



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 Section Supervisor  
Environmental Services Bureau

Date: March 28, 2016

Subject: Categorical Exclusion group (c) (8) – for Fencing:  
IM 90-7(113)322  
I-90 INTERSTATE FENCING (D2)  
Control Number: 8520002

Environmental Services Bureau has reviewed this 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. 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  
Robert Stapley, Right-of-Way Bureau Chief  
Suzy Price, Contract Plans Bureau Chief  
Tom Martin, P.E., Environmental Services Bureau Chief  
Barry Brosten, P.E., Environmental Services Project Development Engineer  
Jeff Patten, P.E., FHWA Operations Engineer  
Tom Erving, Fiscal Programming  
Montana Legislative Branch Environmental Quality Council

copy: Environmental Services Bureau File



**Memorandum**

To: Lesly Tribelhorn, PE  
 Highways Engineer (Acting)

From: Dustin Rouse, PE  
 Butte District Engineering Services Engineer

Date: January 12, 2015

Subject: *IM STWD(259)*  
*D2 INTERSTATE FENCING*  
*UPN: 8520000*  
*310 – Roadway & Roadside Improvements*

Please approve the attached Preliminary Field Review Report.

Approved Lesly Tribelhorn Date January 13, 2015  
 Lesly Tribelhorn, PE  
 Highways Engineer (Acting)

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

**Distribution:**

- |  |  |
|--|--|
| Jeff Ebert, Butte District Administrator     | Tom Martin, Environmental Services Bureau Chief              |
| Kent Barnes, Bridge Engineer                 | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Lesly Tribelhorn, Highways Engineer (Acting) | Jake Goettle, Construction Engineering Services Bureau       |
| Roy Peterson, Traffic and Safety Engineer    | Matt Strizich, Materials Engineer                            |
| Robert Stapley, Right-of-Way Bureau Chief    | Jon Swartz, Maintenance Administrator                        |
|  | Jeff Patten - FHWA   |

cc:

- |   |   |
|---|---|
| Joe Walsh, 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, Butte District Preconstruction                  |
| Mark Goodman, Hydraulics Engineer                          | Joe Walsh, Butte District Projects Engineer                   |
| Walt Ludlow, Butte District Hydraulics Engineer            | Mike Walsh, Butte District Materials Lab                      |
| Bill Semmens, Env. Resources Section Supervisor            | Kam Wrigg, Butte District Maintenance Chief                   |
| Deb Wambach, Butte District Biologist                      | Therese Iwaniak, Butte District Right of Way Supervisor       |
| Barry Brosten, Butte 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, Butte 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       | Darin Reynolds, Pavement Design Engineer                      |
| Michael Grover, Engineering Cost Analyst                   | Jeff Jackson, Geotechnical Engineer                           |
| John Pirre, Engineering Information Services               | Patrick McCann, Butte District Geotechnical Manager           |
| Paul Grant, Public Involvement Officer                     | Nick Jaynes, Butte District Geotechnical                      |
| Sue Sillick, Research Section Supervisor                   | Bryce Larsen, Supervisor, Photogrammetry & Survey             |
| Suzy Price, Contract Plans Bureau Chief                    | Paul Johnson, Project Analysis Bureau                         |
| Alyce Fisher, Fiscal Programming                           | Jean Riley, Planner   |
| Dawn Stratton, Fiscal Programming Section                  | Wayne Noem, Secondary Roads Engineer                          |
| Angela Zanin, Bicycle/Pedestrian Coordinator               | Michael Murphy, Eng. Manager, Bridge Management System        |
| Matt Maze, ADA Coordinator                                 | Duane Williams, Motor Carrier Services Division Administrator |
| Bill Rabey, Environmental                                  | Becky Duke, Traffic Data Collection Section Supervisor (WIM)  |
| Jeremy Anderson, Road Log Manager                          | Doug McBroom, Maintenance Division Operations Manager (RWIS)  |

**Introduction**

A Preliminary Field Review was held on April 2, 2014 for the I-15 portion of the project.

In attendance were:

- Deb Wambach – District Biologist – Helena
- Jim Davies - Project Design Manager \_ Helena
- Mark French – Lead Designer – Helena
- Justin Crow – Right of Way Designer – Butte
- Kevin Mueller – Design Supervisor – Butte
- Randy Perkins – Road Designer – Butte
- Dustin Rouse – District Engineering Services Supervisor – Butte

A Preliminary Field review was held on October 1, 2014 for the I-90 portion of the project.

In attendance were:

- Deb Wambach – District Biologist – Helena
- Dustin Rouse – District Engineering Services Supervisor – Butte
- Joe Walsh – District Project Manager – Butte
- Kevin Mueller – District Design Supervisor – Butte
- Randy Perkins - Road Designer – Butte
- Jason Brazill – Road Designer – Butte
- Kyle DeMars – Maintenance Chief – Bozeman
- Larry Chapel – Maintenance - Livingston

**Proposed Scope of Work**

The proposed project has been nominated to replace the existing fencing. The project will be split into separate projects. Snow fence may be included in the I-90 portion of the project at mile post 334.

**Needs and Objectives**

The purpose of this project is to maintain Interstate closure. Snow fence will be considered to address drifting in some areas.

**Project Location and Limits**

The I-15 portion of the project runs through Jefferson County, from the High Ore Interchange (RP160.3) to the South Helena Interchange (RP 189.4) on Interstate I -15. The project length is 29.1 miles. The project runs from south to north. Stationing runs south to north.

The following interchanges are within the I-15 project limits;

- High Ore – RP 160 – Local road
- Boulder – RP 164 - Junction with P 69
- Jefferson City – RP 176 – Local road
- Clancy – RP 182 – Local road
- Montana City – RP 187 - Junction with S-282 and S-518
- South Helena – RP 190 – Local road

- a. Fencing as-built project numbers for I-15;
  - I 15-3(8)177-U2
  - I 15-3(15)173-U2
  - I 15-3(22)168-U2
  - I 15-3(21)162
  - I 15-3(20)155-U1
  - I 15-3(29)160-U5
  - I 15-3(32)157-U2

## Preliminary Field Review Report

The I-90 portion of the project runs through Park County from the Park County line at RP 322 to the Springdale Interchange at RP 354 on Interstate I-90. The project length is 32.0 miles. The project runs from west to east. Stationing runs from west to east.

The following interchanges are within the I-90 project limits;

- Hopper – RP 324 – Local road
- West Livingston – RP 330 – Local road
- South Livingston – RP 333 – Junction with N-11
- East Livingston – RP 337 – Local road
- Mission – RP 340 – Junction with P-59
- Mission Creek – RP 343 – Local road
- Springdale West – RP 350 – Local road
- Farm Access – RP 352 – Local road
- Springdale – RP 354 – Local road

- a. Fencing as-built project numbers for I-90;

I-90-7(49)341

I-117(10) U-2

Several other fencing projects were included in this portion of I-90 but are not available in the as-built archives.

### **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 Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP).

### **Physical Characteristics**

The following Fencing projects were constructed previous to the dates below;

- |                                    |   |
|------------------------------------|---|
| I 15-3(8)177-U2 completed in 1969  | I 90-7(49)341 completed in 1987                   |
| I 15-3(15)173-U2 completed in 1969 | I 117(10) U-2 completed in 1960                   |
| I 15-3(22)168-U2 completed in 1971 | I 90-7(38)318 completed in 1979 (not found)       |
| I 15-3(21)162 completed in 1984    | I-IG 90-7(2)327 U-3 completed in 1962 (not found) |
| I 15-3(20)155-U1 completed in 1973 |   |
| I 15-3(29)160-U5 completed in 1983 |   |
| I 15-3(32)157-U2 completed in 1983 |   |

The general terrain of the area is rolling to mountainous in a rural location for both portions of the project.

### **Traffic Data**

Traffic data is not applicable for this fencing project.

### **Crash Analysis**

The Montana Department of Transportation (MDT) has access to two databases containing information on wild animal vehicle collisions. The MDT Carcass Database contains information on carcasses collected by MDT maintenance personnel; however, not all carcass collection is reported consistently or on a regular schedule. This makes the information provided by the Carcass Database useful for pattern identification over space and time, but not statistically valid. It also is difficult to match a carcass report to a crash report to ensure the carcass is not counted twice in a detailed study.

MDT also has access to wild animal vehicle collisions (WAVC) reported by or through the Montana Highway Patrol (MHP). This dataset is limited by the fact that many wild animal vehicle collisions are not reported, or if they are reported, it may be well after the crash occurrence. Additionally, the reporting officer may note in the narrative what type of animal was impacted; however, the crash form does not have a data field for the type of animal, so this information is not provided consistently.

## Preliminary Field Review Report

Since there is no clear connection between the two data sets, some of the following data could be duplicative or inconclusive. As an example, an MHP reported crash could have happened on February 1 and the carcass picked up the same day; however, the carcass may not be picked up by MDT until February 20 or not picked up at all if it is beyond the highway right-of-way. Or, a carcass may be recorded near the location of a crash that was not actually involved in that crash at all.

### **I-15**

The crash analysis for the subject project as requested is summarized below. The analysis is for Interstate 15 from reference point 160.3 to reference point 189.4.

The Montana Highway Patrol records indicate a total of 220 wild animal vehicle collisions along this section of roadway for the dates January 1, 2009 through December 31, 2013. Table 1 summarizes the number of WAVCs for 5-mile segments during the study period. As shown in Table 1, 74 of these crashes occurred from RP 180.0 to RP 185.0. Seventy-two of these crashes involved a collision with a deer. The remaining two crashes involving collisions with a bear and an elk.

*Wild Animal Vehicle Collisions (Recorded Crashes)  
2009-2013*

<b>BMP</b>	<b>EMP</b>	<b>Number Of WAVC</b>	<b>Length Of Segment</b>	<b>Fatal &amp; Serious Injury</b>	<b>Other Injury</b>	<b>PDO</b>	<b>WAVC/Mile</b>
160.0	165.0	17	5.0	0	0	17	3.4
165.0	170.0	22	5.0	1	3	18	4.4
170.0	175.0	9	5.0	0	1	8	1.8
175.0	180.0	52	5.0	0	5	47	10.4
180.0	185.0	74	5.0	2	3	69	14.8
185.0	189.4	46	4.4	2	4	40	10.5
	<b>Total</b>	<b>220</b>	<b>29.4</b>	<b>5</b>	<b>16</b>	<b>199</b>	<b>7.5</b>

There were also 26 wild animal vehicle collisions involving an elk within the study area during the study period. There were two observed areas of concentration from RP 165.0 to RP 170.0, with a total of 12 crashes and from RP 175.0 to RP 180.0, with a total of 7 crashes.

The crash data was also evaluated using the pattern recognition methodologies developed by DiExSys, LLC and summarized in the Montana Safety Knowledge Base (October 2013). Using these methodologies the following areas were identified as having a minimum number of 5 crashes and a 99% cumulative probability.

<b>Pattern</b>	<b>BMP</b>	<b>EMP</b>	<b>Length of Segment</b>
Wild Animal	162.152	167.338	5.186
Wild Animal	176.018	191.964	15.946

The MDT carcass database indicates a total of 469 carcasses were collected by MDT maintenance personnel along this section of roadway for the dates January 1, 2009 through December 31, 2013. Table 2 summarizes the number of carcasses collected for 5-mile segments during the study period. As is the case with the WAVCs, the largest number (111) of carcasses collected occurred from RP 180.0 to RP 185.0.

**Table 2**  
**Carcasses Picked Up By MDT Maintenance (Carcass Database)**  
**2009-2013**

<b>BMP</b>	<b>EMP</b>	<b>Number of Carcasses</b>	<b>Length of Segment</b>	<b>Carcasses/Mile</b>
160.0	165.0	81	5.0	16.2
165.0	170.0	50	5.0	10.0
170.0	175.0	31	5.0	6.2
175.0	180.0	101	5.0	20.2
180.0	185.0	111	5.0	22.2
185.0	189.4	95	4.4	21.6
	<b>Total</b>	<b>469</b>	<b>29.4</b>	<b>16.0</b>

There have also been two domestic animal crashes during the study period. One crash occurred at RP 168.336 and the other occurred at RP 180.196.

As illustrated in Table 1 and Table 2, the area from RP 175 to RP 189.4 is elevated for both wild animal vehicle collisions and carcasses in comparison to the entire study area. This area also has an identified pattern of WAVCs.

**I-90**

This analysis is for Interstate 90 from reference point 322 to reference point 354. The Montana Highway Patrol records indicate a total of 137 wild animal vehicle collisions along this section of roadway for the dates January 1, 2009 through December 31, 2013. Of the 137 crashes, 7 crashes resulted in an injury with the remaining crashes resulting in property damage only.

Table 1 summarizes the number of WAVCs for 4-mile segments during the study period. As shown in Table 1, 62 of these crashes occurred from RP 326.0 to RP 334.0. Fifty-six of these crashes involved a collision with a deer. The remaining crashes involved two collisions with a bear and four collisions with moose. Thirty-nine (39) of these crashes occurred from RP 346.0 to RP 354.0. Thirty-four of these crashes involved a collision with a deer. The remaining crashes involved four collisions with a bear and 1 collision with an elk.

There were also a total of 4 wild animal vehicle collisions involving an elk and 7 wild animal vehicle collisions involving bears within the study area during the study period. There were four wild animal vehicle collisions involving Moose and these crashes were observed to be from RP 333.1 to RP 333.8 during the study period. This area was also evaluated using the pattern recognition GIS files developed by DiExSys, LLC and summarized in the Montana Safety Knowledge Base (October 2013) using crash data from 2008-2012. Using these methodologies there were no areas identified as having a minimum number of 5 crashes and a 99% cumulative probability for the study area.

***Wild Animal Vehicle Collisions (Recorded Crashes)***

**Preliminary Field Review Report**

**2009-2013**

<b>BMP EMP</b>	<b>Number of WAVC</b>	<b>Length of Segment</b>	<b>Fatal &amp; Serious Injury</b>	<b>Other Injury</b>	<b>PDO</b>	<b>WAVC/Mile</b>
322.0 326.0	10	4.0	0	1	9	2.5
326.0 330.0	31	4.0	0	3	28	7.8
330.0 334.0	31	4.0	0	1	30	7.8
334.0 338.0	8	4.0	0	0	8	2.0
338.0 342.0	9	4.0	0	0	9	2.3
342.0 346.0	9	4.0	0	1	8	2.3
346.0 350.0	22	4.0	0	0	22	5.5
350.0 354.0	<u>17</u>	<u>4.0</u>	<u>1</u>	<u>0</u>	<u>16</u>	<u>4.3</u>
<b>Total</b>	<b>137</b>	<b>32.0</b>	<b>1</b>	<b>6</b>	<b>130</b>	<b>4.3</b>

The MDT carcass database indicates a total of 277 carcasses were collected by MDT maintenance personnel along this section of roadway for the dates January 1, 2009 through December 31, 2013. Table 2 summarizes the number of carcasses collected for 4-mile segments during the study period. As is the case with the WAVCs, the largest number (142) of carcasses collected occurred from RP 326.0 to RP 334.0. The second largest number (76) of carcasses collected occurred from RP 346.0 to RP 354.0.

**Table 2**

**Carcasses Picked Up By MDT Maintenance (Carcass Database)**

**2009-2013**

<b>BMP EMP</b>	<b>Number of Carcasses</b>	<b>Length of Segment</b>	<b>Carcasses/Mile</b>
322.0 326.0	11	4.0	2.8
326.0 330.0	67	4.0	16.8
330.0 334.0	75	4.0	18.8
334.0 338.0	12	4.0	3.0
338.0 342.0	18	4.0	4.5
342.0 346.0	18	4.0	4.5
346.0 350.0	33	4.0	8.3
350.0 354.0	<u>43</u>	<u>4.0</u>	<u>10.8</u>
<b>Total</b>	<b>277</b>	<b>32.0</b>	<b>8.7</b>

There were two domestic animal carcasses collected during the study period in this area involving dogs. There were no domestic animal collisions reported by the Montana Highway Patrol.

As illustrated in Table 1 and Table 2, the areas from RP 326.0 to RP 334.0 and RP 346.0 to RP 354.0 are elevated for both wild animal vehicle collisions and carcasses in comparison to the entire study area.

**Major Design Features**

- a. **Design Speed.** The design speed for this project is 60 mph based on MDT standards for Interstate system roads in rolling terrain. The existing posted speed limit for cars is 75 mph and 65 mph for heavy trucks.
- b. **Horizontal Alignment.** The existing horizontal alignment will be perpetuated with this fencing project.
- c. **Vertical Alignment.** The existing vertical alignment will be perpetuated with this fencing project.
- d. **Typical Sections and Surfacing.** The existing typical sections and surfacing will not be affected by this fencing project.

- e. **Geotechnical Considerations.** No Geotechnical Considerations are anticipated with this project.
- f. **Hydraulics.** There are no hydraulic considerations expected on this project.
- g. **Bridges.** No bridge work will be included in this project.
- h. **Traffic.** The Traffic section will be asked to review and comment on the proposed improvements.
- i. **Pedestrian/Bicycle/ADA.** No impacts to existing facilities are anticipated with this fencing project. No new Pedestrian/Bicycle/ADA features will be included in this project.
- j. **Miscellaneous Features.** Snow fence will be reviewed as necessary.
- k. **Context Sensitive Design Issues.** The large number of wildlife/vehicle collisions within the project limits were discussed during the field reviews and potential solutions were discussed including wildlife exclusionary fencing and wildlife signing placed in certain areas. The district will work with the Environmental Bureau and the Traffic Bureau to develop feasible wildlife crossings and signage.

**Other Projects**

There are no other projects associated with this project.

**Location Hydraulics Study Report**

There will be no hydraulic involvement on this project.

**Design Exceptions**

There are no design exceptions anticipated on this project.

**Right-of-Way**

No right-of-way acquisition is anticipated, fencing will follow the existing right-of-way. Land owner notification may be required.

**Access Control**

This is an Access Controlled facility - there will be no changes to Access with this fencing project.

**Utilities/Railroads**

Railroad involvement is not anticipated on this project. Right of entry permit will be required for fence work. There will not be any utility involvement with this project.

**Maintenance Items**

All proposed fencing changes will be reviewed with maintenance.

**Intelligent Transportation Systems (ITS) Features**

ITS will not be pursued on this project.

**Experimental Features**

No experimental features are associated with this fencing project.

**Survey**

A Fence Inventory Survey has been completed for both portions of the project.

## Preliminary Field Review Report

### Public Involvement

The “Public Advisory Program” standard special provision will be included in the plans package.  
Level A

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

### Environmental Considerations

A Categorical Exclusion will be prepared for this project. There are streams, drainages, wetland areas, and riparian vegetation that occur adjacent to the existing fencing in several locations within the project limits. Fence removal and installation must minimize impacts to streams, wetlands, and riparian vegetation, and may require specialized or manual work. Any tree or shrub removal associated with the fence work must be performed in compliance with the Migratory Bird Treaty Act. No water quality permitting (CWA 404 or SPA 124) is anticipated at this time.

Wildlife-vehicle collisions, particularly with deer and elk, are a consideration. Analysis of existing fencing schemes, wildlife-vehicle collisions, carcass data, potential for animal use of existing structures, and wildlife movement patterns, as well as coordination with the MFWP wildlife biologist will be required. Fencing schemes involving a combination of wildlife barrier fence and wildlife friendly fence, and signage will be recommended based on this analysis and agency coordination.

### Energy Savings/Eco-Friendly Considerations

No energy saving/eco-friendly considerations are associated with this fencing project.

### Traffic Control

Traffic will be maintained on the roadway during construction. Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*.

The Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP) only.

### Project Management

The Butte District Road Design unit will develop the plans and Dustin Rouse will be the Project Design Manager. This is not a Project of Division Interest for FHWA.

### Preliminary Construction Cost Estimate – I-15

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Fence Work	\$800,000.00		
Traffic Control	\$25,000.00		
<b>Subtotal</b>	<b>\$825,000.00</b>		
Mobilization (10%)	\$82,500.00		
<b>Subtotal</b>	<b>\$907,500.00</b>		
Contingencies (8%)	\$72,600.00		
<b>Total CN</b>	<b><u>\$980,100.00</u></b>		
<b>CE (10%)</b>	<b><u>\$98,010.00</u></b>		
<b>TOTAL CN+CE</b>	<b><u>\$1,078,110.00</u></b>		

**Preliminary Field Review Report**

**Preliminary Construction Cost Estimate – I-90**

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Fence Work	\$1,000,000.00		
Traffic Control	\$25,000.00		
<b>Subtotal</b>	<b>\$1,025,000.00</b>		
Mobilization (10%)	\$102,500.00		
<b>Subtotal</b>	<b>\$1,127,500.00</b>		
Contingencies (8%)	\$90,200.00		
<b>Total CN</b>	<b><u>\$1,217,700.00</u></b>		
<b>CE (10%)</b>	<b><u>\$121,770.00</u></b>		
<b>TOTAL CN+CE</b>	<b><u>\$1,339,470.00</u></b>		

**Preliminary Construction Cost Estimate – Combined Total**

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Fence Work	\$1,800,000.00		
Traffic Control	\$50,000.00		
<b>Subtotal</b>	<b>\$1,850,000.00</b>		
Mobilization (10%)	\$185,000.00		
<b>Subtotal</b>	<b>\$2,035,000.00</b>		
Contingencies (8%)	\$162,800.00		
<b>Total CN</b>	<b><u>\$2,197,800.00</u></b>	<b><u>\$ 337,992.00</u></b>	<b><u>\$ 2,767,310.00</u></b>
<b>CE (10%)</b>	<b><u>\$219,780.00</u></b>	<b><u>\$ 33,799.00</u></b>	<b><u>\$ 276,731.00</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$2,417,580.00</u></b>	<b><u>\$ 371,791.00</u></b>	<b><u>\$ 3,043,620.00</u></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 9.13% as of FY 2015.

**Preliminary Engineering**

The nominated preliminary engineering should be sufficient to develop the project.

**Project and Risk Management**

The Butte District Road Design unit will develop the plans and Dustin Rouse will be the Project Design Manager. This is not a Project of Division Interest for FHWA.

This project should have a low level of risk for costs and schedule.

**Ready Date**

Currently this project is scheduled for a 2020 letting, with no issues identified to affect the design timeline.

**Site Map**

The project site maps are attached.

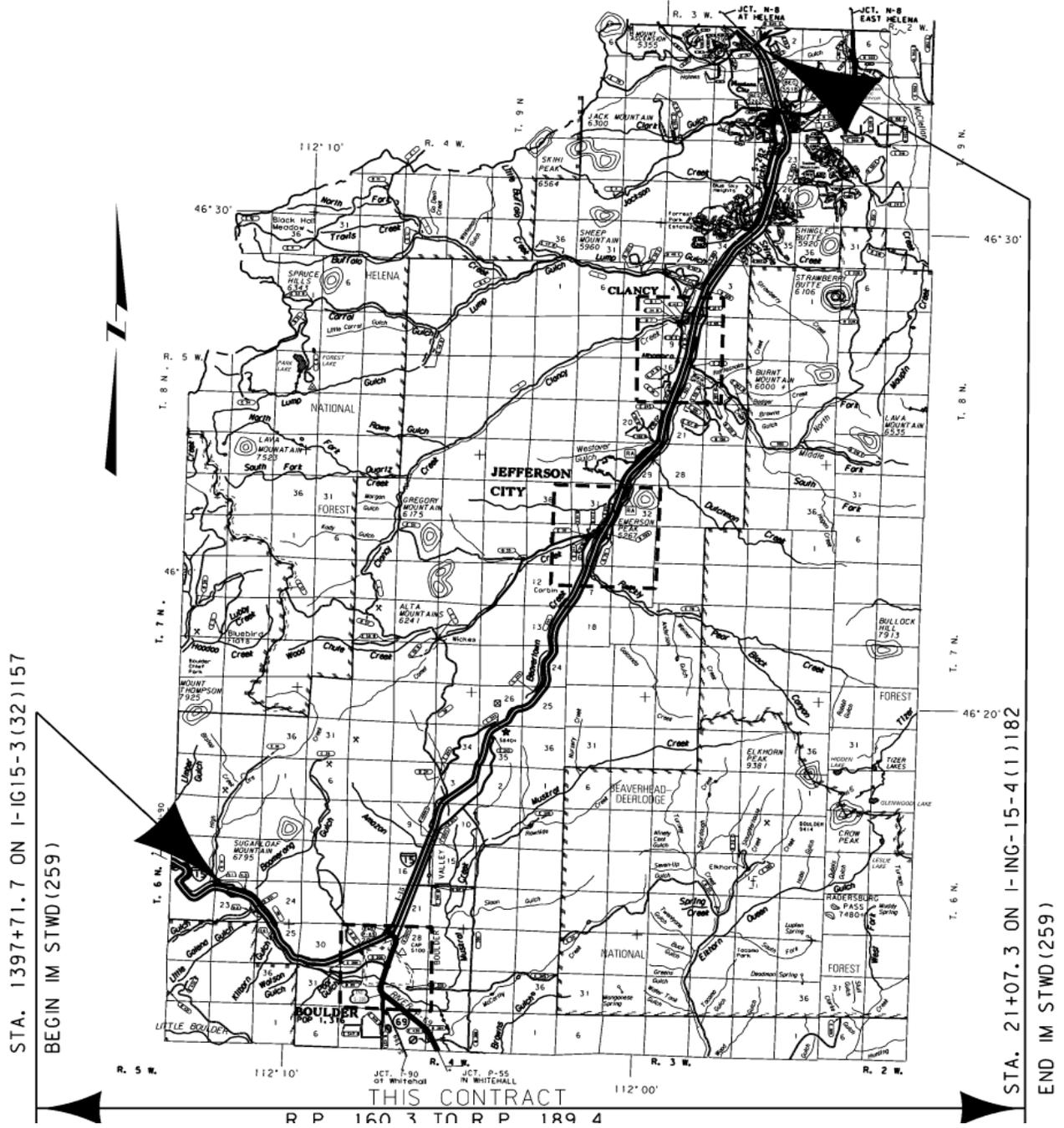
Preliminary Field Review Report

IM STWD (259) D2 INTERSTATE FENCING

Project Manager: Dustin Rouse

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LEWIS AND CLARK COUNTY



STA. 1397+71.7 ON I-IG15-3(32)157

BEGIN IM STWD(259)

STA. 21+07.3 ON I-ING-15-4(1)182

END IM STWD(259)

Preliminary Field Review Report

