadastral, and Hydraulics will be needed. Prior to beginning any survey activities, the Location Hydraulics Study Report should be reviewed for hydraulic survey requirements including the channel bottom elevation.

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 explaining the project and including a department point of contact.
2. Project information, including public, summary posted to MDT website (GIS map).
3. Personal contacts with local and tribal government officials, interest groups, and other organizations.
4. Personal contacts with adjacent landowners explaining final design.
5. Construction notification and information during construction.

Environmental Considerations

According to the FWP's FishMT information system, Sandstone Creek at the proposed project site is noted as a viable warm water fishery and contains several warm-water fish species. Based on this, the project design development will proceed so as to not adversely affect the fishery resources and to ensure adequate fish passage.

Field observations conclude that the project site is not extensively used for fishing, swimming, floating, or other water-based recreational activities. There appear to be several game animal species present in the area but based on the close proximity to the city of Baker and the presence of nearby businesses and other facilities, it is unlikely that significant hunting occurs at or near the project site.

The area surrounding the project appears to possess a multitude of upland game birds, waterfowl,

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furbearing species, and small & big game animals that appear to use Sandstone Creek and its riparian area. No bird nests were observed under the structure. Consideration of these observations will be taken into account during project development. A comprehensive biological resources report, which will provide greater detail and verification of the extent of plant and animal species in the area, will be provided at a later date by the Environmental Services Bureau (ESB).

Wetlands were observed in the project area and will be considered during the design of the project. Pending verification by the ESB, it is expected that NEPA compliance can be met through an Individual Programmatic Categorical Exclusion. A Clean Water Act Section 404 permit will be required. In addition, an SPA-124 notification authorized by the FWP will also be required for this project. Representatives of ESB will investigate and determine any project requirements under the Section 106 regulations of the National Historic Preservation Act.

There are no known archaeological sites or hazardous waste sites near the project site, however a more detailed study will be performed in order to verify this. An investigation of the existing bridge materials will also be required in order to determine any presence of hazardous materials incorporated in the bridge, including asbestos and lead containing materials.

For permitting purposes, it is requested that the ESB determine and provide an Ordinary High Water Mark (OHWM) elevation at this location.

Energy Savings/Eco-Friendly Considerations

No unique energy savings/eco-friendly considerations were identified during the field review.

Traffic Control

Due to the intent of replacing the existing structure with a new bridge on the current alignment, traffic will be maintained through the use of a temporary, two-lane detour until the new structure is completed and opened to traffic. Pending further consideration and verification by the design team, the location of the detour will be located to the west of the PTW. The detour will be adequately offset in order to accommodate construction activities and to provide for sufficient work zone safety.

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.

Preliminary Construction Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
(STPB) CN	\$2,420,000	\$280,000	\$2,980,000
TOTAL CN	\$2,420,000	\$280,000	\$2,980,000
CE (15%)	\$370,000	\$40,000	\$460,000
<i>Project TOTAL from all of the funding types above:</i>			
Project TOTAL CN+CE	\$2,790,000	\$320,000	\$3,440,000

The estimate above includes \$80,000 for traffic control, 15% allowance for contingency, and 20% 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 10.41% for FY 2020.

Preliminary Engineering

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The current Preliminary Engineering cost estimate including inflation and IDC is \$234,000 as calculated in PPMS. After functional activity review and the completion of the override process, a refined estimate of Preliminary Engineering costs will be made available and the need for a PE modification to the federal aid agreement will be determined.

Project and Risk Management

The Bridge Bureau is currently managing this project with Scott Walter as the Project Design Manager. The District Road Design Unit located in Glendive will be the lead for the road design portion of the project. This project is not considered a Project of Division Interest (PoDI) by FHWA.

Due to the nature of the anticipated project scope, the overall level of risk to the project costs and schedule are deemed to be low.

Ready Date

At this time a ready date is not available on the Engineering Project Scheduler (EPS); however, upon completion of the activity override process a formal schedule will be established. The project is currently not included in the current Tentative Construction Plan (TCP).

The current PE End Date is December 31, 2025 as listed in the PE Obligation and Expenditures Report. No adjustment to this date is anticipated at this time.

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