



January 27, 2016

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project  
STPS 503-1(13)5  
Foy's Canyon Road  
UPN 8964000

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,

Heidy 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  
Heidy 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, EPS Project 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 503-1(13)5 Control No 8964000 Project Name: Foy's Canyon Road  
 Reference Post (Station): 4.8 To Reference Post (Station): 8.4  
 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 checked="" type="checkbox"/>	
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/wqinfo/MPDES/StormWater/ms4.mcp">http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp</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">http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp</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: Joshua S. Dold Project Design Engineer 1/12/2016  
 Applicant Joshua S. Dold Title ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date 1/20/16  
 Approved by: [Signature] Title Environmental Services Date Click here to enter a date.

**(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: January 12, 2016
Subject: STPS 503-1(13)5
Foy's Canyon Road
UPN 8964000
Work Type 180 - Resurfacing - Asphalt (thin lift<=60.00mm) (including safety improvements)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 1/13/2016. 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
Kevin Christensen, Construction Engineer
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Division Administrator

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. **DMK**  
Road Design Engineer

Date: January 12, 2016

Subject: STPS 503-1(13)5  
Foy's Canyon Road  
UPN 8964000  
180 - Resurfacing – Asphalt (thin lift<=60.00mm) (including safety improvements)

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

Approved Lesly Tribelhorn Date January 13, 2016  
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 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 3 of 12

### **Introduction**

An on-site preliminary field review was conducted on October 29, 2015, with the following people in attendance:

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  
Dennis Oliver, Maintenance Superintendent – Kalispell

### **Proposed Scope of Work**

The proposed project has been nominated to mill off the distressed upper layer of pavement, place longitudinal centerline joint fog seal (double application), place new plant mix and then perform a full-width seal and cover and full-width fog seal. Other work will include new pavement markings, centerline and shoulder rumble strips, signing, delineation and guardrail upgrades. 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 Flathead County on Secondary Highway 503 (S-503, Foy's Canyon Road), a rural major collector. The project begins at Reference Post (RP) 4.833± (just north of the intersection of Foy's Canyon Road and Foy's Lake Road and 0.60-mile south of Foy Lake) and extends southeasterly 3.61± miles to RP 8.443± (about 3.8 miles south of the junction with US 2 (N-5)).

This segment of road is located in Township 27 N, Range 21 W, Sections 5 and 6; Township 28 N, Range 21 W, Section 31 and Township 28 N, Range 22 W, Sections 35 and 36.

The project begins at English Station 0+00.00 on as-built plans STPS 503-1(6)4 and the project ends at English Station 192+03.00 on as-built plans STPS 503-1(6)4.

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.

### **Physical Characteristics**

The existing terrain within the project limits is gently rolling to mountainous in areas, in a rural setting. The roadway passes through terrain that is open and fairly flat and also passes through a heavily timbered canyon. The adjacent land use is mostly rural, primarily forested, with multiple home sites scattered throughout the project limits.

## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000

Project Manager: Joshua Dold

Page 4 of 12

The physical characteristics for this two-lane Rural Major Collector are described below:

Current typical sections and surfacing information is provided below:

<b>Reference Post</b>		<b>Plant Mix Surfacing (ft)</b>	<b>Base Course (ft)</b>	<b>Top Width (ft)</b>
<b>From</b>	<b>To</b>			
4.833	8.443	0.30	0.65	28

This section of S-503 was reconstructed under one project. Here is a summary for this project:

**STPS 503-1(6)4, Foy's Canyon Road, UPN 0733, RP 4.8± to 8.4± (0-50.00 to 191+75.00), 2002**

The surfacing included 0.30-ft. plant mix surfacing, 0.15-ft. crushed top surfacing, 0.50-ft. crushed base course and 2.0-ft. of special borrow in the fill sections only from station 0-50.00 to 191+75.00.

The pavement width is 28-ft. from Station 0-50.00 to 191+75.00 with two 2-ft. shoulders and two 12-ft. travel lanes.

The proposed design for the project started at station 0+00.00, at the tangent-to-spiral (TS) on the curve, but in the field they added a 50-ft. tangent section tying into the TS, hence the need for the project starting at station 0-50.00.

The below projects included pavement preservation and signing upgrades.

In 2010, the road was chip sealed under project **ARRA 503-1(10)5, SE of Foys Lake, UPN 6510000**. The project limits from RP 4.8± to 8.4± (0+00.00 to 192+03.00) received a seal and cover full pavement width. The pavement width is 28.0-ft. from station 0+00.00 to 192+03.00 with two 2-ft. shoulders and two 12.0-ft. travel lanes. Two ARRA signs were installed with this project.

The horizontal alignment includes 16 curves. Five of the 16 horizontal curves have radii less than 590-ft., which is the minimum design radius for a rural major collector in mountainous terrain at a 45 mph design speed. However, the design speed for the reconstruction project STPS 503-1(6)4 was 40 mph and all of the horizontal curves have radii greater than 450-ft. which is the minimum design radius for 40 mph with an 8% superelevation. All of the curves that would require spiral transitions by current guidelines do have spiral transitions. The below curves meet the design criteria for 40 mph design speed, but not the design speed for a rural major collector in mountainous terrain (45 mph).

<b>HORIZONTAL CURVES</b>				
<b>As-Built Station</b>	<b>Radius (ft)</b>	<b>Superelevation (%)</b>	<b>Design Speed (mph)</b>	<b>Reference Post</b>
5+73.27	477.46	8.0	40	4.96
120+74.20	572.96	8.0	40	7.15
129+32.76	477.46	8.0	40	7.31
142+60.89	572.96	8.0	40	7.56
176+18.73	477.46	8.0	40	8.10

## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000

Project Manager: Joshua Dold

Page 5 of 12

The vertical alignment includes 15 curves; 7 crest vertical curves and 8 sag vertical curves. All of the crest vertical curves provide stopping sight distance for a 50 mph design speed. All of the sag vertical curves, except for one, provide the minimum stopping sight distance of 360-ft. for 45 mph design speed in mountainous terrain.

VERTICAL CURVES				
As-Built Station	Length (ft)	SSD (ft)	Design Speed (mph)	Reference Post
122+00.00	600.00	334.22	40	7.17

The steepest grade on the entire project is 6.098% which is below the allowed maximum of 10% for mountainous terrain. Therefore, all grades on the project meet the design criteria for a maximum grade of 10% for a Rural Major Collector in mountainous terrain.

The surfacing section was built with 6:1 +/- surfacing inslopes that extend 6' from the edge of the finished surface. The cut and fill slopes on this roadway generally do not meet design criteria for a rural collector; they are as follows:

Fill Slopes		Cut Slopes	
0-ft. to 10-ft.	4:1	0-ft. to 5-ft.	5:1
10-ft. to 30-ft.	3:1	5-ft. to 10-ft.	4:1
Over 30-ft.	2:1	10-ft. to 15-ft.	3:1
		15-ft. to 20-ft.	2:1
		Over 20-ft.	1.5:1

Pavement cores were collected and evaluated for stripping in November 2015. The samples were taken at half-mile increments, with eight cores collected. The plant mix depths ranged from 0.30' to 0.38'. The top lift of eight cores was rated at 3 ("moisture damaged") and one core was rated at 2 ("stripping").

This project also received ground penetrating radar (GPR) data from the non-destructive testing unit and the average plant mix depth was determined to be 0.33-ft.

### 2014 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 4.833 to RP 5.071	80.5	65.8	87.0	99.2	C AC Crack Seal & Cover	M AC Crack Seal & Cover
RP 5.071 to RP 8.443	75.8	64.8	91.6	97.6	C AC Crack Seal & Cover	M AC Crack Seal & Cover

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

### Traffic Data

2015 AADT	=	490 (Present)
2018 AADT	=	520 (Letting Year)
2038 AADT	=	710 (Design Year)
DHV	=	90
T	=	2.7%

## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 6 of 12

ESAL's	=	9
Growth Rate (Annual)	=	1.6%

### **Crash Analysis**

Three low-cost improvements were identified that may enhance safety along the corridor. A cost-effective analysis was completed to determine whether these improvements would be beneficial along the corridor. The cost-effectiveness is measured by the Benefit-Cost (B/C) ratio, which represents the dollar value of crash reduction compared with the cost of construction and maintenance over the life cycle of the improvement. A benefit-cost ratio greater than 1 indicates an improvement is economically justified.

#### **Centerline Rumble Strips (CLRS):**

The cost of CLRS was estimated \$1,000 per mile, with a total cost of \$3,500 for the entire project length. Only non-junction head-on, sideswipe opposite direction, or off-road left crashes were used for the analysis. Four addressable crashes were identified and resulted in 1 non-incapacitating injury crash and 3 property-damage-only crashes. Using an interest rate of 3.5%, a crash reduction factor of 18%, and a service life of 10 years, the benefit-cost ratio for CLRS is 6.55. Given this cost-effectiveness analysis, installation of CLRS should be considered.

#### **Shoulder Rumble Strips (SRS):**

The 2013 MDT Road Log indicates the shoulder width varies from 2 to 4 feet on this section of S-503. The cost of shoulder rumble strips was estimated at \$2,000 per mile (both shoulders), with a total cost of \$7,100 for the entire project length. Only non-junction fixed object and rollover crashes were used for the analysis. Of the 12 fixed object crashes and 9 rollovers, there were 5 incapacitating injury crashes, 5 non-incapacitating injury crashes, 1 possible injury crash, and 10 property-damage-only crashes. Using an interest rate or 3.5%, and a service life of 10 years, the benefit-cost ratios for three crash reduction factors are shown below:

<b>Crash Reduction Factor (%)</b>	<b>Benefit/Cost Ratio</b>
5%	14.10
10%	28.19
20%	56.39

Given this cost-effectiveness analysis, installation of shoulder rumble strips should be considered.

#### **Wild Animal Warning Signs (RP 5-6):**

As documented in this analysis, there is a wild animal crash pattern in segment 1. To address the identified wild animal crashes installation of wild animal warning signs with supplemental 1 mile plaque at RP 5.0 southbound and reference post 6.0 northbound is recommended.

### **Major Design Features**

This project will be developed in accordance with the latest Guidelines for Nomination and Development of Pavement 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.**

This roadway was designed with a design speed of 40 mph under the reconstruction project STPS 503-1(6)4. The geometric design criteria for Rural Major Collector indicate that the design speed should be 45 mph based on mountainous terrain. The

## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 7 of 12

posted speed limit on most of this route is 55 mph, except from RP 4.83± to RP 5.01± which is posted at 50 mph. 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:

- 0.15' Mill/fill full pavement width with Grade S – ½" plant mix surfacing and PG 58-28 binder, as recommended by Surfacing Design.
- 3.0-ft. wide double fog seal application on the centerline joint after milling. The application rate for undiluted fog seal will be 0.05 gal/yd<sup>2</sup>.
- Seal and Cover (Cover Type 1 and CRS-2P seal oil) from edge of pavement to edge of pavement.
- Fog seal application over seal and cover from edge of pavement to edge of pavement, after initial sweep and broom. The application rate for undiluted fog seal over seal and cover will be 0.075 gal/yd<sup>2</sup>.

There are no proposed changes to the roadway, shoulder or travel lane widths.

e. **Geotechnical Considerations.**

There will be no Geotechnical considerations.

f. **Hydraulics.**

There will be no Hydraulic considerations.

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.

Signing and delineation will be upgraded with this project. There is curve signing scheduled in 2016, as part of the Missoula district wide curve signing project, SF 109 – Missoula Horizontal Curve Signs, HSIP STWD (101), UPN 7493000. The signing project will update curve signing located on the curve at RP 3.8±; therefore curve signing will not be upgraded on the horizontal curve at RP 3.8±.

Wild animal warning signs will be added to address the wild animal crashes in the project vicinity at RP 5.0 southbound and RP 6.0 northbound.

## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 8 of 12

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

There are no dedicated pedestrian/bicycle facilities on this project. Traffic Safety recommended installation of centerline and shoulder rumble strips from the safety analysis, therefore centerline and shoulder rumble strips will be installed with this project.

j. **Miscellaneous Features.**

A guardrail run will be updated with this project from RP 8.12± to 8.31±.

All millings generated will be disposed of in accordance with the MDT millings disposal policy. We estimate roughly 3,200 cubic yards of millings will be generated.

All paved mailbox turnouts and pullouts will be chip sealed 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 is one project within the limits of Foy's Canyon Road:

**SF 109 – Missoula Horizontal Curve Signs, HSIP STWD (101), UPN 7493000:** This project is a Missoula district wide curve signing project. The curve signing will be upgraded in 2016.

### **Location Hydraulics Study Report**

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

### **Design Exceptions**

No design exceptions will be required on this project.

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

Existing right-of-way width ranges between 60 and 120 feet on the left side and 60 and 130 feet on the right side.

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.

The guardrail run will be replaced in kind in the same location and should not impact any utilities.

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

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 9 of 12

There is no anticipated utility involvement on this project.

There will be no railroad involvement on this project.

### **Maintenance Items**

No Maintenance Items have been identified on the project.

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

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

### **Survey**

Survey is not anticipated on this project, unless a utility survey is needed.

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

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
Project Manager: Joshua Dold

Page 10 of 12

### Preliminary Construction Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$1,018,000 (CN = \$925,000 and CE = \$93,000).

<b>PFR/SOW Estimate</b>	<b>Estimated Cost</b>	<b>Inflation (INF) (from PPMS)</b>	<b>TOTAL Costs w/INF + IDC (from PPMS)</b>
Road Work	\$758,023		
Traffic Control	\$48,000		
<b>Subtotal</b>	<b>\$806,023</b>		
Mobilization (10%)	\$81,000		
<b>Subtotal</b>	<b>\$887,023</b>		
Contingencies (10%)	\$89,000		
<b>Total CN</b>	<b>\$976,000</b>	<b>\$ 67,545</b>	<b>\$ 1,151,760</b>
<b>CE (10%)</b>	<b>\$98,000</b>	<b>\$ 6,755</b>	<b>\$ 115,176</b>
<b>TOTAL CN + CE</b>	<b>\$1,074,000</b>	<b>\$ 74,300</b>	<b>\$ 1,266,936</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 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

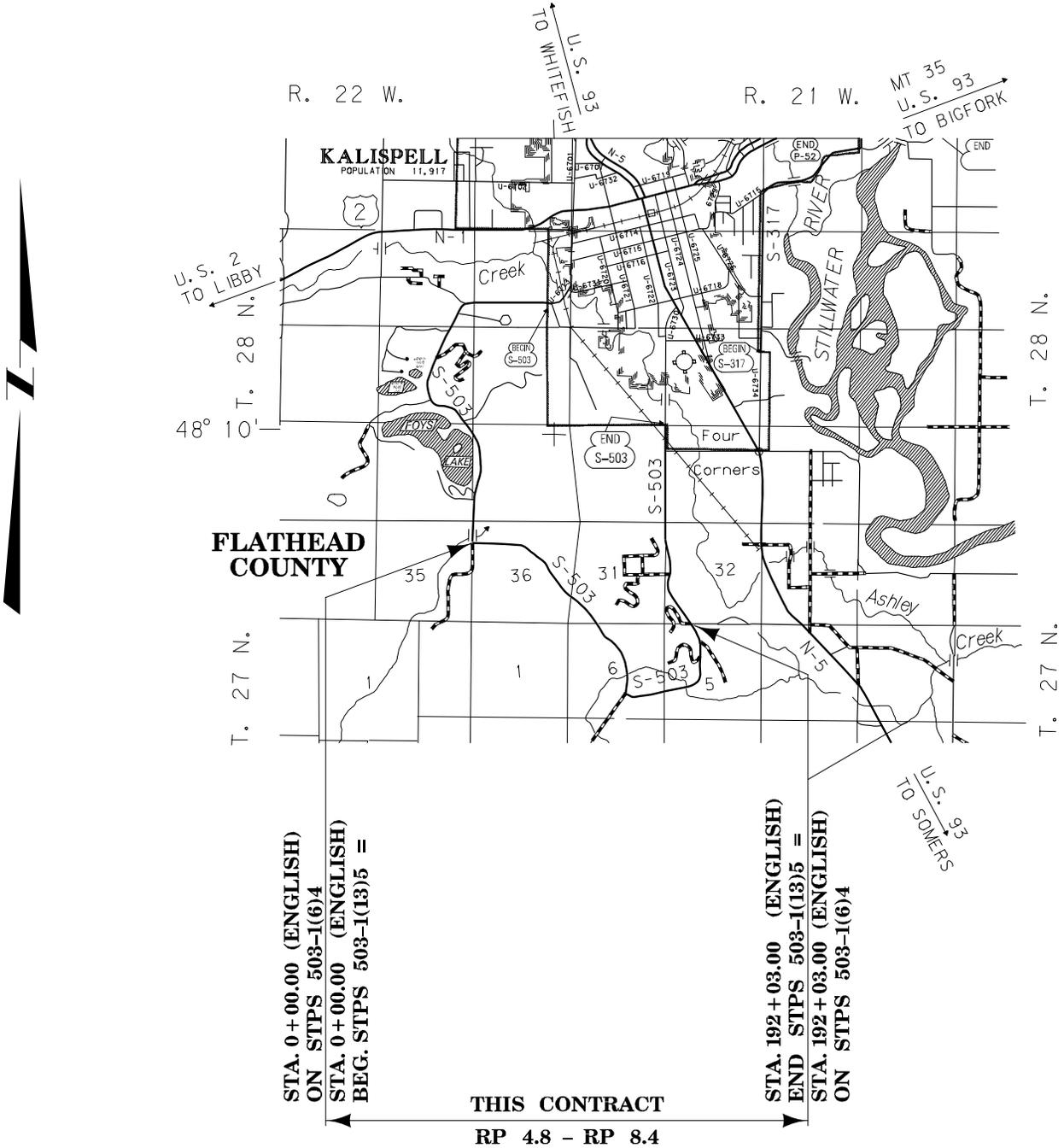
The current scheduled Ready Date in OPX2 is shown as October 1, 2016. The scheduled let date is January 25, 2018.

### Site Map

The project site map is attached.

# Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000  
 Project Manager: Joshua Dold



## Preliminary Field Review/Scope of Work Report

STPS 503-1(13)5, Foy's Canyon Road, 8964000

Project Manager: Joshua Dold

Page 12 of 12

### e-copies:

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Vacant, 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  
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