



MASTER FILE  
COPY

January 17, 2013

Jeff Patten  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena MT 59602

Subject: Statewide Pavement Preservation Projects Concurrence  
STPP 86-1(47)24  
PARK COUNTY LINE - WEST  
Control Number: 7583000

Dear Jeff Patten:

The Environmental Services Bureau of the Montana Department of Transportation has reviewed the Preliminary Field Review/Scope of Work Report and the Environmental Checklist for Pavement Preservation Projects. We have determined that the Statewide PCE for these types of projects would cover this project.

Special provisions are included for Protection of Aquatic Resources.

I have attached the Preliminary Field Review/Scope of Work Report, Checklist and the location map for your information.

If you have any questions concerning this letter, please contact Barry Brosten at 444-0804.

Sincerely,

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

Attachments: Preliminary Field Review/Scope of Work Report, Environmental Checklist

copies:	Jeff Ebert – Butte District Engineer	w/attach
	Paul Ferry - Highway Engineer	w/attach
	Kevin Christensen - Construction	
	Suzy Price - Contract Plans	
	Nicole Pallister - Fiscal Planning	w/attach
	Tom Erving – Fiscal Planning	w/attach
	Tom Martin – Environmental Services	
	Heidi Bruner - Environmental Services	
	File	w/attach

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## PROTECTION OF AQUATIC RESOURCES

Aquatic resources may include, but are not limited to, wetlands, springs, streams (perennial, ephemeral, and intermittent drainages), rivers, lakes, ponds, reservoirs, irrigation systems, and associated riparian areas.

Impacts to aquatic resources are not anticipated in association with this project. MDT has NOT acquired any water quality permits or authorizations, including a Clean Water Act Section 404 permit (USACOE), a Stream Protection Act 124 notification (MFWP), or a 318 Authorization (DEQ). Therefore, impacts to any and all aquatic resources located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to all aquatic resources.

Wetlands may exist within the project corridor adjacent to roadway along the toe of the slopes. In areas adjacent to any water body including Cache Creek, Fairy Creek, Carrol Creek, Flathead Creek, South Fork Dry Creek, several unnamed intermittent drainages, other aquatic resources as defined above; or in areas immediately adjacent to the highway susceptible to sediment transport, conduct pavement preservation operations in a manner to avoid placement of materials in these areas. Do not allow chips or other materials to enter wetlands or waterways.

Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor. The Contractor must secure the appropriate permits or authorizations prior to working in these areas. If complete avoidance of these areas is not possible, contact the Project Manager immediately and coordinate the permitting effort with the District Biologist at 444-0461 or the District Environmental Engineering Specialist at 494-9612.

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**(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)**

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

**ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS**  
(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project Number: STPP 86-1(47)24 Control No 7583000 Project Name: Park County Line - West  
 Reference Post (Station): 23.9 +/- To Reference Post (Station): 30.9 +/-  
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001  
 Type of Proposed Pavement Preservation Activity: Work Type 180 – Resurfacing – Asphalt Thin Lift

**IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)**

Impact Questions	[Y/N] There are Potential Impacts, or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
	Yes	No	Comment (Use attachments if necessary)
1. Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See <a href="http://www.rivers.gov/wildriverslist.html">http://www.rivers.gov/wildriverslist.html</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2a. Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Unknown
2b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Unknown
3. Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3a. If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit) required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See <a href="http://deq.mt.gov/wginfo/MPDES/StormWater/ms4.mcp.x">http://deq.mt.gov/wginfo/MPDES/StormWater/ms4.mcp.x</a> ). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Does the proposed project have impacts to wetlands, streams, or other water bodies? If 'No', go to question 5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
4b. If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
5. Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See <a href="http://nris.mt.gov/deq/remsitequery/portal.aspx">http://nris.mt.gov/deq/remsitequery/portal.aspx</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6a. Are any Tribal water permits required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See <a href="http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x">http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x</a> ) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L Bend Wilderness Areas)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Checklist prepared by:

Jim Davies

Applicant

Project Design Engineer

Title

1/2/2013

Date

Approved by:

  
Environmental Services

ENVIRONMENTAL ENGINEER...  
SECTION SUPERVISOR

Title

1/17/13  
Click here to enter a date.  
Date



**Memorandum**

To: Distribution

From: Paul Ferry, P.E.  
 Highways Engineer

Date: January 3, 2013

Subject: **STPP 86-1(47)24**  
**Park County Line - West**  
**UPN 7583000**  
**Work Type – 180 – Resurfacing – Asphalt thin lift**

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 1/3/2013. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:

Approved \_\_\_\_\_ Date \_\_\_\_\_

**Distribution:**

- |   |  |
|---|--|
| Jeff Ebert, District Administrator        | Tom Martin, Environmental Services Bureau Chief              |
| Kent Barnes, Bridge Engineer              | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Paul Ferry, Highways Engineer             | Jake Goettle, Construction Engineering Services Bureau       |
| Roy Peterson, Traffic and Safety Engineer | Matt Strizich, Materials Engineer                            |
| Robert Stapley, Right-of-Way Bureau Chief |  |

**cc:**

- |  |   |
|--|---|
| Jim Davies, Project Design Manager, Butte District Master file | Dawn Stratton, Fiscal Programming Section |
|  | Damian Krings, Road Design Engineer       |

**e-copies:**

- |   |   |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer                            | Jake Goettle, Construction Bureau – VA Engineer               |
| Lesly Tribelhorn, Highways Design Engineer                                    | Dustin Rouse, District Preconstruction                        |
| Mark Goodman, Hydraulics Engineer   | Joe Walsh, District Projects Engineer                         |
| Walt Ludlow, District Hydraulics Engineer                                     | Casey Ballard, District Materials Lab                         |
| Jon Axline, Acting Env. Resources Section Supervisor                          | Kyle DeMars, District Maintenance Chief                       |
| Deb Wambach, District Biologist   | Zach Cunningham, District Right of Way Supervisor             |
| Barry Brosten, District Project Development Engineer                          | Phillip Inman, Utilities Engineering Manager                  |
| Danielle Bolan, Traffic Operations Engineer                                   | David Hoerning, R/W Engineering Manager                       |
| Ivan Ulberg, Traffic Design Engineer  | Greg Pizzini, Acquisition Manager                             |
| LeRoy Wosoba, District Traffic Project Engineer                               | Joe Zody, R/W Access Management Section Manager               |
| Kraig McLeod, Safety Engineer   | Matt Strizich, Materials Engineer                             |
| Nathan Haddick, Bridge Area Engineer, Butte District Engineering Cost Analyst | Daniel Hill, Pavement Analysis Engineer                       |
| Marty Beatty, Engineering Information Services                                | Pat McCann, District Geotechnical Manager                     |
| Paul Grant, Public Involvement Officer  | Bryce Larsen, Supervisor, Photogrammetry & Survey             |
| Sue Sillick, Research Section Supervisor                                      | Paul Johnson, Project Analysis Bureau                         |
| Alyce Fisher, Fiscal Programming Section                                      | Jean Riley, Planner   |
|   | Dawn Stratton, Fiscal Programming Section                     |
|   | Duane Williams, Motor Carrier Services Division Administrator |
|   | Jeff Patten, FHWA   |



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

**Memorandum**

To: Paul Ferry, P.E.  
Highways Engineer

From: Damian Krings, P.E.  
Road Design Engineer

Date: January 3, 2013

Subject: **STPP 86-1(47)24**  
**Park County Line - West**  
**UPN 7583000**  
**Work Type – 180 – Resurfacing – Asphalt thin lift**

Please approve the attached Preliminary Field Review Report/Scope of Work Report.

Approved Paul Ferry Date 1/3/2013  
Paul Ferry, P.E.  
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):  
Damian Krings, Road Design Engineer  
Master file

## Preliminary Field Review/Scope of Work Report

STPP 86-1(47)24 Park County Line - West  
Project Manager: Jim Davies

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### Introduction

A preliminary field review for this project was held on November 5, 2012 with the following personnel in attendance:

Jim Davies – MDT – Road Design  
Mark French – MDT – Road Design  
Ed Shea – MDT – Pavement Analysis  
Dustin Rouse – MDT – Butte Preconstruction Engineer  
Barry Brosten – MDT – Butte Project Development Engineer  
Ben Schendel – MDT – Hydraulics  
Joshua Dold – MDT – Road Design

### Proposed Scope of Work

The proposed project has been nominated to provide mill/fill and seal and cover. The Helena Road Design Section will design this project. **This project will be developed in English units.**

### Purpose and Need

The purpose of this project is to prolong the existing pavement life, and to provide additional skid resistance.

### Project Location and Limits

The project is located in Gallatin County on P-86 between Bozeman and Wilsall, (RP 23.9 to RP 30.9). The project ends at the Gallatin County line, Park County Line border. The length of the project is 7.0 miles. The project starts ½ mile south of Cache Creek, and ends 2.8 miles east of Flathead Creek. The functional classification is rural minor arterial. There are no as-builts for the project, because the route was constructed by county forces. Reference posts run from south to north and west to east on this primary route. A map is attached at the end of this report.

### 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 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 physical characteristics for this rural two-lane minor arterial are described below:

1. Surfacing information is provided below:

<u>From</u>	<u>To</u>	<u>PMS Top Thickness (in)</u>	<u>Bottom Thickness (in)</u>	<u>Top Width (ft)</u>
RP 23.9	RP 24.737	5.0	12.0	24
RP 24.737	RP 30.9	4.0	12.0	22

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. The general terrain is level in a rural area.

## Preliminary Field Review/Scope of Work Report

STPP 86-1(47)24 Park County Line - West  
 Project Manager: Jim Davies

3. PvMS Index Numbers & Recommended Treatment for 2013:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 23.9 to RP 30.9	64.5	62.0	97.6	63.5	C_AC Thin Overlay	M_AC Thin Overlay

4. Route P-86 (Montana 86) was constructed in 1945 by county forces, and was improved (overlaid) in 1995.

The following bridges are within the project limits:

	Bridge ID	Location	Feature Crossed	Const Year	Sufficiency Rating
#	P00086024+04001	14 M. W. WILSALL	CACHE CREEK	1939	79.1
#	P00086026+09001	12 M. W. WILSALL	CARROL CREEK	1986	67.9
#	P00086028+01001	11 M. W. WILSALL	FLATHEAD CREEK	1939	70.3

# There is obsolete bridge rail with no approach rail on the subject bridges, but no guardrail or bridge rail will be installed on the project.

**Traffic Data**

The 2012 traffic data is as follows:

2012 AADT = 410 Present  
 2013 AADT = 420 Letting Year  
 2033 AADT = 840 Design Year  
 DHV = 170  
 T = 3.6%  
 EAL = 9  
 AGR = 3.5%

**Crash Analysis**

ENGINEERING STUDY EVALUATION

DATE: SEPT 17, 2012

DESCRIPTION: PARK COUNTY LINE - WEST

ROUTE & RP: MT-86 RP 23.9 to RP 30.9

DATA TIME FRAME: 01-01-2002 TO 12-31-2011

STATEWIDE AVERAGE FOR RURAL STATE PRIMARY (07-11)      STUDY AREA (02-11)

ALL VEHICLES CRASH RATE:	1.12 <sup>1)</sup>	1.29 <sup>1)</sup>
<hr/>		
ALL VEHICLES SEVERITY INDEX:	2.22 <sup>2)</sup>	2.94 <sup>2)</sup>
<hr/>		
ALL VEHICLES SEVERITY RATE:	2.50 <sup>3)</sup>	3.79 <sup>3)</sup>
<hr/>		
TOTAL RECORDED CRASHES:		18

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Project Manager: Jim Davies

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TOTAL TRUCK CRASHES: 0

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<sup>1)</sup> Crash rates are defined as the number of crashes per million vehicle miles.

<sup>2)</sup> Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.

<sup>3)</sup> Severity rate is defined as the crash rate multiplied by the severity index.

### I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 16.7% shoulder roadway location crashes vs. 5.0% statewide average for state primary routes.
- 27.8% non-incapacitating injury crashes vs. 13.5% statewide average for state primary routes.

### II. CRASH CLUSTERS OR SAFETY PROJECTS:

In 2005, the section between reference point 28.0 to reference point 28.8 was identified as a crash cluster. Chevrons signs were installed by maintenance forces in 2010 from reference point 28.1 to reference point 28.2.

### III. REMARKS & RECOMMENDATIONS:

The main crash trend identified is single vehicle crashes. There were twelve single vehicle crashes of which seven resulted in roll over crashes. Four crashes involved collisions with animals (2 domestic and 2 wild).

### Major Design Features

#### a. **Design Speed.**

The design speed is 70 mph, and the posted speed is 70 mph.

#### b. **Horizontal Alignment.**

The horizontal alignment will be perpetuated with this project.

#### c. **Vertical Alignment.**

The vertical alignment will be perpetuated with this project.

#### d. **Typical Sections and Surfacing.**

The proposed typical section is as follows:

- 0.15' depth mill/fill full width of roadway for 2-way traffic for the entire length of project.
- Seal and cover (chip seal type I) full width roadway.

The district materials lab will collect cores at all timber bridges and 50 feet each side of the bridges within the project limits to help further refine the surfacing section. Cores were requested for this project.

The existing surfacing top width is 24 feet from reference post 23.9 to 24.7. There

## Preliminary Field Review/Scope of Work Report

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Project Manager: Jim Davies

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are two – 12 foot driving lanes. The existing surfacing top width is 22 feet from reference post 24.7 to 30.9. There are two – 11 foot driving lanes. There are no proposed changes to the typical sections as this is a pavement preservation project.

e. **Geotechnical Considerations.**

No Geotechnical considerations are anticipated on this project.

f. **Hydraulics.**

No Hydraulic considerations are anticipated on this project.

g. **Bridges.**

No bridge work will be performed on this project.

No bridge rail or guardrail will be installed on this project because:

- The bridges in place are narrow in width and placing advancement rail without adequate shy distance would increase the potential for sideswipe and head on collisions (the length of the constriction would increase from less than 20' to over 150' for each location).
- The project is located near the Bridger Range and the Crazy Mountains and 150' length of new guardrail could have potential for snow drifting on the roadway.
- There could be potential environmental impacts with guardrail embankment widening on the project.

h. **Traffic.**

Pavement markings and delineation (as needed) will be upgraded with this project. Signing and pavement markings were designed by a term consultant for the project. Signs will be upgraded as deemed appropriate by the consultant.

i. **Pedestrian/Bicycle/ADA.**

Primary 86 has no pedestrian or bicycle facilities, therefore no pedestrian or bicycle facilities accommodations will be made at this time.

j. **Miscellaneous Features.**

All millings generated by the project will be disposed of in accordance with the MDT millings disposal policy.

k. **Context Sensitive Design Issues.**

The intent of this project is to increase the service life of the pavement and do minor repairs and upgrades as needed to reduce maintenance costs and improve safety. The majority of the work will occur on the paved roadway surface. Therefore, no significant changes will occur to the context of the area the roadway passes through once construction is completed.

### Other Projects

Two safety projects are nominated to be designed and constructed on this section of roadway. These projects are called SF109 – GR NE of Bozeman, HSIP 86-1(45)7, CN 7520000; and SF – 119 – Signing GR N Bozeman, HSIP 86-1(49)21, CN 7857000 respectively. No other projects are planned in the vicinity of this project.

## **Preliminary Field Review/Scope of Work Report**

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Project Manager: Jim Davies

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### **Location Hydraulics Study Report**

There will be no LHSR for this project as it is a mill/fill project.

### **Design Exceptions**

No design exceptions are anticipated.

### **Right-of-Way**

No additional right-of-way will be required for this project.

### **Access Control**

No changes to access control with this project.

### **Utilities/Railroads**

There will be no utility or railroad involvement on this project.

### **Cold-In-Place Recycle** (for mill & overlay projects only)

Cold-in-place recycle will not be used on this pavement preservation project, because the project is located in a shaded, lower temperature area, and to use cold-in-place recycle, the area must have great sun exposure and high temperatures on the asphalt.

### **Maintenance Items**

There are no maintenance items that were discussed during the review to be completed prior to construction of this project.

### **Intelligent Transportation Systems (ITS) Features**

There will be no ITS solutions to be considered as part of the design process.

### **Survey**

State plane coordinate survey and control survey were requested for the project.

### **Public Involvement**

The level of public involvement will be level A, which includes the following:

#### **Level A**

1. News release explaining the project and including a department point of contact.

### **Environmental Considerations**

This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation environmental checklist for this project.

There are wetlands present at the major drainage crossings along the project corridor, including those at the timber bridges. Wetland impacts are not anticipated in association with the project, as the proposed guardrail upgrades were eliminated. No CWA 404 or SPA 124 permitting is anticipated for this project. The Protection of Aquatic Resource special provision will be included in the bid package for this project.

The timber bridges are not eligible for the National Register of Historic Places and no cultural resource survey will be necessary for this project.

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Project Manager: Jim Davies

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### Energy Savings/Eco-Friendly Considerations

At this time, no savings or considerations have been identified.

### Experimental Features

At this time, no experimental features have been identified.

### Traffic Control

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. Traffic will be maintained throughout construction through the use of part width construction and lane closures. No detours are anticipated. The Transportation Operations (TO) plan will make use of lane closure devices and signs based on the *Manual of Uniform Traffic Control Devices* (MUTCD).

### Project Management

Helena Road Design will be the lead on this project and the project design manager will be Jim Davies. This project is not under full FHWA oversight.

### Preliminary Cost Estimate

<b>PFR Estimate</b>	<b>Estimated Cost</b>	<b>Inflation (INF) (from PPMS)</b>	<b>TOTAL Costs w/INF + IDC (from PPMS)</b>
Road Work	\$1,116,296		
Signing	\$25,629		
Traffic Control	\$68,516		
<b>Subtotal</b>	<b>\$1,210,441</b>		
Mobilization (10%)	\$121,000		
<b>Subtotal</b>	<b>\$1,331,441</b>		
Contingencies (10%)	\$133,000		
<b>Total CN</b>	<b>\$1,464,441</b>	<b>\$ 95,327</b>	<b>\$ 1,732,590</b>
<b>CE (10%)</b>	<b>\$146,000</b>	<b>\$ 9,533</b>	<b>\$ 173,259</b>
<b>TOTAL CN + CE</b>	<b>\$1,610,441</b>	<b>\$ 104,860</b>	<b>\$ 1,905,849</b>

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 11.08% as of FY 2013.

### Ready Date

The current Ready Date in OPX2 is shown as August 2013.

### Letting Date:

The scheduled Letting Date is January 25, 2015.

### Site Map

The project site map is attached.

# Preliminary Field Review/Scope of Work Report

STPP 86-1(47)24 Park County Line - West  
 Project Manager: Jim Davies

