



December 1, 2015

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Brian Hasselbach
Federal Highway Administration (FHWA)
585 Shepard Way, Suite 2
Helena, Montana 59601

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Thompson Falls - SW
STPS 471-1(11)0
Control Number: 8963000

Dear Brian Hasselbach:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist. Environmental related Special Provisions are not anticipated at this time.

If you have questions or concerns, please contact Susan Kilcrease at 523.5842 or me at 444.7203. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:

- Ed Toavs, Missoula District Administrator
- Tom Martin, P.E., Environmental Service Bureau Chief
- Heidi Bruner, P.E., ESB Engineering Section Supervisor
- Lesly Tribelhorn, P.E., Highways Engineer
- Suzy Price, Contract Plans Bureau Chief
- Lisa Hurley, Fiscal Programming Section Supervisor
- Tom Erving, Fiscal Programming Section
- Susan Kilcrease, Missoula District Project Development Engineer
- Joshua Dold, P.E., Project Design Manager
- Montana Legislative Branch Environmental Quality Council

File

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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: STPS 471-1(11)0 Control No 8963000 Project Name: Thompson Falls – SW
 Reference Post (Station): 0.0 To Reference Post (Station): 9.9
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Work Type 183 – Resurfacing – Seal & Cover

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 http://www.rivers.gov/wildriverslist.html)	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	The project intermittently follows Prospect Creek which is occupied by bull trout, a listed Threatened species, and it is designated as bull trout critical habitat.
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"/>	The project as proposed will not impact Prospect Creek.
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 http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x). (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 http://nris.mt.gov/deq/remsitequery/portal.aspx)	<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 http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x) (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: Joshua S. Dold Project Design Engineer Title 11/16/2015 Date

Applicant Joshua S. Dold

Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Title 12/2/15 Date

Environmental Services Bureau Form Revised: May 2011

(When any of the above questions are checked "Yes")

The Applicant is **not** authorized to proceed with the proposed work until the checklist has been reviewed and approved, as necessary, and any requested conditions of approval have been incorporated.

- A. Complete the checklist items 1 through 7, indicating "Yes" or "No" for each item. Include comments, explanations, information sources, and a description of the magnitude/importance of potential impacts in the right hand column. Attach additional and supporting information as needed. The checklist preparer, by signing, certifies the accuracy of the information provided.
 - B. When "Yes" is indicated on any item, the checklist preparer must explain why and provide the appropriate documentation, evaluation, permit, and/or mitigation measures required to satisfy environmental concerns for the project. Use attachments if necessary. **Any proposed mitigation measures will become a condition of approval.**
 - C. If the applicant checks "Yes" for any one item, the checklist and MDT's mitigation proposal, documentation, evaluation and/or permit shall be submitted to MDT Environmental Services Bureau. Electronic format is preferred. Contact Number 444-7228.
 - D. When the applicant checks a "Yes" item, MDT cannot be authorized to proceed with the proposed work until Environmental Services Bureau reviews the information and signs the checklist.
 - E. MDT will obtain all necessary permits or authorizations from other entities with jurisdiction prior to beginning the Pavement Preservation Activity.
 - F. The links above are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult Environmental Services Bureau and/or other information sources.
-



Montana Department of Transportation

PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Distribution
From: Lesly Tribelhorn, P.E. LT
Highways Engineer
Date: November 16, 2015
Subject: STPS 471-1(11)0
Thompson Falls – SW
UPN 8963000
Work Type 183 - Resurfacing – Seal & Cover

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 11/16/2015. 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
Roy Peterson, Traffic and Safety 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:

- Joshua Dold Project Design Manager, Missoula District
Missoula Master file
Damian Krings, Road Design Engineer

e-copies:

Located at the end of this document



Montana Department of Transportation

PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Lesly Tribelhorn, P.E.
Highways Engineer

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

Date: November 16, 2015

Subject: STPS 471-1(11)0
Thompson Falls – SW
UPN 8963000
183 - Resurfacing – Seal & Cover

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

Approved Lesly Tribelhorn Date November 16, 2015
Lesly Tribelhorn, 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

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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Introduction

An on-site preliminary field review was conducted on October 15, 2015, with the following people in attendance:

William Squires, Missoula Area Engineer, Road Design – Helena
Joshua Dold, Design Supervisor, Missoula District – Helena
Andrew White, Pavement Analysis – Helena
Ben Nunnallee, Missoula District Projects Engineer
Joseph Weigand, District Biologist – Helena
Ray Sacks, Construction – Missoula

Wayne Dykstra, Thompson Falls Maintenance Section Supervisor was at the project for the review but we were unable to connect with him.

Proposed Scope of Work

The proposed project has been nominated to provide crack sealing, seal and cover and fog seal to preserve the asphalt pavement and to extend the service life of the roadway. Replacement of pavement markings will also be included. The Missoula crew in Helena Road Design will design the project.

Purpose and Need

The purpose of this project is to prolong and preserve the existing pavement to extend the service life of the existing asphalt surfacing.

Project Location and Limits

The project is located in Sanders County on Route S-471 (State Secondary 471), a rural major collector. The project begins at Reference Post (RP) 9.910± (about 12.05 miles east of the end of Route S-471) and extends easterly 9.90± miles to RP 0.000± (at the intersection of S-471 and P-6 and the beginning of Route S-471). The road is within the Lolo National Forest from RP 3.514 to the end of the route at RP 22.062 (Idaho border).

This segment is located in Township 21 N, Range 29 W, sections 7 and 18, Township 21 N, Range 30 W, sections 1, 12, 13, 14, 19, 20, 21, 22 and 23 and located in Township 21 N, Range 31 W, sections 25 and 26.

As-built stationing increases from west to east, while the reference posts increase from east to west. This project will be designed using As-Built stationing, and travel from west to east. The project begins at English Station 248+28.80 (75+67.82 on Metric project STPS 471-1(7)0) on as-built plans S-221(2), and the project ends at English Station 784+09.00 (238+99.06 on Metric project STPS 471-1(7)0) on as-built plans S-221(1). As-built project S-221(2) ends and S-221(1) begins at English Station 518+0.00.

A map is attached at the end of this report.

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). A limited Transportation Operations (TO) component and a limited Public Information (PI) component to address wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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Physical Characteristics

The terrain within the project is level to rolling terrain. This section of Secondary road follows Prospect Creek intermittently throughout the project. The adjacent land use is mostly rural, primarily Lolo National Forest, with a few home sites scattered throughout.

The physical characteristics for this two-lane Secondary facility are described below:

Current typical sections and surfacing information is provided below:

STATION		Plant Mix Surfacing (ft)	*Additional Base Course (ft)	Top Width (ft)
From	To			
248+28.80	251+00.00	0.51	0.15	28
251+00.00	397+00.00	0.51	0.25	28
397+00.00	457+00.00	0.51	0.15	28
457+00.00	691+00.00	0.51	0.25	28
691+00.00	784+09.00	0.51	0.15	28

* Base course was placed 0.5-ft. and 1.0-ft. deep in addition to the base course shown above on original construction of the roadway. See below as-builts for specific typical section depth locations.

This section of S-471 was originally constructed with a gravel surface under two projects. The following are summaries for each project:

S-221(1), Thompson Falls – West, RP 0.0± to 5.0± (784+09.00 to 518+00.00), 1961

The initial surfacing included 0.5-ft. of crushed base surfacing from station 784+09.00 to 770+50.00, 744+00.00 to 734+50.00 and 657+25.00 to 578+00.00; and 0.5-ft. of 1-inch crushed base surfacing and 0.5-ft. of 3-inch crushed base surfacing from station 770+50.00 to 744+00.00 and 734+50.00 to 657+25.00. The surfacing included 1.15-ft. of total future surfacing depth for plant mix section and base course section.

The pavement width is 24-ft. from station 784+09.00 to 518+00.00 with two 12-ft. travel lanes.

S-221(2), Thompson Falls – West, RP 5.0± to 10.1± (518+00.00 to 239+00.00), 1962

The initial surfacing included 0.5-ft. of crushed base surfacing type A and 1.35-ft. of total future surfacing from station 518+00.00 to 465+00.00, 456+00.00 to 435+50.00, 412+30.00 to 402+00.00 and 376+22.30 to 262+00.00; and 1.0-ft. of crushed base surfacing type A and 1.85-ft. of total future surfacing from station 465+00.00 to 456+00.00, 435+50.00 to 412+30.00, 402+00.00 to 376+22.30 and 262+00.00 to 239+00.00.

The pavement width is 24-ft. from station 518+00.00 to 239+00.00 with two 12-ft. travel lanes.

The following project introduced a plant mix section and additional base course thickness to this section of S-471:

FH7-1(1), Thompson Falls – West, RP 0.0± to 9.9± (784+09.00 to 248+28.80), 1975.

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
 Project Manager: Joshua Dold

The surfacing included 0.35-ft. plant mix surfacing and 0.15-ft. crushed base course type A from station 784+09.00 to 691+00.00, 457+00.00 to 397+00.00 and 251+00.00 to 248+28.80; and 0.35-ft. plant mix surfacing and 0.25-ft. crushed base course type A from station 691+00.00 to 457+00.00 and 397+00.00 to 251+00.00.

The pavement width is 28-ft. from station 784+09.00 to 248+28.80 with two 2-ft. shoulders and two 12-ft. travel lanes.

In 1994, the project was chip sealed under project **RTS 471-1(5)0, Prospect Creek Road Sanders County, CN 2505.**

In 2003, the project was overlaid under metric project **STPS 471-1(7)0, Thompson Falls – Southwest, CN 4859.** The project limits from RP 0.0± to 9.9± (238+99.06 to 75+67.82) received a 50-mm plant mix surfacing overlay and seal and cover full pavement width. The pavement width is 8.4-m. from station 238+99.06 to 75+67.82 with two 0.6-m. shoulders and two 3.6-m. travel lanes. Guardrail was also updated with this project.

Other projects constructed since 2008 are listed below:

Project Designation	ID #	Letting Date	Contract	UPN
2003-SIGNING-WEST OF THOMPSON FALLS	HSIP 6-1(110)49	24-APR-08	01408	5861000

Based on current design guidelines, four horizontal curves do not meet the minimum radius of 760-ft. for a design speed of 50 mph in rolling terrain.

As-Built Station	Radius (ft)	Reference Post
632+02.63	477.50	2.88
626+91.40	477.50	2.98
620+53.10	477.50	3.10
443+49.80	716.30	6.45

The superelevation was not listed with the as-built horizontal curve information, so we cannot determine if they meet design guidelines.

The vertical alignment provides desirable stopping sight distance at 50 mph with the exception of one sag vertical curve.

As-Built Station	Provided SSD (ft)	Provided Design Speed (mph)	Reference Post
781+04.60	298.0	35	0.05

All grades meet the maximum grade of 7% for rolling terrain. The Maximum grades are: -6.13% at as-built station 703+00.00, -5.84% at as-built station 635+70.00 and +5.99% at 613+10.00.

PvMS Index Numbers & Recommended Treatment for 2017:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 0.000 to RP 9.910	79.2	72.3	95.4	99.7	C AC Crack Seal & Cover	M AC Crack Seal & Cover

There are no bridge structures on this section of the highway.

Preliminary Field Review/Scope of Work Report

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Project Manager: Joshua Dold

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Traffic Data

Traffic data is not required on this seal and cover project. According to the 2014 Traffic by Sections Report, the traffic data on S-471 was as follows:

Reference Post		Section Description	Weighted 2014 AADT	
From	To		All Vehicles	Commercial
0.000	1.497	Jct. P-6 W of Thompson Falls	1080	82
1.497	3.033	Jct. Cherry Creek Rd.	440	23
3.033	9.910	Jct. Clear Creek Rd.	340	23

Crash Analysis

Accident history is not required on this seal and cover project.

Major Design Features

This project will be developed in accordance with the latest Guidelines for Pavement Preservation Projects. The plans will be developed in English units. The project is considered to be preventative maintenance by means of scheduled treatment.

a. **Design Speed.**

The geometric design criteria for Rural Major Collector indicate that the design speed should be 50 mph based on rolling terrain. The existing posted speed limit is 50 mph from RP 0.00 to 0.50 and 60 mph for cars at daytime/night and 60/55 mph for trucks at daytime/night from RP 0.50 to 9.91. Design speed is not an applicable design criterion for preventative maintenance type projects.

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 and surfacing is as follows:

- Crack seal roadway from RP 0.00± to 9.91±.
- Seal and cover (Cover Type 2 and CRS-2P seal oil) full pavement width.
- SS-1 fog seal full pavement width on top of seal and cover. The application rate for undiluted SS-1 fog seal will be 0.05 gal/yd².

The crack sealing will be completed before seal and cover operations begin. We will strive to specify a crack sealant that cures within about fifteen days.

There are no proposed changes to the roadway widths.

e. **Geotechnical Considerations.**

There will be no Geotechnical considerations.

f. **Hydraulics.**

There will be no Hydraulic considerations.

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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g. **Bridges.**

There are no bridge structures within the project limits.

h. **Traffic.**

The existing pavement marking layout will be used to re-stripe the roadway. Traffic Engineering will provide the quantities, details, and specifications for interim paint and final epoxy. These items will be included in the road plans package.

We do not propose to upgrade signing and delineation with this project.

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

There are no dedicated pedestrian/bicycle facilities within the project limits. The shoulders are typically not wide enough to accommodate rumble strips; therefore shoulder rumble strips will not be installed with this project. Centerline rumble strips will not be installed, unless Traffic Safety determines a need for them.

j. **Miscellaneous Features.**

Guardrail end treatments have previously been updated and will not be updated with this project.

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.

l. **Permanent Erosion and Sediment Control (PESC) Features.**

No Permanent Erosion and Sediment Control Features are anticipated on this project.

Other Projects

There are no other projects on the entirety of Secondary 471.

Location Hydraulics Study Report

Due to the limited scope, there is no need for an LHSR.

Design Exceptions

No design exceptions will be required for this project.

Right-of-Way

There will be no right-of-way involvement on this project.

Access Control

There will be no changes to access control with this project.

Utilities/Railroads

There is evidence of overhead power lines along the length of the project.

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

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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Maintenance Items

S-471 will be crack sealed with this project from RP 0.00± to 9.91±. We requested maintenance to determine an estimate on the length of transverse and longitudinal cracks.

Intelligent Transportation Systems (ITS) Features

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

Survey

Survey will not be required for this project.

Public Involvement

A limited PI component will be included in the project outlining strategies for public notification. Given the scope of the project, there will be minimal disruption to the public. Level A is the appropriate level of public involvement at this time and may include some or all of the following:

Level A

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

Environmental Considerations

No significant environmental impacts or issues were identified. This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist for this project.

No wetlands, streams, or other aquatic resources are anticipated to be affected. Therefore, a Stream Protection Act 124 and a Clean Water Act 404 permit are not anticipated to be required.

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

Traffic will be maintained through the construction of the project with appropriate signing, flagging, pilot cars, etc., in accordance with the Manual on Uniform Traffic Control Devices. Traffic will be maintained throughout construction through the use of part width construction and lane closures. No detours are anticipated. A minimum of one lane will remain open for traffic at all times during the construction of this project.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project. Due to the relatively simple nature of the work, the TCP will consist of only special provisions.

Project Management

The Missoula crew from the Helena Road Design Section will design this project. The project design manager will be Joshua Dold. This is not a Project of Division Interest for FHWA.

Preliminary Construction Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$556,000 (CN = \$505,000 and CE = \$51,000).

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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PFR Estimate	Estimated Cost	Inflation (INF) (from PPMS)	TOTAL Costs w/INF + IDC (from PPMS)
Road Work	\$400,340		
Traffic Control	\$20,000		
Subtotal	\$420,340		
Mobilization (10%)	\$42,000		
Subtotal	\$462,340		
Contingencies (10%)	\$46,000		
Total CN	\$508,000	\$ 35,157	\$ 599,482
CE (10%)	\$51,000	\$ 3,516	\$ 59,948
TOTAL CN + CE	\$559,000	\$ 38,673	\$ 659,430

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

It is not anticipated the project will require a significant addition or reduction to the nominated PE amount.

Project and Risk Management

It is expected the overall level of risk is low to project costs and schedule. This is a simple design project and there is no active management strategy.

Ready Date

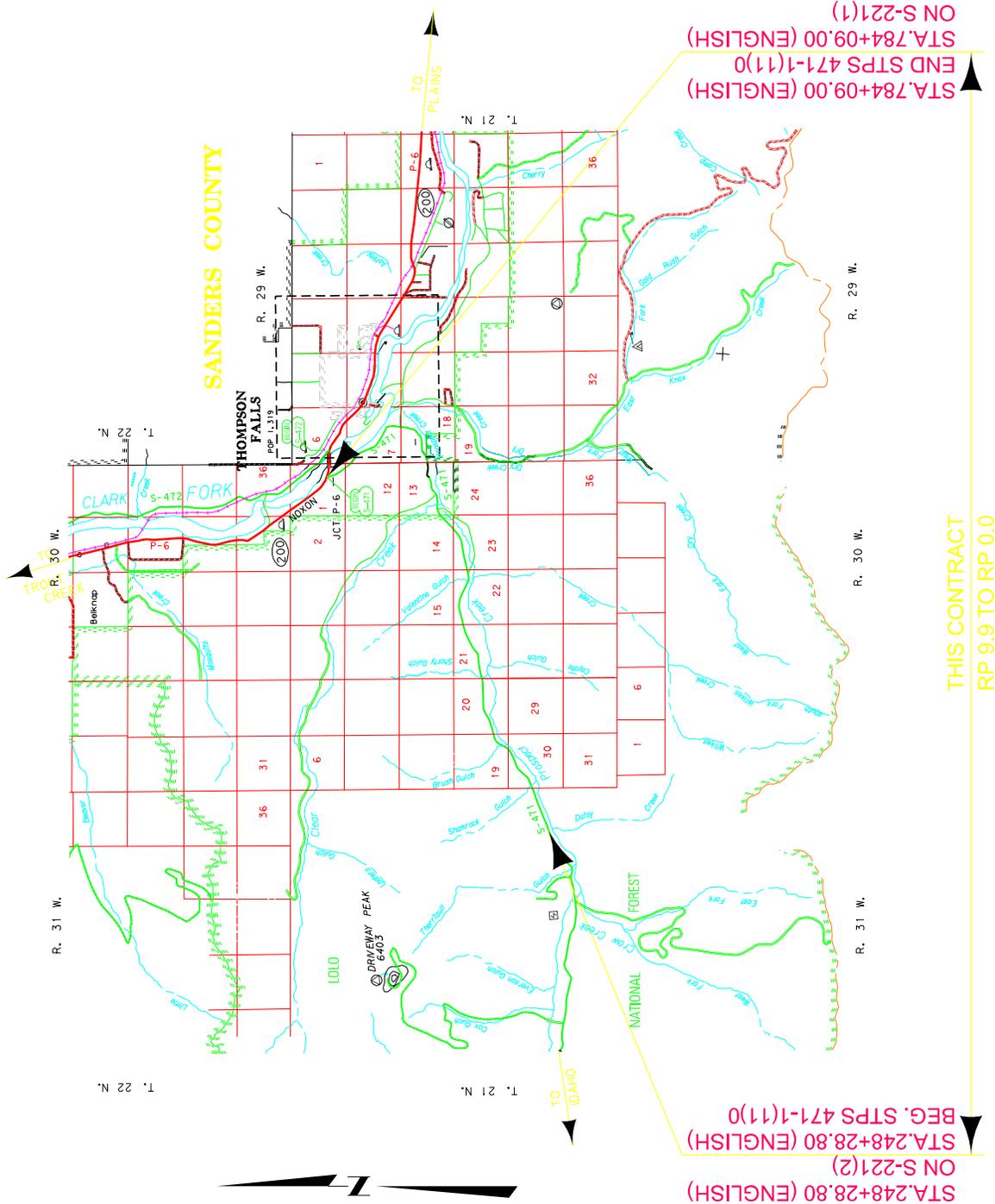
The current scheduled Ready Date in OPX2 is shown as April 1, 2016. The scheduled let date is January 25, 2018.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
 Project Manager: Joshua Dold



Preliminary Field Review/Scope of Work Report

STPS 471-1(11)0, Thompson Falls – SW, 8963000
Project Manager: Joshua Dold

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e-copies:

Dwane Kailey, Engineering, Chief Engineer
Dustin Rouse, Highways Design Engineer
Dave Hedstrom, Acting Hydraulics Engineer
Bryce Larsen, Supervisor, Photogrammetry & Survey
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
Kraig McLeod, Safety Engineer
Chad Richards, Engineering Cost Analyst
John Pirre, Engineering Information Services
Jan Nessel, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Suzy Price, Contract Plans Bureau Chief
Alyce Fisher, Fiscal Programming Section
John McClafferty, Engineering Division
Wayne Noem, Secondary Roads Engineer
Angela Zanin, Bicycle/Pedestrian Coordinator

Jake Goettle, Construction Bureau – VA Engineer
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
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Dawn Stratton, Fiscal Programming Section
Bill Semmens, Environmental Resources Section Supervisor

Shane Stack, Preconstruction Engineer
Mike Dodge, Materials Lab
Maureen Walsh, Right of Way Supervisor
Robert Vosen, Construction Engineer
Kenneth Yahvah, Hydraulics Engineer
Gabe Priebe, Traffic Project Engineer
Joe Weigand, Biologist
Benjamin Nunnallee, Projects Engineer
Breta Palmer, District Utility Agent
Mark Roedel, District Land Surveyor

Steve Felix, Maintenance Chief
Susan Foley, Right of Way Design Supervisor
Dean Jones, Construction Ops Engineer
Christopher Hardan, Bridge Area Engineer
Brett Boundy, Geotechnical Manager
Susan Kilcrease, Project Development Engineer
Pat Metzger, District MCS Captain
Andrew White, Surfacing Design
Patricia Hogan, District Utility Agent