



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

Memorandum

To: Lisa Hurley, Supervisor
Fiscal Programming Section

From: Heidi Bruner, P.E.
Engineering Section Supervisor

Date: January 28, 2015

Subject: Categorical Exclusion group (c) – for Traffic Signing:
HSIP STWD(114)
SF-109 BUTTE SIGNING IMPRVMTS
Control Number: 7495000



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). 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).

e-copies:

Jeff Ebert - Butte District Administrator
Roy Peterson - Traffic & Safety Bureau Chief
Lesly Tribelhorn - Acting Highways Engineer
Tom Martin - Environmental Services Bureau Chief
Heidi Bruner – Engineering Section Supervisor
Leroy Wosoba –Traffic Project Engineer
Jeff Patten – FHWA
Barry Brosten – Environmental
Tom Erving - Fiscal Programming Section

copy: project file



Memorandum

To: Distribution

From: Roy Peterson, P.E. *Initialed RAP*
 Traffic & Safety Engineer

Date: October 24, 2014

Subject: HSIP STWD(114)
 SF-109 BUTTE SIGNING IMPRVMTS
 UPN 7495000
 411 – SIGNING, PAVEMENT MARKINGS, CHEVRONS, ETC.

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 10/27/14. 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, Butte 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 |
| Robert Stapley, Right-of-Way Bureau Chief | Matt Strizich, Materials Engineer |

cc:

- | | |
|--|---|
| LeRoy Wosoba, Traffic Project
Master file | Dawn Stratton, Fiscal Programming Section |
|--|---|

e-copies:

- | | |
|--|--|
| Jim Walther, Engineering, Preconstruction Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Lesly Tribelhorn, Highways Design Engineer | Dustin Rouse, Butte District Preconstruction |
| Mark Goodman, Hydraulics Engineer | Joe Walsh, Butte District Projects Engineer |
| Walt Ludlow, District Hydraulics Engineer | Casey Ballard, Butte District Materials Lab |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Kam Wrigg, Butte District Maintenance Chief |
| Deb Wambach, District Biologist | Therese Iwaniak, District Right of Way Supervisor |
| Barry Brosten, District Project Development Engineer | Phillip Inman, Utilities Engineering Manager |
| Danielle Bolan, Traffic Operations Engineer | David Hoerning, Lands Section Supervisor |
| Ivan Ulberg, Traffic Design Engineer | Greg Pizzini, Acquisition Section Supervisor |
| LeRoy Wosoba, District Traffic Project Engineer | Joe Zody, R/W Access Management Section Manager |
| Kraig McLeod, Safety Engineer | Matt Strizich, Materials Engineer |
| Nathan Haddick, Butte Bridge Area Engineer | Jim Davies, Pavement Analysis Engineer |
| Engineering Cost Analyst | Darin Reynolds, Surfacing Design Supervisor |
| Marty Beatty, Engineering Information Services | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Pat McCann, District Geotechnical Manager |
| Sue Sillick, Research Section Supervisor | Paul Johnson, Project Analysis Bureau |
| Suzy Price, Contract Plans Bureau Chief | Jean Riley, Planner |
| Alyce Fisher, Fiscal Programming Section | Becky Duke, Traffic Data Collection Section Supervisor (WIM) |
| Dawn Stratton, Fiscal Programming Section | Doug McBroom, Maintenance Division Operations Manager (RWIS) |

Preliminary Field Review/Scope of Work Report

UPN 7495000

Project Manager: LeRoy Wosoba

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Introduction

An office review of the project locations using Pathweb, as-built plans, and crash data was conducted. No actual field review was held due to the limited scope of the project.

Proposed Scope of Work

This project was nominated to install safety improvements at the following 3 locations in the Butte District:

I-15 RP 59.9 to 60.3 (Location 1)

Full length delineation, linear delineation on the guardrail and bridge rail, and the installation of curve warning signs at this location.

I-15 RP 101.0 to 104.0 (Location 2)

Full length delineation on the inside shoulder as well as outside, linear delineation on the guardrail and bridge rail and the installation of curve warning signs at this location.

S-540 RP 9.4 to 10.0 (Location 3)

The existing warning signing will be updated. Chevrons and delineation will be installed.

Purpose and Need

The purpose of this project is to address roadway departure crashes.

Project Location and Limits

This project has 3 locations in the Butte District.

Location 1 is on I-15 beginning at RP 59.9 and ending at RP 60.3. This roadway is classified as a Principal Arterial-Interstate. This location is in Beaverhead County.

Location 2 is on I-15 beginning at RP 101.0 and ending at RP 104.0. This roadway is classified as a Principal Arterial-Interstate. This location is in Silver Bow County.

Location 3 is on S-540 (East River Road) beginning at RP 9.4 and ending at RP 10.0. This roadway is classified as a Major Collector. This location is in Park County.

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

Locations 1 & 2 on I-15 have two 12-foot northbound travel lanes and two 12-foot southbound travel lanes, separated by a median, 4-foot inside shoulders and 10-foot outside shoulders. These locations traverse rolling terrain.

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Location 3 was originally built in 1941 under project FAP 217 D, as-built plans aren't available. This location is a two lane roadway with a total width of 19 feet and no shoulders. This section consists of 3 curves in reverse order. This location traverses rolling terrain.

Traffic Data

Traffic data was not requested for this project due to the limited scope. The 2013 AADT from the MDT Traffic Data Map is 4700 for Location 1, 3470 for Location 2, and 190 for Location 3. If more detailed traffic data is required, it will be requested.

Crash Analysis

Location 1

There were 10 crashes at this location in the 10 year time period of January 1, 1999 to December 31, 2008. Three of these crashes are considered addressable with the subject improvements.

Location 2

There were 23 crashes at this location in the 10 year time period of January 1, 1999 to December 31, 2008. Five of these crashes are considered addressable with the subject improvements.

Location 3

There were 8 crashes at this location in the 10 year time period of January 1, 1999 to December 31, 2008. Seven of these crashes are considered addressable with the subject improvements.

Major Design Features

- a. **Design Speed.** The design speed for locations 1 and 2 will be 60 mph for a freeway in rolling terrain. Both locations are posted 75 mph for cars and 65 for trucks.
The design speed for location 3 will be 50 mph for a Rural Collector in rolling terrain. This location is currently posted 35 mph. This is not a Commission approved speed zone. No changes to the posted speed limit are proposed with this project. For the warning sign placement, the design speed of 50 mph will be used instead of the posted speed.
- b. **Horizontal Alignment.** No changes to the horizontal alignment are proposed.
- c. **Vertical Alignment.** No changes will be made to the vertical alignment.
- d. **Typical Sections and Surfacing.** No changes will be made to the typical sections and surfacing.
- e. **Geotechnical Considerations.** There will be no geotechnical involvement on this project.
- f. **Hydraulics.** There will be no hydraulic involvement on this project.
- g. **Bridges.** Location 1 has two bridges, numbers I00015060+01522 and I00015060+01771. These bridges will have linear delineation added to the bridge rail. Location 2 has two bridges, numbers I00015102+04871 and

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- I00015102+04872. These bridges will have linear delineation added to the bridge rail. There are no bridges within the project limits of location 3.
- h. **Traffic.** At location 1 full length delineation, linear delineation on the guardrail and bridge rail, and the installation of curve warning signs will be installed. At location 2 full length delineation on the inside shoulder as well as outside, linear delineation on the guardrail and bridge rail and the installation of curve warning signs will be installed. The existing warning signing will be updated at location 3, this includes evaluating the need for the bump and the falling rock warning signs. Chevrons and delineation will be installed as needed. The posted speed is 35 mph but the design speed of 50 mph will be used for the signing design.
 - i. **Pedestrian/Bicycle/ADA.** No new features are planned with this project.
 - j. **Miscellaneous Features.** No new features are planned with this project.
 - k. **Context Sensitive Design Issues.** No context sensitive issues were identified.

Other Projects

No other projects were identified.

Design Exceptions

No design exceptions are anticipated.

Right-of-Way

No new right of way will be required.

Access Control

No changes to the existing access control are proposed.

Utilities/Railroads

There are no railroads within the project limits. One call will be used during installation of the new signing any existing underground utilities.

Maintenance Items

No maintenance items were identified were identified at locations 1 & 2. Location 3 has a significant amount of brush growing adjacent to the roadway on both sides. This brush obscures several of the warning signs. This brush also blocks the visibility of the roadway alignment. It is recommended that maintenance trim trees and brush to improve sign and roadway visibility.

Intelligent Transportation Systems (ITS) Features

No ITS features were proposed for this project.

Survey

Survey will not be required.

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Public Involvement

A news release explaining the project and including a department point of contact will be sent to the local media.

Environmental Considerations

A categorical exclusion is anticipated for this project. The scope of work will be approved once the environmental document is completed.

Energy Savings/Eco-Friendly Considerations

None were identified during the review.

Experimental Features

No experimental features were 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.

Project Management

LeRoy Wosoba will be the Project Design Manager. The Traffic and Safety Bureau will be responsible for the plans development for this project. This project is not a project of division interest.

Preliminary Construction Cost Estimate

The nominated project construction cost was \$19,434 this includes \$3,934 for IDC and inflation. The IDC rate is 9.13%. A more detailed estimate will be completed as the project is developed.

Preliminary Engineering

\$25,076 was nominated for PE for this project, this includes \$5,076 for IDC and inflation. After the completion of overrides the accurate estimate of manhours will be used to determine if an increase in PE is needed.

Project and Risk Management

LeRoy Wosoba will be the Project Design Manager. The Traffic and Safety Bureau will be responsible for the plans development for this project. This project is not a project of division interest.

Ready Date

The ready date will be established when overrides are completed.

Site Map

The project site map is attached.

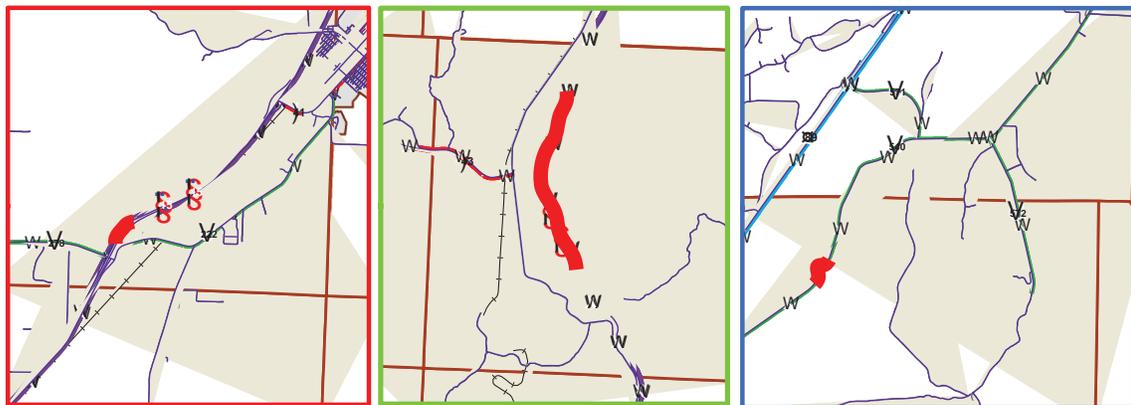
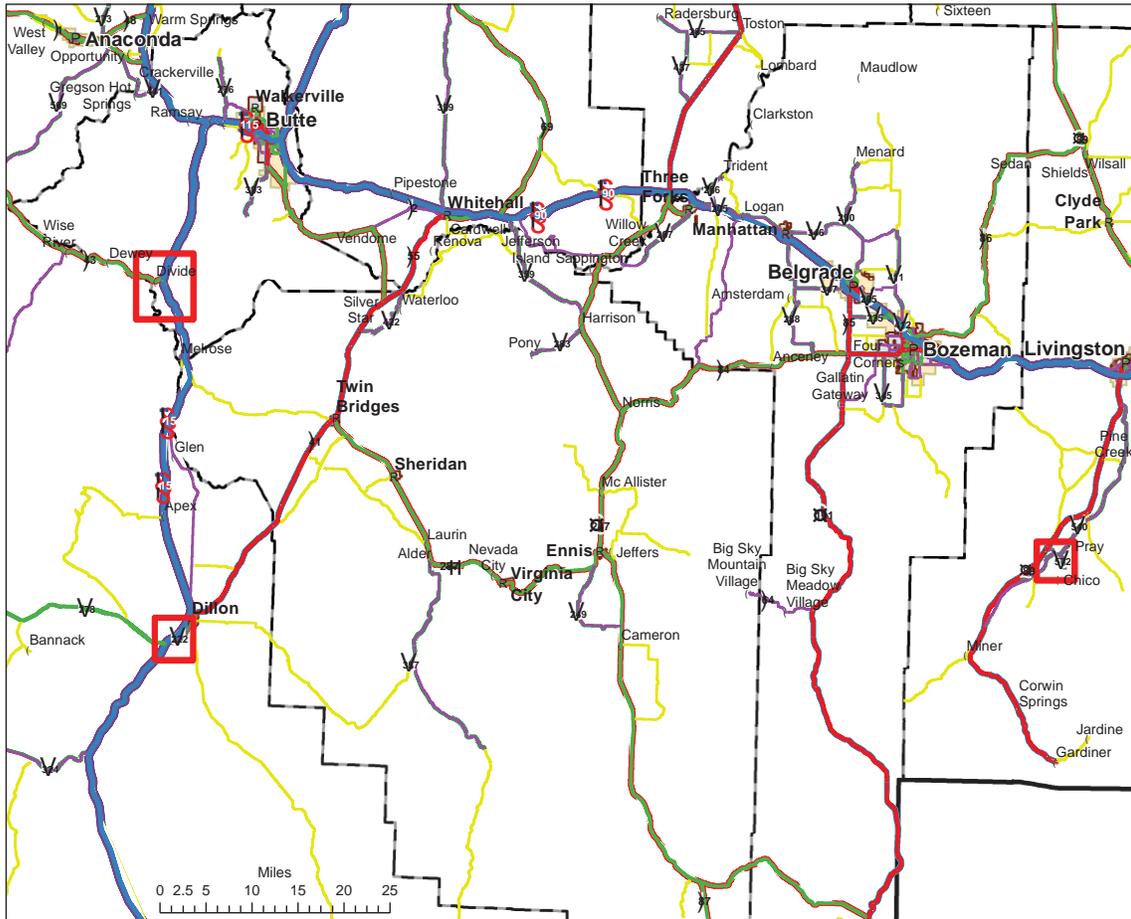
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SF-109 BUTTE SIGNING IMPROVEMENTS



- Legend**
- Cities
 - () Other
 - City Type
 - () City, Town
 - R Incorporated
 - ↑ State Capital
 - P Urban
 - On System Routes
 - SYSTEM
 - NHS Interstate
 - NHS Non-Interstate
 - Primary
 - Secondary
 - Urban
 - Perennial Stream/River
 - Montana Outline - 24,000 Scale
 - City Boundaries
 - Urban Boundaries
 - County Boundary

Map Location

