



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

Memorandum

To: Dawn Stratton
Fiscal Programming Section

From: Heidy Bruner, P.E.
Engineering Section Supervisor
Environmental Services Bureau

Date: August 4, 2011

Subject: Categorical Exclusion (c)
2011 Air Qual Equip Purchase
CM STWD (110)
Control Number: 6770000

Environmental Services reviewed the August 4, 2011, memorandum from Doug McBroom, MDT Statewide and Urban Planning Supervisor and the list of proposed equipment. We conclude that the proposed activity will not involve unusual circumstances as described under 23 CFR 771.117(b). The project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (17). The proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

In accordance with the Federal Highway Administration (FHWA) letter of March 29, 1999, please notify FHWA that the proposed action is being processed in accordance with 23 CFR 771.117(c).

cc (w/ attach): Doug McBroom MDT Multimodal Bureau
Tom S. Martin, P.E. MDT Environmental Services
Heidy Bruner, P.E. MDT Environmental Services
Paul Johnson MDT Transportation Planning
FHWA
Statewide Misc. File
Montana Legislative Branch Environmental Quality Council (EQC)



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

Memorandum

To: Doug McBroom, Chief
Multimodal Bureau

From: Heidi Bruner, P.E. *Heidi Bruner*
Engineering Section Supervisor
Environmental Services Bureau

Date: August 4, 2011

Subject: Categorical Exclusion (c)
Emergency Medical Services (EMS) Grant
Control Number: 4000
500017; Project 02349; Expenditure 66179

Environmental Services reviewed information you provided with regard to the EMS Grant. We conclude that the proposed activity will not involve unusual circumstances as described under 23 CFR 771.117(b). The project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), parts (1) and/or (17). The proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

Since the EMS Grant does not utilize federal funds, Federal Highway Administration (FHWA) notification is not necessary. Please phone with any questions or concerns.

cc (w/ attach): Doug McBroom MDT Multimodal Bureau
Tom S. Martin, P.E. MDT Environmental Services
Heidi Bruner, P.E. MDT Environmental Services
Paul Johnson MDT Transportation Planning
FHWA
Statewide Misc. File
Montana Legislative Branch Environmental Quality Council (EQC)



Emergency Medical Services Grant Program

Purpose

The 2009 Montana Legislature found that the provision of care administered by professional paramedics and emergency medical technicians before the patient reaches the hospital – known as prehospital emergency medical services – is a critical component of Montana’s health care system. The availability of prehospital emergency medical services can improve the medical outcome for people suffering medical emergencies and may improve the safety of motorists on Montana roads by providing emergency response to vehicle crash sites. The 2011 Montana Legislature confirmed this finding and extended funding for the grant program.

The purpose of this grant program is to provide competitive grants to emergency medical service providers for acquiring or leasing ambulances or emergency response vehicles; for purchasing equipment, other than routine medical supplies; or for any of the following purposes: training, communication, providing medical care to a patient.

Background

The Emergency Medical Services Grant program was introduced as HB 85 to the 2009 Legislature and signed into law. It was subsequently introduced as HB 262 to the 2011 Legislature and was incorporated into HB 2 and signed into law. Both Legislatures found that emergency medical service providers in many of Montana’s rural areas have difficulty in continuing service based on rural location and economic circumstances.

This law directs the Montana Department of Transportation (MDT) to administer a competitive grant program. The following is a description of the process:

- Provide guidance in weighing of the criteria for scoring grant applications,
- Define allowable reasons for not awarding grants,
- Provide an appeal process for applicants that did not receive a grant, and
- Identify reporting requirements for grant recipients.

Program Funding and Match

The Emergency Medical Services Grant is funded beginning in the 2012 biennium and is restricted to providing grants and the administration of the grant program. MDT will appropriate one million dollars for each year from the highway non-restricted account.

The Emergency Medical Services Grant program funding operates on a state fiscal year (July 1- June 30). Grant recipients are required to provide a ten percent match for any grant funds received.

An annual apportionment of up to five percent may be set-aside for emergency situations. Documented verification of an emergency situation will be required and will be reviewed by MDT's Director. An emergency situation includes, but is not limited to, an event making an emergency response vehicle, ambulance, or equipment inoperable and beyond repair and in need of replacement.

Emergency funding may only be used for eligible equipment or transport vehicles as specified above. Normal or scheduled replacement of equipment or vehicles may not be considered an emergency situation.

Eligible Emergency Providers

An emergency medical service provider must be a provider certified by the Department of Health and Human Services (MCA 50.6.306).

Eligible emergency medical service providers for this grant are defined as being in operation for at least the 12 previous months (MCA 61.2.503(2) (a)). The provider must bill for services at a level at least equivalent to Medicare billing (2) (b) and the majority (51%) or greater of active emergency medical technicians must be volunteer emergency medical technicians (2) (c). An emergency medical service provider is ineligible for grant funding if it is a private business or a public agency and employs the majority of its emergency medical technicians on a regular basis with a regular hourly wage(3). EMT's receiving stipends or payments per call are classified as volunteer for this grant program.

Eligible Equipment

Eligible supplies consist of equipment that can be used for training, communication, or to provide medical care to a patient. Routine or basic equipment such as disposable, single use, and personal protective equipment (PPE) are not eligible for funding.

Training Equipment

Training equipment includes materials used to provide training to receive and maintain relevant EMS certifications. Training equipment may include, but is not limited to, cardiopulmonary resuscitation (CPR) manikins, automated external defibrillator (AED) manikins and defibrillators, and DVD training kits.

Communication Equipment

Grants for communication equipment must be compliant with the interoperability definition that regulates public safety radio communication in Montana. This allows public safety emergency responders to work seamlessly with other communication systems. Eligible communication equipment would include portable radios and base units and vehicle radios, as defined in ARM 37.104.201.

Monitoring Equipment

Monitoring equipment includes, but is not limited to, an AED, cardiac monitor, endotracheal tube kit, chest tube pump and intraosseous kit, as found in an Advanced Life Support Kit (ARM 37.86.2601(6)(e));

Supporting documentation of the AED written plan, (ARM 37.104.604), and proof of certification of the AED medical supervisor, (ARM 37.104.601 (3)), is required before purchase can be authorized.

Medical Patient Care Equipment

Eligible supplies would consist of reusable or one-time use, including but not limited to those items found in a Safety and Extrication Kit, (ARM 37.104.205), or a Transportation Equipment Kit -- supplies as defined in ARM 37.104.206.

Eligible Vehicles

Eligible ambulances, including aircraft or emergency response vehicles, for purchase or lease must be maintained and used for the sole purpose of responding to emergency medical calls and to transport patients, (MCA 61.2.502 (2)(a)(7)(a)).

Purchase or lease of a new ambulance must follow the specifications as defined by the Department of Health and Human Services, ARM 37.104.305. Aircraft includes any fixed-wing airplane or helicopter used or designed for navigation of, or flight in the air, (MCA 67.1.101).

Criteria

MDT will award grants to emergency medical service providers for purchasing or leasing of ambulances, emergency response vehicles, or equipment for training, communication or for providing medical care to a patient.

Applicants must include a statement and a proposed budget showing how the grant funds will be spent; identify the ten percent match funding sources; verify match funds are secure in a financial institute; include bid amounts, and supporting documentation (e.g. AED written plan, ARM 37.104.604). Applications will be evaluated through a competitive process based on criteria ranking.

The following is a description of weighted criteria that will be used in review of the applications:

1. Demonstrated need for requested equipment or vehicles or aircraft by providing information on the following points (50%):
 - Define need by providing a brief statement of resources needed. Explain what each resource will do to improve patient care.
 - Attach budget documentation to demonstrate the need for financial assistance and applicant's ability to meet the 10% (MCA 61.2.503(4)) match requirement.
 - List current equipment and resources, including number, age, and mileage of ambulances in fleet.
 - Receipt of previous grant award(s).
 - Identify gaps in service and how the resources requested will fill these gaps.
2. Percentage of vehicular related medical calls (25%),
3. Total number of calls in the previous calendar year (5%),
4. Size of geographic area in square miles and boundary lines (5%),
5. Distance, in miles, from other emergency medical service providers in the geographic region, or the nearest public EMS provider (5%),

6. Distance, in miles, in traveled service area, from provider to the closest hospital (5%),
7. Percentage of volunteer emergency medical technicians on the active duty roster (5%).

Application Review

The Emergency Medical Services Grant applications are due by September 16, 2011 (postmark is acceptable). MDT will review applications to determine eligibility. Complete and eligible application will be assessed based on the weighted criteria previously described.

Applications will be examined and prioritized from highest to lowest score and reviewed by MDT's director. Funding will be apportioned in this priority order until funding has been obligated. Acquisition of equipment cannot be incurred before:

- A Memorandum of Agreement (MOA) between the applicant and MDT has been signed by the applicant and executed by MDT.

If MDT denies an application, a letter of notice will be sent to the applicant providing the reason for ineligibility. Allowable reasons for not awarding a contract or not funding the full amount requested may include: ineligible applicant, incomplete application, position in application ranking, no remaining funds, or granting authority has ended.

Appeal Process

Applicants wishing to appeal a denial of a grant request must submit a letter in writing to the MDT Director within 30 days of notice. The appeal request must describe the criteria ranking that the applicant wishes to be reconsidered and justification for a reversal of the initial grant award decision.

After consideration and reevaluation of an emergency medical service provider's appeal, the Director of the Department of Transportation will reverse or confirm the award decision for the grant application. The Director will respond to the appeal in writing. The resulting decision by MDT's director is final and there is no further appeal.

Reporting Requirements

Grant recipients must create and retain records supporting their agreement for a period of three years after the completion date of the agreement or the conclusion of any claim, litigation, or exception relating to this Agreement taken by the State of Montana or a third party.

Grant recipients must provide the State of Montana, legislative auditor, or their authorized agents access to any records necessary to determine compliance with the agreement if requested.



Montana Fish, Wildlife & Parks

Decision Notice

Western Montana Fish & Game Association Shooting Range Enhancement Grant Deer Creek Range, Missoula

August 4, 2011

Montana Fish, Wildlife & Parks released a draft Environmental Assessment (EA) on a proposal to grant \$67,000 in state license dollars to the Western Montana Fish & Game Association (WMFGA) to purchase property adjacent to the Deer Creek Shooting Range Complex, located in the Hellgate Canyon between East Missoula and Bonner.

Legal notice of the Western Montana Fish & Game Association EA was published once each in the *Independent Record* (Helena, July 6), *Missoulian* (July 6) and *Ravalli Republic* (Hamilton, July 7) newspapers. FWP issued a statewide news release regarding this proposal and its EA on July 1. FWP mailed 8 copies of the EA (and approximately 28 email notifications of the EA's availability) to adjacent landowners and interested individuals, groups and agencies. The EA was available for public review on FWP's web site (<http://fwp.mt.gov/>, "Recent Public Notices") from July 1 through August 1, 2011

Public Comments: FWP received 19 comments from the public.

Eighteen of the comments supported alternative A: to move forward with the land purchase.

One comment asked "A question---Is it appropriate to utilize these funds for the purchase of private property?"

FWP Response: The purpose of MCA 87-1-277 is to provide funding, through the department, to private shooting clubs, private organizations, local governments, and school districts for the establishment and improvement of a system of shooting ranges throughout Montana.

As for the use of the grant dollars to purchase private property- MCA 87-1-278. States: (3) A grant must be used for the purchase of real property, earthwork, fixed improvements to existing shooting ranges or ranges being established...

MFWFA is eligible to receive grant funding and FWP is authorized to grant this request according to Montana Laws (87-1-278), which allows private ranges to apply for grant moneys under the following conditions:

(4) To be eligible for grant assistance, a private shooting club or a private organization:

(a) (i) shall accept in its membership any person who holds or is eligible to hold a Montana hunting license and who pays club or organization membership fees;

(ii) may not limit the number of members;

(iii) may charge a membership fee not greater than the per-member share of the club's or organization's reasonable cost of provision of services, including establishment, improvement, and maintenance of shooting facilities and other membership services; and

*(iv) shall offer members occasional guest privileges at no cost to the member or invited guest and shall make a reasonable effort to hold a public sight-in day each September, when the general public may use the shooting range for a day-use fee or at no cost; **or***

(b) shall admit the general public for a reasonable day-use fee.

WMFGA fulfills the requirements of 4 (a).

Also by accepting funding through this grant program to purchase real property, WMFGA shall acknowledge that this property was acquired with Shooting Range Development grant funds provided by the Montana Department of Fish, Wildlife & Parks under the Shooting Range Development Grant Program (sections 87-1-277 through 87-1-279, MCA) and that as a condition of this grant, the property conveyed shall be continuously used and managed for shooting sports and purposes. If the property is no longer used for such purposes, title shall revert to the Montana Department of Fish, Wildlife & Parks and the title of the property held by Grantee, its successors and assigns, shall thereupon cease and terminate and the Montana Department of Fish, Wildlife & Parks shall have immediate rights of possession thereof and right of entry thereon. The property cannot be sold, exchanged or otherwise disposed or transferred by the Grantee without the prior written consent of the Director of the Montana Department of Fish, Wildlife & P arks.

Based on public comments and internal review, the Draft EA will be adopted as the Final EA. This Decision Notice and the Final EA will serve as the final documents pertaining to this action. Funding for this project will be granted by FWP pending the completion of other administrative requirements by WMFGA as required by the Shooting Range Development Program.

Sincerely,
Signature on file

Kurt Cunningham
Montana Fish, Wildlife & Parks
PO Box 200701., Helena, MT 59620



Montana Fish, Wildlife & Parks

Decision Notice Missoula Trap & Skeet Club (MT&SC)

August 5, 2011

Montana Fish, Wildlife & Parks released a draft Environmental Assessment (EA) on a proposal to grant \$44, 011 to the Missoula Trap & Skeet Club to repair safety fences separating skeet and trap fields; install stairs to trap houses; remove and replace sidewalks; repair paths and pads on fields 1-5. The range is located west of Missoula along Highway 10 West, between Highway 10 and Interstate 90, about ½ mile west of the intersection of Interstate 90 and highway 93 North in Missoula.

Legal notice of the Missoula Trap and Skeet Club EA was published once each in the *Independent Record* (Helena, July 6), *Missoulian* (July 6) and *Ravalli Republic* (Hamilton, July 7) newspapers. FWP issued a statewide news release regarding this proposal and its EA on July 1. FWP mailed 12 copies of the EA (and approximately 28 email notifications of the EA's availability) to adjacent landowners and interested individuals, groups and agencies. The EA was available for public review on FWP's web site (<http://fwp.mt.gov/>, "Recent Public Notices") from July 1 through August 1, 2011.

Public Comments: FWP received 8 comments from the public.

Eight of the comments supported alternative A; to provide the Missoula Trap and Skeet Club a shooting range grant as partial funding to remove and replace safety fence & sidewalks, repair pads & paths, and install stairs.

Based on public comments and internal review, the Draft EA will be adopted as the Final EA. This Decision Notice and the Final EA will serve as the final documents pertaining to this action. Funding for this project will be granted by FWP pending the completion of other administrative requirements by MT&SC as required by the Shooting Range Development Program.

Sincerely,
Signature on file

Kurt Cunningham
Montana Fish, Wildlife & Parks
PO Box 200701., Helena, MT 59620



Montana Fish, Wildlife & Parks

Decision Notice Whittecar Rifle & Pistol Range

August 5, 2011

Montana Fish, Wildlife & Parks released a draft Environmental Assessment (EA) on a proposal to grant \$10,986.73 to the Whittecar Rifle & Pistol Club to make range safety and handicapped access improvements on the range. The range is located near the city of Hamilton, Montana approximately 45 miles south of Missoula.

Legal notice of the Whittecar Rifle and Pistol Range EA was published once each in the *Independent Record* (Helena, July 6), *Missoulian* (July 6) and *Ravalli Republic* (Hamilton, July 7) newspapers. FWP issued a statewide news release regarding this proposal and its EA on July 1. FWP mailed 9 copies of the EA (and approximately 28 email notifications of the EA's availability) to adjacent landowners and interested individuals, groups and agencies. The EA was available for public review on FWP's web site (<http://fwp.mt.gov/>, "Recent Public Notices") from July 1 through August 1, 2011.

Public Comments: FWP received eight comments that all supported alternative A: provide Whittecar Rifle & Pistol Club with a grant to implement an on-going multi-year range, safety, and handicapped access improvement program.

Based on public comments and internal review, the Draft EA will be adopted as the Final EA. This Decision Notice and the Final EA will serve as the final documents pertaining to this action. Funding for this project will be granted by FWP pending the completion of other administrative requirements by Whittecar Rifle & Pistol Club as required by the Shooting Range Development Program.

Sincerely,
Signature on file

Kurt Cunningham
Montana Fish, Wildlife & Parks
PO Box 200701., Helena, MT 59620



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

Memorandum

To: Dawn Stratton
Fiscal Programming Section

From: Heidy Bruner, P.E.
Engineering Services Supervisor
Environmental Services

Date: August 4, 2011

Subject: SF 099 W of Troy Jct S-508
HSIP 1-1(87)4
Control Number: 7210 000

Environmental Services has determined that this proposed project will not involve unusual circumstances as described under 23 CFR 771.117(b). It therefore qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8). The project area is in Lincoln County at the junction of US 2 and Secondary 508, approximately 10 miles NW of Troy, MT. The proposed project is to provide roadway safety enhancements by installing flashing beacon, new stop ahead sign and stop bar, and replace an existing chevron barricade with an approved arrow barricade. A more complete scope of work and location map is attached. This proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections **75-1-103** and **75-1-201, M.C.A.**).

In accordance with the Federal Highway Administration's (FHWA) letter of March 29, 1999, please notify FHWA that the proposed action is being processed in accordance with 23 CFR 771.117(c).

Attachment

- cc: Doug Moeller District Administrator- Missoula
- Paul F. Ferry, P.E. Highways Engineer
- Kent M. Barnes, P.E. Bridge Engineer
- Ivan Ulberg Project Design Manager
- Robert Stapley Right-of-Way Bureau Chief
- Walt Scott Utilities Section Supervisor
- Suzy Price, P.E. Contract Plans Supervisor
- Tom Martin, P.E. Environmental Services Bureau Chief
- Susan Kilcrease Missoula Project Development Engineer
- Gene Kaufman, P.E. Operations Engineer-FHWA
- Environmental Quality Council
- File



Memorandum

To: Distribution

From: Roy Peterson, PE IBU (for)
Traffic and Safety Engineer

Date: August 4, 2011

Subject: HSIP 1-1(87)4
SF 099 W of Troy Jct S-508
UPN 7210 000
Work Type 410 – Traffic Signals and Lighting

Attached is the Project Report which was approved on July 19, 2011. We request that those on the distribution review this report and submit your comments within two weeks of the approval date. Due to the limited nature of the project, MDT desires to deliver this safety project in spring / summer 2012; the report will only address necessary features specific to this project.

Your comments and recommendations are also requested if you are not on the direct distribution list. When the environmental documentation is approved, we will finalize design and prepare to let the project to contract. No right-of-way will be required for this project.

Distribution:

Doug Moeller, District Administrator	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Tom Martin, Environmental Services Bureau Chief	Jake Goettle, Construction Engineering Services Bureau
Robert Stapley, Right-of-Way Bureau Chief	Jon Swartz, Maintenance Administrator
Paul Ferry, Highways Engineer	

cc:

Dawn Stratton, Fiscal Programming Section	Traffic and Safety File
Ivan Ulberg, Project Engineer	Tom Hommel
	Kootenai National Forest
	31374 US Highway 2
	Libby, MT 59923-3022

e-copies:

Jim Walther, Engineering, Preconstruction Engineer	Shane Stack, District Preconstruction
Lesly Tribelhorn, Highways Design Engineer	Ed Toavs, District Maintenance Chief
Bonnie Gundrum, Env. Resources Section Supervisor	David Hoerning, R/W Engineering Manager
Pat Basting, District Biologist	Paul Johnson, Project Analysis Bureau
Suzan Kilcrease, District Project Development Engineer	Jean Riley, Planner
Danielle Bolan, Traffic Engineer	Marty Beatty, Engineering Information Services
James Freyholtz, District Traffic Project Engineer	Paul Grant, Public Involvement Officer
Kraig McLeod, Safety Management Engineer	Jim Cornell, Traffic Signing
Allen Levens, Traffic Electrical	Jean Crow, District R/W Supervisor
Alyce Fisher, Fiscal Programming	Wayne Noem, Secondary Roads Engineer

Project Report

HSIP 1-1(87)4, SF 099 W of Troy Jct S-508

Project Engineer: Ivan B. Ulberg, PE

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Introduction

This project has not been field reviewed. The report is generated from information gathered by the Safety Management Section during their review of the site, reviewing electronic images available on-line, and Department documentation. The site will be reviewed during the design process to confirm all design-critical elements.

Proposed Scope of Work

The proposed project has been nominated to provide roadway safety enhancements through the installation of a red flashing bacon (solar flasher) above the stop sign, new stop ahead sign (none currently exists), addition of a stop bar for S-508 traffic, and replacement of the existing chevron barricade with an approved arrow barricade as per current MUTCD.

Purpose and Need

The majority of crashes within the vicinity of the intersection are single-vehicle, run-offs. The purpose of this project is to provide improved signage to alert drivers as to the termination of Secondary Route 508 at its intersection with US 2.

Project Location and Limits

The project is located in Lincoln County, on N-1 (US 2) at its junction with S-508 (MT 508), approximately 10 miles northwest of Troy. The programmed project limits, are from RP 3.5 to RP 4.0, a length of 0.545 miles. There are no major traffic breaks within these limits. The functional classification of this highway is "rural, principal arterial".

Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. Due to the existing level of traffic and relatively low criticality of the intersection, the plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

This section of N-1 runs through rural, rolling terrain. According to the MDT Road Log, this section of roadway was reconstructed in 1959 and improved in 1991, under project F1-1(28)0. Surfacing thickness is reported to be 5.6" of PMS over 4.5" of compacted gravel base. Within the limits, the highway is comprised of two 12' lanes with no shoulders. S-508 is a paved, two lane road with no shoulders. It appears as though there are a series of transverse rumble strips leading up to the intersection.

The vertical alignment consists of a gentle slope at each end of US 2 upon entering and exiting the project limits, with the intersection serving as the low point; MT 508 exhibits the same characteristic. The entirety of the project occurs within a fill section; outside of the sections protected by guardrail, and existing side slopes do not appear to exceed a 4:1 ratio. Two lengths of guardrail, each approximately 500' long and staggered with respect to each other, exist on both sides of US 2, just west of the intersection.

Traffic Data

The traffic data for this location is as follows:

- 2010 (Present) AADT = 1,630
- 2013 (Letting) AADT = 1,680
- 2033 (Design) AADT = 2,200
- DHV = 290
- Truck% = 14.2%
- Equivalent Single Axle Load = 125
- Annual Growth Rate = 1.4%

Project Report

HSIP 1-1(87)4, SF 099 W of Troy Jct S-508

Project Engineer: Ivan B. Ulberg, PE

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Crash Analysis

The original crash analysis used to generate this project was for the time period January 1, 1998 through December 31, 2007. A total of 13 crashes were identified, 8 of which were identified as addressable with the proposed improvements. Of these, five were injury crashes resulting in 11 injuries, 3 were property damage only, and no fatal crashes were reported. A benefit / cost (B/C) ratio of 108.0 was calculated.

An updated crash analysis was performed in this area to confirm that a crash trend is still present. A total of ten crashes occurred on N-1 from RP 3.5 to RP 4.0 between January 1st, 2001 and December 31th, 2010. The main crash trend identified at this location is run-off-the-road; all but one of the recorded events was single-vehicle. Four (4) of the ten crashes resulted in no injury, one resulted in possible injury, three had non-incapacitating evident injuries, one included an incapacitating injury and one included unknown injuries; there were no fatalities.

Major Design Features

- a. **Design Speed.** The design speed for this section of roadway based on its functional classification of "rural, principal arterial" in rolling terrain is 60 miles per hour (mph). The posted speed limit is 70 mph with a night-time speed of 65 mph for passenger vehicles; for trucks, the day and night speed limits are 60 mph and 55 mph, respectively.
- b. **Horizontal Alignment.** The horizontal alignment includes one horizontal curve to the right halfway between each end of the project limits. The east end of the curve terminates near the junction with MT 508. No changes will occur to the horizontal alignment.
- c. **Vertical Alignment.** As mentioned above, there are gentle positive slopes, with respect to the direction of travel, at both ends of the project limits. No changes will occur to the vertical alignment.
- d. **Typical Sections and Surfacing.** The existing roadway section will not change. There is no slope work or alignment modification included in the scope of work.
- e. **Geotechnical Considerations.** No geotechnical involvement is anticipated.
- f. **Hydraulics.** No hydraulic-related involvement is anticipated.
- g. **Bridges.** There are no bridges within project limits.
- h. **Traffic.** The traffic section will be responsible for the plans and project delivery.
- i. **Pedestrian/Bicycle/ADA.** There are no pedestrian, bicycle or ADA specific features included in this project.
- j. **Context Sensitive Design Issues.** The entirety of this project is located within the Kootenai National Forest. A copy of this report is being mailed to their office for review and comment.

Other Projects

No other projects are currently under construction or in design that will affect this project.

Location Hydraulics Study Report

A Location Hydraulics Study Report is not required for this project.

Project Report

HSIP 1-1(87)4, SF 099 W of Troy Jct S-508

Project Engineer: Ivan B. Ulberg, PE

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Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

No new right of way is anticipated for this project. All work will take place within the existing shoulders.

Access Control

No changes to access control are proposed.

Intelligent Transportation Systems (ITS) Features

No ITS features will be used on this project.

Experimental Features

No experimental features will be used on this project.

Utilities/Railroads

There are no railroads affected by this project. No utility conflicts are anticipated. A phone pedestal is located in the NE corner adjacent to S-508. A one-call will be required prior to placing any new sign posts.

Survey

No surveys, such as a soil survey or an S.U.E., are warranted.

Public Involvement

The project will include a 'Level A' standard of public involvement. This includes a news release explaining the project and a departmental point of contact.

Environmental Considerations

A 'Categorical Exclusion' is anticipated on this project.

Traffic Control

The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). Impacts to traffic will be low, and the majority of the work can be completed from the shoulder of the roadway. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices.

Project Management

Ivan Ulberg will be the Project Design Engineer. This project does not require full FHWA oversight.

Proposed OPX-2 Flowchart

The OPX-2 flowchart will be modified to include the bare minimum needed to get us to a letting. Proposed are the following activities:

- 950 – Program P.E.: 1 day, 4 hours (critical path)
- 400 – Preliminary Field Review: 5 days, 40 hours (critical path)
- 706 – Prepare / Review BRR/BA: 15 days, 20 hours
- 722 – Enviro Doc: 15 days, 20 hours (critical path)
- 902 – Request News Release: 1 day, 4 hours
- 652 – Distribute News Release: 5 days, 8 hours
- 968 – Secure Design Appr: 10 days, 20 hours (critical path)
- 404 – Preliminary Electrical Plans: 10 days, 20 hours (critical path)
- 414 – Prepare Signing & Pavement Markings: 10 days, 40 hours (critical path)
- 988 – Final PIH Inspection: 15 days, 60 hours (critical path)

Project Report

HSIP 1-1(87)4, SF 099 W of Troy Jct S-508

Project Engineer: Ivan B. Ulberg, PE

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445 – Transmit to Contract Plans (electrical): 2 days, 5 hours (critical path)

446 – Transmit to Contract Plans (signing): 2 days, 5 hours (critical path)

The existing OPX-2 flowchart assigned to this project may be used as the template to make these changes.

Preliminary Cost Estimate

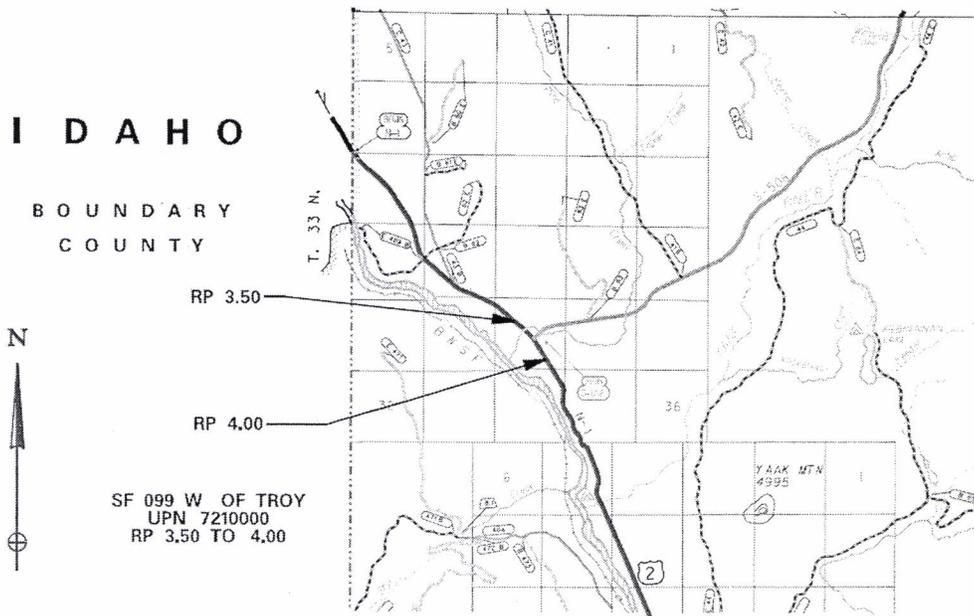
	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Signing, Striping	\$2,700		
Solar Flasher	\$4,500		
Traffic Control	\$750		
Subtotal	\$7,950		
Mobilization (10%)	\$800		
Subtotal	\$8,750		
Contingencies (10%)	\$900		
Total CN	<u>\$ 9,650</u>	<u>\$ 1,178</u>	<u>\$ 11,871</u>
CE (10%)	<u>\$ 1,000</u>	<u>\$ 122</u>	<u>\$ 1,230</u>
TOTAL CN+CE	<u>\$ 10,650</u>	<u>\$ 1,300</u>	<u>\$ 13,101</u>

Note: Inflation is calculated in PPMS to the letting date. IDC is calculated at 9.64% as of FY 2012.

Ready Date

A ready date will be set once the project is sent for overrides. If available, this project's limited scope lends itself for consideration to be installed by MDT Maintenance forces.

Site Map





Montana Department of Transportation

PO Box 201001

Helena, MT 59620-1001

Memorandum

To: Dawn Stratton
Fiscal Programming Section

From: Heidi Bruner, P.E.
Engineering Services Supervisor
Environmental Services

Date: August 4, 2011

Subject: SF 099 E of Idaho Border
HSIP 93-1(17)10
Control Number: 7204 000

Environmental Services has determined that this proposed project will not involve unusual circumstances as described under 23 CFR 771.117(b). It therefore qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8). The project is located on Highway 12 west of Lolo, MT between reference posts 10.1 and 11.4. The proposed project is to provide roadway safety enhancements by installing flashing beacons above curve warning signs, increase size of warning and advisory signs and replace existing chevron signs. A more complete scope of work and location map is attached. This proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections **75-1-103** and **75-1-201, M.C.A.**).

In accordance with the Federal Highway Administration's (FHWA) letter of March 29, 1999, please notify FHWA that the proposed action is being processed in accordance with 23 CFR 771.117(c).

Attachment

cc: Doug Moeller District Administrator- Missoula
Paul F. Ferry, P.E. Highways Engineer
Kent M. Barnes, P.E. Bridge Engineer
Ivan Ulberg Project Design Manager
Robert Stapley Right-of-Way Bureau Chief
Walt Scott Utilities Section Supervisor
Suzy Price, P.E. Contract Plans Supervisor
Tom Martin, P.E. Environmental Services Bureau Chief
Susan Kilcrease Missoula Project Development Engineer
Gene Kaufman, P.E. Operations Engineer-FHWA
Environmental Quality Council
File



Memorandum

To: Distribution

From: Roy Peterson, PE IBU (for)
Traffic and Safety Engineer

Date: August 4, 2011

Subject: HSIP 93-1(17)10
SF 099 E of Idaho Border
UPN 7204 000
Work Type 410 – Traffic Signals and Lighting

Attached is the Project Report which was approved on July 19, 2011. We request that those on the distribution review this report and submit your comments within two weeks of the approval date. Due to the limited nature of the project, MDT desires to deliver this safety project in spring / summer 2012; the report will only address necessary features specific to this project.

Your comments and recommendations are also requested if you are not on the direct distribution list. When the environmental documentation is approved, we will finalize design and prepare to let the project to contract. No right-of-way will be required for this project.

Distribution:

Doug Moeller, District Administrator	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Tom Martin, Environmental Services Bureau Chief	Jake Goettle, Construction Engineering Services Bureau
Robert Stapley, Right-of-Way Bureau Chief	Jon Swartz, Maintenance Administrator
Paul Ferry, Highways Engineer	

cc:

Dawn Stratton, Fiscal Programming Section	Traffic and Safety File
Ivan Ulberg, Project Engineer	Rod Blessing / Ralph Revello
	Lolo National Forest
	Fort Missoula Bldg. 24
	Missoula MT 59804

e-copies:

Jim Walther, Engineering, Preconstruction Engineer	Shane Stack, District Preconstruction
Lesly Tribelhorn, Highways Design Engineer	Ed Toavs, District Maintenance Chief
Bonnie Gundrum, Env. Resources Section Supervisor	David Hoerning, R/W Engineering Manager
Pat Basting, District Biologist	Paul Johnson, Project Analysis Bureau
Suzan Kilcrease, District Project Development Engineer	Jean Riley, Planner
Danielle Bolan, Traffic Engineer	Marty Beatty, Engineering Information Services
James Freyholtz, District Traffic Project Engineer	Paul Grant, Public Involvement Officer
Kraig McLeod, Safety Management Engineer	Jim Cornell, Traffic Signing
Allen Levens, Traffic Electrical	Jean Crow, District R/W Supervisor
Alyce Fisher, Fiscal Programming	Wayne Noem, Secondary Roads Engineer

Project Report

HSIP 93-1(17)10, SF 099 E of Idaho Border
Project Engineer: Ivan B. Ulberg, PE

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Introduction

This project has not been field reviewed. The report is generated from information gathered by the Safety Management Section during their review of the site, reviewing electronic images available on-line, and Department documentation. The site will be reviewed during the design process to confirm all design-critical elements.

Proposed Scope of Work

The proposed project has been nominated to provide roadway safety enhancements by installing flashing beacons above the curve warning signs at either end of the series of curves, increase the size of the warning signs and advisory 35 mph signs, replace the existing chevron signs. All sign locations will be evaluated to assure proper placement.

Purpose and Need

The majority of crashes within the project limits are single-vehicle, run-off crashes. The purpose of this project is to provide improved signage to alert drivers as to the set of 'S-curves' found within the project limits.

Project Location and Limits

The project is located in Missoula County on N-93 (US 12), approximately 22 miles west of Lolo. The project covers a length of 1.285 miles, from RP 10.10 to RP 11.40. There are no major traffic breaks within these limits. The functional classification of this highway is "rural, principal arterial".

Work Zone Safety and Mobility

At this time, Level 3 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). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

This section of N-93 runs through rural, rolling terrain. According to the MDT Road Log, this section of roadway was reconstructed in 1964 and improved in 2003, under project NH 93-1(15)0. Surfacing thickness is reported to be 7.97" of PMS over 11.0" of compacted gravel base. Within the limits, the highway is comprised of two 12' lanes with 2' shoulders paralleling the roadway in both directions of travel.

The vertical alignment consists of a gentle downhill slope in the eastbound direction of travel. The entirety of the project occurs within a fill section. There is one length of guardrail running along the eastbound side of the highway; it is approximately 1200' long and runs from ~RP 10.16 through ~RP 10.38. Outside of this section, the side slopes do not appear to exceed a 4:1 ratio. However, through a large portion of the project, there is an abrupt back slope present on the westbound side of the highway; this occurs mainly with in two sections: one from ~RP 10.64 through ~RP 10.97 and the other ~RP 11.09 through ~RP 11.25.

Traffic Data

The traffic data for this location is as follows:

2010 (Present) AADT = 750
2013 (Letting) AADT = 760
2033 (Design) AADT = 930
DHV = 150
Truck% = 24.6%
Equivalent Single Axle Load = 97
Annual Growth Rate = 1.0%

Project Report

HSIP 93-1(17)10, SF 099 E of Idaho Border

Project Engineer: Ivan B. Ulberg, PE

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Crash Analysis

The original crash analysis used to generate this project was for the time period November 1, 2000 through December 31, 2007. A total of 9 crashes were identified, 8 of which were identified as addressable with the proposed improvements. Of these, four were injury crashes resulting in five injuries, four were property damage only, and no fatal crashes were reported. A benefit / cost (B/C) ratio of 50.27 was calculated.

An updated crash analysis was performed in this area to confirm that a crash trend is still present. Eighteen crashes occurred on N-93 from RP 10.10 to RP 11.40 between January 1st, 2001 and December 31th, 2010. The main crash trend identified at this location continues to be run-off-the-road; all but one of the recorded events were single-vehicle crashes. With regard to injuries, nine of the eighteen events resulted in no injury, three resulted in non-incapacitating evident injuries, four included incapacitating injuries and there were two fatalities crashes.

Major Design Features

- a. **Design Speed.** The design speed for this section of roadway based on its functional classification of "rural, principal arterial" in rolling terrain is 60 miles per hour (mph). The posted speed limit is 70 mph with a night-time speed of 65 mph for passenger vehicles; for trucks, the day and night speed limits are 60 mph and 55 mph, respectively.
- b. **Horizontal Alignment.** The horizontal alignment consists of 'S-curves', a composition of three left-hand curves and two right-hand curves, with respect to eastbound traffic. No changes will occur to the horizontal alignment.
- c. **Vertical Alignment.** There is a gentle downward slope, running from the west to the east end, throughout the length of roadway within the project limits. No changes will occur to the vertical alignment.
- d. **Typical Sections and Surfacing.** The existing roadway section will not change: its widths and surfacing will remain as is. There is no slope work or alignment modification included in the scope of work.
- e. **Hydraulics.** The West Fork Lolo Creek runs parallel to the highway throughout the entire project. Due to the lack of physical work being performed on the roadway, no hydraulic-related involvement is anticipated.
- f. **Traffic.** The traffic section will be responsible for the plans and project delivery.
- g. **Pedestrian/Bicycle/ADA.** There are no pedestrian, bicycle or ADA specific features included in this project.
- h. **Context Sensitive Design Issues.** The entirety of this project is located within the Lolo National Forest.

Other Projects

No other projects are currently under construction or in design that will affect this project.

Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

No new right of way is necessary for this project. All work will take place within the existing shoulder.

Access Control

No changes to access control are proposed.

Intelligent Transportation Systems (ITS) Features

No ITS features will be used on this project.

Experimental Features

No experimental features will be used on this project.

Utilities/Railroads

There are no railroads affected by this project. Overhead utilities run adjacent to the project corridor. A one-call will be required prior to placing new signposts.

Survey

No surveys, such as a soil survey or an S.U.E., are warranted.

Public Involvement

The project will include a 'Level A' standard of public involvement. This includes a news release explaining the project and a departmental point of contact.

Environmental Considerations

A 'Categorical Exclusion' is anticipated on this project.

Traffic Control

The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). Impacts to traffic will be low, and the work can be completed from the shoulder of the roadway. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices.

Project Management

Ivan Ulberg will be the Project Design Engineer. This project does not require full FHWA oversight.

Proposed OPX-2 Flowchart

The OPX-2 flowchart will be modified to include the bare minimum needed to get us to a letting. Proposed are the following activities:

- 950 – Program P.E.: 1 day, 4 hours (critical path)
- 400 – Preliminary Field Review: 5 days, 40 hours (critical path)
- 706 – Prepare / Review BRR/BA: 20 days, 20 hours
- 722 – Enviro Doc: 20 days, 20 hours (critical path)
- 902 – Request News Release: 1 day, 4 hours
- 652 – Distribute News Release: 5 days, 8 hours
- 968 – Secure Design Appr: 10 days, 20 hours (critical path)
- 404 – Preliminary Electrical Plans: 10 days, 20 hours (critical path)
- 414 – Prepare Signing & Pavement Markings: 15 days, 50 hours (critical path)
- 988 – Final PIH Inspection: 15 days, 60 hours (critical path)
- 445 – Transmit to Contract Plans (electrical): 2 days, 5 hours (critical path)
- 446 – Transmit to Contract Plans (signing): 2 days, 5 hours (critical path)

The existing OPX-2 flowchart assigned to this project may be used as the template to make these changes.

Project Report

HSIP 93-1(17)10, SF 099 E of Idaho Border

Project Engineer: Ivan B. Ulberg, PE

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Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Signing, Striping	\$3,000		
Solar Flasher (2)	\$8,000		
Traffic Control	\$1,200		
Subtotal	\$12,200		
Mobilization (10%)	\$1,200		
Subtotal	\$13,400		
Contingencies (10%)	\$1,300		
Total CN	<u>\$ 14,700</u>	<u>\$ 1,695</u>	<u>\$ 17,975</u>
CE (10%)	<u>\$ 1,500</u>	<u>\$ 172</u>	<u>\$ 1,833</u>
TOTAL CN+CE	<u>\$ 16,200</u>	<u>\$ 1,867</u>	<u>\$ 19,808</u>

Note: Inflation is calculated in PPMS to the letting date. IDC is calculated at 9.64% as of FY 2012.

Ready Date

A ready date will be set once the project is sent for overrides. If available, this project's limited scope lends itself for consideration to be installed by MDT Maintenance forces.

Site Map

