



## Montana Department of Transportation

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Steve Bullock, Governor  
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### Transportation Interim Committee

Subject: HB 92 Update  
Construction Manager / General Contractor (CM/GC)

The Montana Department of Transportation (MDT) received legislative approval during the 2017 session to use the Construction Manager / General Contractor (CM/GC) alternative project delivery method on a conditional basis. According to House Bill 92, MDT may award up to four CM/GC projects before December 31, 2024. Since this legislation passed, MDT has been working to develop agency-specific procedures and deliver the Department's CM/GC pilot program. This document provides a brief overview on the status of MDT's CM/GC program implementation.

- Since initiation of MDT's CM/GC pilot program in 2017, MDT has developed a CM/GC Guidance Document that provides an overview of the process and associated requirements for entities interested in participating on the Department's CM/GC projects. This document is the backbone of MDT's CM/GC program and has been compiled based on current industry practices. MDT intends to publish the first revised edition of this document in the summer of 2020.
- MDT's CM/GC Steering Committee continues to convene on a quarterly basis, providing guidance and oversight to the ongoing project and program development processes.
- MDT continues to seek opportunities to provide training related to the CM/GC project delivery method and information sharing with both internal staff and industry partners (MCA and ACEC).
- MDT has formally selected four projects to be delivered as the Department's CM/GC pilot program. These transportation improvements were identified for CM/GC delivery using MDT's Project Delivery Selection Process, and all include complex design and construction features well-suited to this specialized delivery method. The following includes a description of the four projects selected for CM/GC delivery.
- The construction contract associated with MDT's first CM/GC project, Clark Fork River – 1 mile Northwest of Trout Creek, was awarded to Kiewit Infrastructure Company in December 2019. This project includes deck replacement and other bridge rehabilitation work to the 1,000+ foot long structure on Highway 200, over the Clark Fork River near Trout Creek. The preconstruction coordination between the design consultant (HDR, Inc.), the contractor and MDT was very successful; the extensive collaboration in design development improved the project plan and reduced overall costs. Pre-cast panels and full bridge closure were the results of a collaborate CM/GC environment and used to accelerate construction and reduce costs. This is the first time

MDT has fully closed a major highway route for an extended period. The bridge was closed to the travelling public on June 1<sup>st</sup> and opened to single lane traffic on July 10<sup>th</sup>. Single lane traffic opened 3 days prior to anticipated bridge opening date. This project continues to demonstrate the benefit of CM/GC delivery, as the expanded project team has maintained their collaborative and effective approach for supporting the construction process and addressing challenges that arise. In general, construction has gone extremely well so far, which is an indicator of the project team's continued emphasis on detailed planning and safety.

- MDT has identified Salmon Lake as the Department's second CM/GC project. This project includes reconstruction of Highway 83 adjacent to the lake and will be challenging from a traffic control perspective and includes numerous geotechnical structures to address slope stability issues. Kiewit Infrastructure Company has been selected to provide preconstruction services on this project, with HDR, Inc. acting as the Engineer of Record. The project team is currently in the early phases of design and intends to develop 30% plans by the fall of 2020. Construction is scheduled to take place in 2022.
- Billings Bypass – Johnson Lane Interchange was formally selected for CM/GC delivery as MDT's third pilot project. Planned work includes construction of a diverging diamond interchange at the intersection of Johnson Lane and Interstate 90, as a part of the larger Billings Bypass project. Granite Construction Company in joint venture with LHC, Incorporated (GC/LHC) has been selected to provide preconstruction services, with DOWL Consulting providing design engineering services. At the time of this writing, the CM/GC team is working through the 45% estimate reconciliation process. In support of and accordance with the *Montana Partnering Field Guide* developed in conjunction by MDT and MCA, the project team is also actively participating in formal partnering as a part of the preconstruction process of this project. Construction of the new Johnson Lane Interchange is currently scheduled for 2022.
- For the Department's fourth pilot project, MDT has selected a multiple bridge replacement project to address numerous aging timber structures on State Primary Route 57 near Lewistown. The project is in early stages of development and MDT anticipates advertising for selection of the Design Engineer in the fall of 2020. The Contractor selection process will commence shortly after. The preconstruction process will be initiated at the time all collaborating entities have been identified.

Thus far, CM/GC has proven to be a viable and valuable tool for delivering improvements to Montana's transportation system. This unique delivery method has allowed the Department to develop comprehensive and robust project plans to address some of MDT's most challenging construction work. MDT expects to successfully deliver the allowed four CM/GC pilot projects and seek full authority to use the Construction Manager / General Contractor delivery method on applicable future projects.