



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: October 8, 2014

Subject: Categorical Exclusion (C) Determination  
SF 139-AWF Upgrade Pablo Polson  
HSIP STWD (266)  
Control Number: 8551000

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 to provide upgraded advance flashers and warning signs at one location on US 93 (N-5) in Pablo and the removal of three existing advanced flashers, two on US 93 and one on MT 35 in Pablo and Polson. No wetlands, streams, or other aquatic resources are anticipated to be affected. No documented eagle nests are located within ½ mile of this project. A cultural resources survey will not be necessary. 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**

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  
Environmental Services Bureau File

e-copy: Montana Legislative Branch Environmental Quality Council



Memorandum

To: Distribution
From: Roy Peterson, P.E. [RAP]
Traffic & Safety Engineer
Date: July 31, 2014
Subject: SF 139-AWF UPGRADE PABLO POLSN
HSIP STWD(266)
UPN 8551000
Work Type 410 – TRAFFIC SIGNAL & LIGHTING

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on [August 5, 2014]. 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, District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, 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
Mike Brown, CSKT Roads

e-copies:

- Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
KC Yahvah, District Hydraulics Engineer
Bill Semmens, Env. Resources Section Supervisor
Susan Kilcrease, District Project Development Engineer
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
William Squires, Project Engineer
Kraig McLeod, Safety Engineer
Chris Hardan, Bridge Area Engineer, Missoula District
Mike Grover, Engineering Cost Analyst
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Alyce Fisher, Fiscal Programming Section
Mark Keefe, Bicycle/Pedestrian Coordinator
Suzy Price, Contract Plans Bureau
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 - Missoula
Maureen Walsh, District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Jim Davies, Pavement Analysis Engineer
Bret Boundy, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Dawn Stratton, Fiscal Programming Section
Matt Maze, ADA Coordinator
Doug McBroom, Maintenance Division Operations



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**Memorandum**

To: Roy Peterson, P.E.  
Traffic & Safety Engineer

From: Gabe Priebe, P.E. [GBP]  
Traffic Project Engineer

Thru: Ivan Ulberg, P.E. [IBU]  
Traffic Design Engineer

Date: July 30, 2014

Subject: SF 139-AWF UPGRADE PABLO POLSN  
HSIP STWD(266)  
UPN 8551000  
Work Type 410 – TRAFFIC SIGNAL & LIGHTING

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

Approved [Signed by RAP] Date [August 5, 2014]  
Roy Peterson, P.E.  
Traffic & Safety 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.):  
Traffic and Safety Master file

## Preliminary Field Review Report

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 1 of 7

### Introduction

A preliminary field review was held on May 6, 2014. The following attended the field review.

Tim Seelye, Communications – Kalispell (Office only)  
James Freyholtz, Traffic Engineer – Kalispell (Office only)  
Gabe Priebe, Traffic Project Engineer, Traffic & Safety – Helena  
Dan Cunningham, Electrical, Traffic & Safety – Helena  
Glen Cameron, District Traffic Engineer – Missoula (Office only)

### Proposed Scope of Work

The proposed project has been nominated to provide upgraded advance flashers and “Be prepared to Stop When Flashing” warning signs in one location on US 93 (N-5) and the removal of three existing advanced flashers, two on US 93 and one on MT 35. Retro-reflective back plate signal borders and flashing yellow arrows for left turn lanes will be included at the intersection with the Advanced Warning Flasher upgrade.

The three AWF removals will include removing the existing poles, signs, sign supports, flashers, foundations, conductors and other associated electrical equipment.

### Purpose and Need

The purpose of this project is to actively alert drivers on US-93 of an upcoming stop condition at the signal. The project is needed to enhance intersection safety for the traveling public and remove existing advanced warning flashers that are no longer necessary.

### Project Location and Limits

This project is located in Lake County with three locations on US-93 (N-5) and one location on MT-35 (P-52):

- Location 1: US-93 (N-5) RP 51.7 to RP 51.9: Intersection of US-93 and Division Street in Pablo; this location has an overhead flasher for northbound US 93 that will be upgraded. “Be prepared to Stop When Flashing” warning signs are proposed on a new structure at this location. Retro-reflective back plate signal borders and flashing yellow arrows for left turn lanes will be included at the adjacent signal.
- Location 2: US-93 (N-5) RP 53.3 to 53.5: Intersection of US 93 and Courville Trail in Pablo; this location has a southbound overhead flasher that will be removed.
- Location 3: US-93 (N-5) RP 58.9 to 59.1: Intersection of US 93 and MT 35 in Polson; this location has a northbound overhead flasher that will be removed.
- Location 4: MT-35 (P-52) RP 0.1 to 0.3: Intersection of MT 35 and Heritage Drive in Polson; this location has a westbound ground mounted advanced flasher that will be removed.

### Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### Physical Characteristics

US 93 at Division Street and US 93 at Courville Trail in Pablo is a divided roadway configured with four 12' through lanes and left and right turn lane on each approach of US 93. This section of US-93 was last improved with project NH 5-2(123)48. The pavement width on US 93 at Division Street is 140 feet including median and lane separation. The pavement width on US 93 at Courville Trail is 85 feet not including the median and lane separation.

## Preliminary Field Review Report

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 2 of 7

The section of US-93 at the MT 35 intersection was last improved with project STPP-NH 52-1(20)0 in 2006. This is a "T" intersection and the pavement width of the approaches on US 93 are 71 feet (four 12-ft. through lanes and a left turn lane for south bound and a right turn lane for the north bound traffic).

The section of MT 35 (P-52) at the Heritage Lane intersection in Polson was last improved with project STPP 52-1(31)0 in 2010. The pavement width on MT 35 is 55 feet (three 12-ft. travel lanes, one 14-ft turn lane and 2-ft shoulders).

### Traffic Data

The traffic data for the upgrade location is as follows:

#### US-93 (N-5) and Division St.:

2014 (Present) AADT = 9,000

2015 (Letting) AADT = 9,090

2035 (Design) AADT = 11,090

DHV = 1,330

Truck % = 6.6%

Equivalent Single Axle Load (ESAL) = 220

Annual Growth Rate = 1.0%

### Crash Analysis

This project is a proactive effort to reduce crashes at signalized intersections. Because it is a systematic, proactive project installing a proven safety countermeasure in addition to providing statewide consistency with the advanced warning flashers, crash analysis or benefit-cost calculations at each intersection will not be performed.

### Major Design Features

- a. **Design Speed.** The design speed on US-93 for a curbed urban principal arterial is 45 mph. The posted speed limit on US-93 is 45 mph at the traffic signals. The design speed on MT 35 (P-52) for a curbed urban minor arterial is 35 mph. The posted speed limit is 40 mph at the traffic signal.
- 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 current surfacing will not be changed with this project.
- e. **Geotechnical Considerations.** There are no geotechnical considerations for this project.
- f. **Hydraulics.** There are no hydraulic considerations for this project.
- g. **Bridges.** There are no bridges within the project limits.
- h. **Traffic.** The Traffic Section will be responsible for signing and electrical plans:
  - o Location 1: US-93 (N-5) RP 51.7 to RP 51.9: Intersection of US-93 and Division Street in Pablo; this location has an overhead flasher for northbound US 93 that will be upgraded. "Be prepared to Stop When Flashing" warning signs are proposed on a new structure at this location. Retro-reflective back plate signal borders and flashing yellow arrows for left turn lanes will be included at the adjacent signal.
  - o Location 2: US-93 (N-5) RP 53.3 to 53.5: Intersection of US 93 and Courville Trail in Pablo; this location has a southbound overhead flasher that will be removed.
  - o Location 3: US-93 (N-5) RP 58.9 to 59.1: Intersection of US 93 and MT 35 in Polson; this location has a northbound overhead flasher that will be removed.
  - o Location 4: MT-35 (P-52) RP 0.1 to 0.3: Intersection of MT 35 and Heritage Drive in Polson; this location has a westbound ground mounted advanced flasher that will be removed.

The AWF removals will include removing the existing poles, signs, sign supports, flashers, foundations, conductors and other associated electrical equipment.

## **Preliminary Field Review Report**

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 3 of 7

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- i. **Pedestrian/Bicycle/ADA.** There is no Pedestrian/Bicycle/ADA involvement.
- j. **Miscellaneous Features.** No miscellaneous features have been identified.
- k. **Context Sensitive Design Issues.** There are no context sensitive design issues identified for this project.

### **Other Projects**

No other MDT projects are currently under construction or in design that will affect this project.

This project may be tied for construction with a nearby safety project depending upon project schedules.

### **Location Hydraulics Study Report**

A Location Hydraulics Study Report will not be needed for this project.

### **Design Exceptions**

No design exceptions are anticipated for this project.

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

No new right-of-way will be needed for this project.

### **Access Control**

No changes to access control are proposed.

### **Utilities/Railroads**

No utility impacts are anticipated. MDT's Standard Specifications require the contractor to contact the Utilities Underground Location Center prior to excavation.

There are no railroads affected by this project.

### **Cold-In-Place Recycle** - N/A

### **Maintenance Items**

No Maintenance involvement is required.

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

No ITS features will be used on this project.

### **Experimental Features**

No experimental features will be used on this project.

### **Survey**

No survey is required.

### **Public Involvement**

The project will include a 'Level A' standard of public involvement. This includes a news release explaining the project and a Department point of contact.

### **Tribal Involvement**

Tribal involvement has been initiated and will continue throughout project development since this project is within the CSKT reservation.

### **Environmental Considerations**

No significant environmental impacts or issues were identified. A Categorical Exclusion is anticipated for this project.

## Preliminary Field Review Report

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 4 of 7

### Energy Savings/Eco-Friendly Considerations

No Energy Savings/Eco-Friendly Considerations have been identified at this time.

### Traffic Control

The plans package will include a Transportation Management Plan (TMP) consisting solely of a Traffic Control Plan (TCP). A Transportation Operations (TO) component and a Public Information (PI) component are not necessary for this level of construction zone.

### Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Electrical	\$55,000		
Signing	\$500		
<b>Subtotal</b>	<b>\$55,500</b>		
Mobilization (10%)	\$5,550		
<b>Subtotal</b>	<b>\$61,050</b>		
Contingencies (8%)	\$4,884		
<b>Total CN</b>	<b><u>\$65,934</u></b>	<b><u>\$10,848</u></b>	<b><u>\$83,792</u></b>
<b>CE (10%)</b>	<b><u>\$6,593</u></b>	<b><u>\$1,084</u></b>	<b><u>\$8,377</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$72,527</u></b>	<b><u>\$11,932</u></b>	<b><u>\$92,169</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

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

### Project and Risk Management

Gabe Priebe will be the Project Design Engineer. This project is not a PoDI project by FHWA.

Given the limited scope, it is expected the overall level of risk is small to project costs and schedule.

### Ready Date

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

# Preliminary Field Review Report

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

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Page 5 of 7

## Site Maps

**US 93 and Division Street (Pablo):**



**Preliminary Field Review Report**

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 6 of 7

**US 93 and Courville Trail (Pablo):**



**Preliminary Field Review Report**

HSIP STWD(266); SF 139-AWF UPGRADE PABLO POLSN

Project Manager: Gabe Priebe

Page 7 of 7

**US 93 & MT 35 and MT 35 & Heritage Lane (Polson):**

