



November 13, 2014

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Charlos Heights
NH 7-1(150)39
Control Number: 8731000

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

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
Paul Ferry, P.E., Highways Engineer
Kevin Christensen, P.E., Construction 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
Bill Squires, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
File

HB:smk:S:\PROJECTS\MISSOULA\8731000\8731000ENPPP_FHWA.DOC

(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: NH 7-1(150)39 **Control No** 8731000 **Project Name:** Charlos Heights

Reference Post (Station): 38.7 **To Reference Post (Station):** 43.7

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 – Microsurfacing

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"/>	Bull trout and bull trout critical habitat occur in the project area but due to the limited scope, the project will have NO IMPACT on bull trout or 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"/>	<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 http://deg.mt.gov/wqinfo/MPDES/StormWater/ms4.mcpx). (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/deg/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://deg.mt.gov/AirQuality/Planning/AirNonattainment.mcpx) (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:

William M. Squires

Applicant

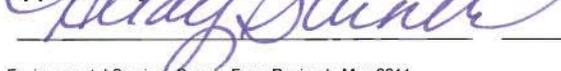
Project Design Engineer

Title

10/29/2014

Date

Approved by:





11/14/14
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.



Memorandum

To: Distribution

From: Paul Ferry, P.E. **PF**
 Highways Engineer

Date: October 29, 2014

Subject: **NH 7-1(150)39**
Charlos Heights
UPN 8731000
Work Type – 183 – Resurfacing – Microsurfacing

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on **11/3/2014**. 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 | Tom Martin, Environmental Services Bureau Chief |
| Kent Barnes, Bridge Engineer | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Paul Ferry, Highways Engineer | 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 Division Administrator |

cc:

- | | |
|---|---|
| Bill Squires, Project Design Manager, Missoula 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 | Shane Stack, District Preconstruction |
| Mark Goodman, Hydraulics Engineer | Ben Nunnallee, District Projects Engineer |
| KC Yahvah, District Hydraulics Engineer | Mike Dodge, District Materials Lab |
| Bill Semmens, Env. Resources Section Supervisor | Steve Felix, Dist. Maintenance Chief (Missoula) |
| Joe Weigand, District Biologist | Maureen Walsh, District Right of Way Supervisor |
| Susan Kilcrease, District Project Development Engineer | Phillip Inman, Utilities Engineering Manager |
| Danielle Bolan, Traffic Operations Engineer | David Hoerning, Lands Section Supervisor |
| Ivan Ulberg, Traffic Design Engineer | Greg Pizzini, Acquisition Section Supervisor |
| Gabe Priebe, District Traffic Project Engineer | Joe Zody, R/W Access Management Section Manager |
| Kraig McLeod, Safety Engineer | Matt Strizich, Materials Engineer |
| Chris Hardan, Bridge Area Engineer, Missoula District | Jim Davies, Pavement Analysis Engineer |
| vacant, Engineering Cost Analyst | Darin Reynolds, Surfacing Design Supervisor |
| Matt Wagner, Engineering Division | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Bret Boundy, District Geotechnical Manager |
| Sue Sillick, Research Section Supervisor | Paul Johnson, Project Analysis Bureau |
| Suzy Price, Contract Plans Bureau Chief | Jean Riley, Planner |
| Alyce Fisher, Fiscal Programming Section | Glen Cameron, District Traffic Engineer (Missoula) |
| Bob Vosen, District Construction Engineer | Angela Zanin, Bicycle/Pedestrian Coordinator |
| Dean Jones, Asst. District Construction Engineer | |
| Ray Sacks, Construction Bureau | |



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

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

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

Date: October 29, 2014

Subject: **NH 7-1(150)39**
Charlos Heights
UPN 8731000
Work Type – 183 – Resurfacing – Microsurfacing

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

Approved Paul Ferry Date 11/3/2014
Paul Ferry, 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

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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Introduction

An on-site preliminary field review was conducted on August 19, 2014, with the following people in attendance:

Ben Nunnallee – Missoula District Projects Engineer
Bill Squires – MDT Project Design Engineer
Donny Pfeifer – Missoula District Design Supervisor
Darin Reynolds – MDT Surfacing Design
Joshua Dold –MDT Road Design

Proposed Scope of Work

The proposed project has been nominated to provide microsurfacing (including scratch course) and crack seal treatment to preserve the asphalt pavement and to extend the service life of the roadway. Replacement of the pavement markings will be included with this project. Helena Road Design, Missoula district will design this project. **This project will be developed in English units.**

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 Ravalli County on Route N-7 (U.S. Hwy 93) beginning at reference post 38.7 and extending to reference post 43.7. This segment is located in Township 4 N, Range 21 W, section 2 and Township 5 N, Range 21 W, sections 12, 13, 14, 23, 26 and 35.

The project begins approximately 7.5 miles north of Darby city limits and ends at the north end of the bridge spanning the Bitterroot River, 0.5 miles south of Hamilton urban limits, and about 2.95 miles south of Hamilton. The junction with Secondary 531 (S-531) is located at RP 43.172. The length of the project is 5.0 miles. The functional classification is rural principal arterial non-Interstate. The project as-builts are as follows:

- F 7-1(8)38 year 1982

The project stationing is English station 429+87.5 to 589+51.9 BK = 589+55.8 AH to 626+82.9 BK = 626+33.6 AH TO 661+44.7 BK = 661+74.5 AH to 694+96.99 BK = 695+11.50 AH on F 7-1(8)38.

A map is attached at the end of this report.

Work Zone Safety and Mobility

At this time, Level 2 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 physical characteristics for this rural two-lane principal arterial non-Interstate facility are described below:

Preliminary Field Review/Scope of Work Report

1. Current typical sections and surfacing information is provided below:

<u>From</u>	<u>To</u>	<u>Top Width (ft)</u>
RP 38.7	RP 43.7	38

This section of US Highway 93 was originally constructed in 1982 under project F 7-1(8)38.

The existing surfacing on the majority of the project is comprised of 0.25' plant mix surfacing (PMS) over 0.15' crushed top surfacing (CTS) and 0.80' crushed base course (CBC). Between stations 642+00.0 and 672+82.1, the CBC thickness is reduced to 0.50'. (Note: see station equations in "Project Location and Limits" section).

The two-lane rural arterial has 2-12 foot travel lanes and 2-7 foot shoulders from RP 38.7 to 43.7.

The road was chip sealed 26.2 feet wide in 1997 under RTF 7-1(75)39, Charlos Heights - North [3284]. The project limits were from RP 38.678 to 43.629.

The road was chip sealed full width in 2008 under NH 7-1(110)39, Charlos Heights [6195000]. The project limits were from RP 38.678 to 43.629. Guardrail end treatments and rumble strips were updated with this project.

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. The horizontal alignment meets the 70 mph design speed minimum radius of 1,810 feet.

The project is located in a predominantly rural residential area. The highway is mostly on tangent, with flat grades along the generally level terrain of the southerly 2.9 miles of the project. The adjacent terrain is level to rolling along the rest of the project; with more horizontal and vertical curves.

Grades are mostly less than 3%, with a maximum grade of -3.557%. The vertical alignment meets 70 mph design speed criteria, with the exception of the -3.557% (uphill southbound) grade at RP 43.5±.

3. PvMS Index Numbers & Recommended Treatment for 2014:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 38.7 to RP 43.7	82.7	49.4	96.3	99.7	C AC Minor Rehab Rut	M Maintenance Rut Fill

No pedestrian facilities currently exist within the project limits.

The following bridges are within the project limits:

	Bridge ID	Location	Feature Crossed	Const	Sufficiency
				Year	Rating
	P00007043+06661	3 M S HAMILTON	BITTERROOT RIVER	1949	46.7

Preliminary Field Review/Scope of Work Report

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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Traffic Data

Traffic data is not required on this microsurfacing project. 2012 traffic data by sections report from reference post 38.7 to 43.2 for N-7 shows an AADT of 3,750, with 284 commercial vehicles. From reference post 43.2 to 43.7 for N-7 shows an AADT of 5,690, with 284 commercial vehicles.

Crash Analysis

Accident history is not required on this microsurfacing 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 Principal Arterial indicate that the design speed should be 70 mph based on the level terrain. The posted day/night speed limits are 70/65 mph for cars and 60/55 mph for trucks. 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:

- Tack oil will be placed the full-width of the paved surface (includes the five feet of shoulder beyond the edge of microsurfacing to preclude the need to fog seal the existing chip seal). There are ongoing discussions whether tack oil should be a bid item, or incidental. The application rate for undiluted tack oil will be approximately 0.025 gal/yd².
- The scratch course will be placed in the travel lanes only (24') to fill ruts, and will also be placed on turnouts/approaches, and left turn lanes. The application rate for scratch course will be approximately 29.7 lbs/yd². Tentatively, tack oil will be applied to the scratch course, but there is some debate between Materials and District Construction whether it is needed. We expect to resolve the issue during the final plan review process.
- The microsurfacing surface course will be placed 28 feet wide to extend two feet beyond the shoulder stripe. The application rate for the surface course will be approximately 31.2 lbs/yd².
- There will be a ½" taper grind approximately 50 feet long for connections to bridge ends and project connections.
- A ride improvement special provision will be required to ensure the proposed

Preliminary Field Review/Scope of Work Report

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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work will have a ride index equal to or better than existing.

The contract will include an item to seal cracks 30 to 60 sixty days (three weeks minimum) before the microsurfacing is placed.

New rumble strips will be installed to replace the existing ones which will be covered by the micro-surfacing treatment.

There are no proposed changes to the typical sections as this is a microsurfacing project.

e. **Geotechnical Considerations.**

No Geotechnical considerations are anticipated on this project.

f. **Hydraulics.**

No Hydraulic considerations are anticipated on this project.

g. **Bridges.**

The bridges on this project have been inspected and the following work will be performed:

<u>Bridge ID</u>	<u>Location</u>	<u>Work Required</u>
P00007043+06661	3 M S HAMILTON	Bridge Deck Crack Seal

h. **Traffic.**

The existing epoxy pavement markings will be removed prior to microsurfacing placement, as recommended by Surfacing. However, we are evaluating the notion that existing markings only need to be scarified, rather than completely removed. The existing pavement marking layout will be used to re-stripe the roadway. Traffic Engineering will provide the quantities, details, and specifications for temporary 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.**

No pedestrian, bicycle, or ADA features will be impacted or be constructed as part of this project. There are existing rumble strips on the 7-ft. shoulders. The proposed microsurfacing will cover the rumble strips, so new rumble strips will be milled to match the current configuration (12-in. wide strips placed six inches from shoulder stripe).

j. **Miscellaneous Features.**

No miscellaneous features are proposed that have not been addressed elsewhere in the report.

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.

Preliminary Field Review/Scope of Work Report

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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Other Projects

Another resurfacing project, **Hamilton-South, NH 7-1(146)44, CN 8772000**, connects to the end of Charlos Heights at reference post 43.7 on N-7. Hamilton – South will be tied to Charlos Heights for contract and will be developed in time for a letting date of March 2015.

Another resurfacing project, **Lolo-Missoula** and minor rehabilitation project, **N of Stevi Wye-Florence** will be designed in the vicinity of the project on Route N-7 from RP 83.2 to 90.9 and RP 68.3 to 74.2 respectively. These projects will be let January 25, 2016 and will not be tied with Charlos Heights.

Location Hydraulics Study Report

There will be no LHSR for this project as it is a microsurfacing project.

Design Exceptions

The design exception process does not apply to pavement preservation projects. No design exceptions will be required for this project.

Right-of-Way

Existing right-of-way width ranges between 90 and 100 feet on the left side, and between 80 and 215 feet on the right side.

There will be no right-of-way involvement.

Access Control

This section of highway is a limited access facility. No changes are proposed.

Utilities/Railroads

There are buried power lines and telephone lines along this corridor. Montana Rail Link parallels Route N-7 along the east side of the project, approaching within 100 feet of the mainline. No construction is anticipated within 50 feet of the railroad tracks. There are no anticipated utility or railroad involvements.

Maintenance Items

We requested District 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

It is not anticipated that any survey will 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. This project will have level A public involvement, which will include a 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

Preliminary Field Review/Scope of Work Report

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist.

As proposed, no CWA 404 permit or SPA 124 notifications will be needed. A special provision to address avoidance and minimization of impacts to bald eagles will be included in the bid package if the District biologist determines it is needed.

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. The work zone will require single lane closures during construction operations. Possible stipulations governing the time of year, the days of the week during which construction activities may take place, time of day, and maximum length of roadway that may be under construction at a time may be specified in the contract in order to minimize public impact.

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 William Squires. This is not a Project of Division Interest for FHWA.

Preliminary Field Review/Scope of Work Report

NH 7-1(150)39: Charlos Heights [8731000]
Project Manager: William M. Squires

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Preliminary Construction Cost Estimate

The nomination cost estimate (without IDC) originally programmed was \$954,000 (CN = \$867,000 and CE = \$87,000). Here is the updated cost estimate:

PFR Estimate	Estimated Cost	Inflation (INF) (from PPMS)	TOTAL Costs w/INF + IDC (from PPMS)
Road Work	\$428,800		
Bridge Work	\$12,200		
Signing	\$29,900		
Traffic Control	\$62,600		
Subtotal	\$533,500		
Mobilization (10%)	\$53,000		
Subtotal	\$586,500		
Contingencies (10%)	\$59,000		
Total CN	\$646,000	\$ 8,839	\$ 714,626
CE (10%)	\$65,000	\$ 889	\$ 71,905
TOTAL CN + CE	\$711,000	\$ 9,728	\$ 786,531

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

There are no current risks to the project cost and schedule. This is a relatively simple design project and there is no active management strategy. Charlos Heights will be tied to Hamilton-South and these projects will be let March 2015.

Ready Date

The current scheduled Ready Date is December 2014. The scheduled let date is March 2015.

Site Map

The project site map is attached.

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NH 7-1(150)39: Charlos Heights [8731000]
 Project Manager: William M. Squires

CHARLOS HEIGHTS

