



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

Memorandum

To: Lisa Hurley
Fiscal Programming Section Supervisor

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

Date: September 14, 2015

Subject: Categorical Exclusion (C) Determination
SF 149 Corvallis SFTY IMPRV
HSIP 373-1(9)2
Control Number: 8929000

Environmental Services has reviewed the proposed project and concluded that it will not involve unusual circumstances as described under 23 CFR 771.117(b). As a result, the project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8) which describes installation of fencing, sign, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

The proposed project is located on Secondary 373E (Willow Creek Road) east of Corvallis between reference post 2.0 and reference post 4.0. The project is in Ravalli County between the railroad crossing and Coal Pit Road. The proposed project is to provide enhanced roadside safety by providing delineation, intersection signing and centerline striping along Willow Creek Road east of Corvallis. The attached Preliminary Field Review Report/Scope of Work Report provides a location map and a more complete project description. 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

e-copies: Ed Toavs, District Administrator- Missoula
Roy Peterson, P.E., Traffic and Safety Engineer
Gabe Priebe, P.E., Traffic Project Engineer
Robert Stapley, Right-of-Way Bureau Chief
Suzy Price, P.E., Contract Plans Bureau Chief
Tom Martin, P.E., Environmental Services Bureau Chief
Susan Kilcrease, Missoula Project Development Engineer
Gene Kaufman, P.E., FHWA Operations Engineer
Tom Erving - Fiscal Programming Section
Montana Legislative Branch Environmental Quality Council

Copy: Environmental Services Bureau File



Memorandum

To: Distribution

From: Roy Peterson, P.E. [RAP]
 Traffic & Safety Engineer

Date: August 28, 2015

Subject: SF 149 CORVALLIS SFTY IMPRV
 HSIP 373-1(9)2
 UPN 8929000
 Work Type 310 – Roadway & Roadside Safety Improvements

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on [9/1/2015]. 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:

Ed Toavs, Missoula District Administrator
 Kent Barnes, Bridge Engineer
 Lesly Tribelhorn, Highways Engineer
 Robert Stapley, Right-of-Way Bureau Chief

Tom Martin, Environmental Services Bureau Chief
 Lynn Zanto, Rail, Transit, & Planning Division Administrator
 Jake Goettle, Construction Engineering Services Bureau
 Matt Strizich, Materials Engineer

cc:

Gabe Priebe, Project Design Engineer
 Traffic and Safety file

Dawn Stratton, Fiscal Programming Section
 John Horat, Ravalli County Road and Bridge

e-copies:

Jim Walther, Engineering, Preconstruction Engineer
 Mark Goodman, Hydraulics Engineer
 KC Yahvah, Missoula District Hydraulics Engineer
 Bryce Larsen, Supervisor, Photogrammetry & Survey
 Joe Weigand, Missoula District Biologist
 Susan Kilcrease, District Project Development Engineer
 Danielle Bolan, Traffic Operations Engineer
 Ivan Ulberg, Traffic Design Engineer
 Kraig McLeod, Safety Engineer
 Chris Hardan, Missoula Bridge Area Engineer
 Chad Richards, Engineering Cost Analyst
 John Pirre, Engineering Information Services
 Paul Grant, Public Involvement Officer
 Sue Sillick, Research Section Supervisor
 Suzy Price, Contract Plans Bureau Chief
 Alyce Fisher, Fiscal Programming Section
 Michael Murphy, Bridge Management System
 Wayne Noem, Secondary Roads Engineer

Jake Goettle, Construction Bureau – VA Engineer
 Shane Stack, District Preconstruction
 Ben Nunnallee, District Projects Engineer
 Mike Dodge, District Materials Lab
 Steve Felix, District Maintenance Chief
 Maureen Walsh, District Right of Way Supervisor
 Phillip Inman, Utilities Engineering Manager
 David Hoerning, Lands Section Supervisor
 Greg Pizzini, Acquisition Section Supervisor
 Joe Zody, R/W Access Management Section Manager
 Matt Strizich, Materials Engineer
 Jim Davies, Pavement Analysis Engineer
 Darin Reynolds, Surfacing Design Supervisor
 Jeff Jackson, Geotechnical Engineer
 Bret Boundy, District Geotechnical Manager
 Paul Johnson, Project Analysis Bureau
 Jean Riley, Planner
 Dawn Stratton, Fiscal Programming Section

Preliminary Field Review/Scope of Work Report

SF 149 CORVALLIS SFTY IMPRV; HSIP 373-1(9)2

Project Manager: Gabe B. Priebe

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Introduction

A preliminary field review (PFR) was held on June 23, 2015 for this project in conjunction with the PFR for another larger safety project south of Stevensville. The following attended the field review.

Shane Stack, Missoula District Preconstruction Engineer (office only)
Glen Cameron, Traffic Engineer – Missoula (office only)
Gabe Priebe, Traffic Project Engineer, Traffic & Safety – Helena
Daniel Birlut, Traffic Safety Designer, Traffic & Safety - Helena
Allen Levens, Electrical, Traffic & Safety – Helena
Susan Kilcrease, District Environmental Engineer – Missoula (office only)
Ben Nunnallee, Missoula Project Engineer – Missoula
Dwayne Miller, Traffic Signing – Helena
KC Yahvah, Missoula District Hydraulics Engineer
Joe Weigand, Missoula District Biologist
Brendon Gardner, Graduate Research Assistant – Iowa State
David McKay, Safety Engineering
Allen Zeisman, Safety Engineering Intern
Patricia Burke, Safety Engineering
Darrell Williams, Missoula Engineering Project Manager (On site only)
Ray Sacks, Construction Reviewer (office only)
John Horat, Ravalli County Road and Bridge Department (On site only)
Dusty McKern, Ravalli County Roads (On site only)

Proposed Scope of Work

The proposed project has been nominated to provide enhanced roadside safety by providing delineation, intersection signing and centerline striping along Willow Creek Road east of Corvallis. The Safety Engineering Section identified crash clusters within this segment of highway and recommended the proposed work as a cost-effective countermeasure.

Needs and Objectives

The purpose of the project is to address intersection-related and other crashes. The project is needed to enhance roadside safety for the traveling public.

Project Location and Limits

The project is located on Secondary 373E (Willow Creek Road) east of Corvallis between reference post 2.0 and reference post 4.0. The project is in Ravalli County between the railroad crossing and Coal Pit Road and falls within Sections 2, 3 and 4 of Township 6N, Range 20 West.

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. Most work will take place on the shoulder of the roadway. Short term Lane reductions may be necessary. 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

Preliminary Field Review/Scope of Work Report

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Project Manager: Gabe B. Priebe

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Physical Characteristics

In 1945 Secondary 373 through the project limits was built by County forces in 1945. According to the TIS Roadlog, the surfacing consists of 0.3 feet of plant mix over 0.3 feet of base course and the roadway top width is 21 feet.

Traffic Data

Traffic data is not needed or available given the scope and location of this project.

Crash Analysis

The Montana Highway Patrol records show 37 total crashes along this section of roadway for the dates January 1, 2003 through December 31, 2012. Twenty-two of these crashes were coded as intersection, intersection-related, or driveway/alley access-related crashes, while fifteen were non-junction crashes. Of the total crashes, 1 was a fatal accident, resulting in 1 fatality and 5 injuries; 2 were incapacitating injury accidents, resulting in 7 total injuries; 3 were non-incapacitating evident injury crashes, resulting in 3 total injuries; and 5 were possible injury accidents, resulting in 6 total injuries. One crash was coded as unknown injury severity, and the rest were property-damage-only crashes. The fatal crash was a non-junction crash, but both incapacitating injury crashes were intersection crashes, both at the intersection of Willow Creek Road and Honey House Lane.

Four crashes were considered addressable with the installation of delineation, centerline striping, and intersection signing – one incapacitating injury crash with 3 injuries, one possible injury crash that resulted in 2 injuries, and two property-damage-only crashes. With an estimated total project cost of \$26,069, the benefit-cost ratio for the proposed improvements is 5.0.

There were no additional crashes along this section recorded between December 31, 2012 and December 31, 2014.

Major Design Features

- a. **Design Speed.** The geometric design criteria for Rural Collectors (Secondary System) indicate that the design speed should be 60 mph based on level terrain. The posted speed limit is 35 mph from the beginning of the project to Honeyhouse Lane and 45 mph east of Honeyhouse Lane.
- b. **Horizontal Alignment.** The horizontal alignment will not change with this project.
- c. **Vertical Alignment.** The vertical alignment will not change with this project.
- d. **Typical Sections and Surfacing.** The typical sections and surfacing will not be changed with this project.
- e. **Geotechnical Considerations.** No geotechnical involvement is anticipated.
- f. **Hydraulics.** No Hydraulic involvement is anticipated.
- g. **Bridges.** The Bridge involvement is anticipated.
- h. **Traffic.** Traffic will be responsible signing plans which will include delineation, intersection signing and centerline striping along Willow Creek Road
- i. **Pedestrian/Bicycle/ADA.** None of these facilities exist along the corridor and no improvements are anticipated.
- j. **Miscellaneous Features.** No Miscellaneous features are anticipated.
- k. **Context Sensitive Design Issues.** There are no context sensitive design issues identified for this project.
- l. **Permanent Erosion and Sediment Control (PESC) Features.** No PESC measures are anticipated.

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Other Projects

There does not appear to be any projects that will be under construction that could affect this project. The project may be tied with another nearby project for construction.

Location Hydraulics Study Report

No LHSR is required.

Design Exceptions

No design exceptions are anticipated.

Right-of-Way

No new right-of-way is anticipated.

Access Control

No access control changes are anticipated.

Utilities/Railroads

No railroads or utilities will be affected by this project.

Maintenance Items

No maintenance involvement is required.

Intelligent Transportation Systems (ITS) Features

No potential ITS solutions have been identified for this project.

Survey

No survey is required.

Public Involvement

The project will include a 'Level A' standard of public involvement. This is proposed to include a letter of intent and News Release explaining the project and including a department point of contact

Environmental Considerations

A Categorical Exclusion is anticipated. No other environmental concerns were identified.

Energy Savings/Eco-Friendly Considerations

No special Energy Savings or Eco-Friendly Considerations are anticipated.

Experimental Features

No Experimental Features are anticipated.

Traffic Control

Any necessary signing and/or flagging operations will be conducted in accordance with the Manual on Uniform Traffic Control Devices.

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Preliminary Construction Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Signing, delineation	\$10,309		
Traffic Control	\$2,000		
Subtotal	\$12,309		
Mobilization (10%)	\$1,231		
Subtotal	\$13,540		
Contingencies (10%)	1,354		
Total CN	<u>\$14,894</u>	<u>\$2,394</u>	<u>\$19,080</u>
CE (10%)	<u>\$1,489</u>	<u>\$239</u>	<u>\$1,907</u>
TOTAL CN+CE	<u>\$16,383</u>	<u>\$2,633</u>	<u>\$20,987</u>

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 10.37% as of FY 2016.

Preliminary Engineering

The nominated PE amount should be enough to complete the project.

Project and Risk Management

Gabe Priebe will be the Project Design Engineer. This project is not a PoDI project by FHWA. It is expected the overall level of risk is low to project costs and schedule.

Ready Date

Ready and letting dates will be established after OPX-2 over-rides have been completed.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

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