



November 20, 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
Plains – S of Hot Springs
STPP 36-1(28)0
Control Number: 8735000

Dear Brian Hasselbach:

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

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

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

e-copies w/checklist encl.:

Ed Toavs, Missoula District Administrator
Tom Martin, P.E., Environmental Service Bureau Chief
Heidi Bruner, P.E., ESB Engineering Section Supervisor
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
Donny Pfeifer, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
File

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(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS

(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project Number: STPP 36-1(28)0 Control No 8735000 Project Name: Plains - S of Hot Springs

Reference Post (Station): 0.0 (1+43.70) To Reference Post (Station): 16.2 (467+00.00)

Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Mill/Fill, S&C

Table with 3 columns: Impact Questions, Yes, No, Comment. Contains 13 rows of questions regarding environmental impacts like Wild or Scenic Rivers, species, water quality, wetlands, and air quality.

Checklist prepared by: Ben Nunnallee Applicant

Project Design Engineer Title

11/3/2014 Date

Approved by: [Signature] Environmental Services

[Stamp] Title

11/21/14 Click here to enter a date. 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.
 Highways Engineer

Date: November 10, 2014

Subject: STPP 36-1(28)0
 Plains – S of Hot Springs
 UPN 8735000
 Work Type 160 – Minor Rehabilitation

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. 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 Administrator |

cc:

- | | |
|---|--|
| Dawn Stratton, Fiscal Programming Section | Bill Squires, District Road Design Area Engineer |
| Donny Pfeifer, Project Design Manager | |

e-copies:

- | | |
|---|---|
| Jim Walther, Preconstruction Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Lesly Tribelhorn, Highways Design Engineer | Shane Stack, District Preconstruction Engineer |
| Mark Goodman, Hydraulics Engineer | Ben Nunnallee, District Projects Engineer |
| K.C. Yahvah, District Hydraulics Engineer | Mike Dodge, District Materials Supervisor |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Steve Felix, Dist. Maintenance Chief (Missoula) |
| Joe Weigand, District Biologist | Maureen Walsh, District R/W Supervisor |
| Susan Kilcrease, Dist. Environmental Project 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, District Bridge Area Engineer | Jim Davies, Pavement Analysis Engineer |
| Vacant, Engineering Cost Analyst | Darin Reynolds, Surfacing Design Supervisor |
| John Pirre, Engineering Information Services | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Bret Boundy, Missoula District Geotechnical Manager |
| Sue Sillick, Research Section Supervisor | Paul Johnson, Project Analysis Bureau |
| Alyce Fisher, Fiscal Programming Section | Jean Riley, Planner |
| Dawn Stratton, Fiscal Programming Section | Glen Cameron, District Traffic Engineer (Missoula) |
| Bob Vosen, District Construction Engineer | Patricia Hogan, District Utility Engineering (Missoula) |
| Dean Jones, Asst. District Construction Engineer | Suzan Foley, R/W Design Supervisor |
| Ray Sacks, Construction Bureau | Angela Zanin, Bicycle/Pedestrian Coordinator |
| Suzu Price, Contract Plans Bureau Chief | Matt Maze, ADA Coordinator |
| Matt Wagner, Engineering Division | |



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

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

From: Shane Stack, P.E.
Missoula District Preconstruction Engineer

Date: November 10, 2014

Subject: STPP 36-1(28)0
Plains – S of Hot Springs
UPN 8735000
Work Type 160 – Minor Rehabilitation

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

Approved _____ Date _____
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

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs
Project Manager: Donny Pfeifer

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Introduction

An onsite field review was held on August 28, 2014. The following people attended:

Ben Nunnallee – Missoula District Projects Engineer
Donny Pfeifer – Missoula District Design Supervisor
Jim Davies – MDT Pavement Analysis Engineer
Dave Krause – Missoula District Road Design
Tanya Gates – Missoula District Road Design
Nate Walters – Missoula District Road Design

Proposed Scope of Work

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadway. A 0.15' deep mill & overlay (mill/fill) and seal & cover is proposed for this project. From RP 0.0 to RP 7.5, the mill/fill will be located from the center of each travel lane and extend out to the edge of pavement with a full width chip seal. From RP 7.5 to RP 13.5, both the mill/fill and the chip seal will be full width. From RP 13.5 to RP 16.2, the full width of the roadway will only be chip sealed. A 0.8-mile long section of concrete barrier rail is proposed to be replaced with guardrail with this project. Delineation and centerline rumble strips will be included throughout the project length. The existing signing will be upgraded and replacement of the pavement markings will also be included.

This project was originally nominated for microsurfacing, but after the PFR field visit, it was determined that the cracking along the edge of pavement would be better addressed by a shoulder mill/fill, and the section of roadway with the most significant rutting receiving a full width mill/fill.

Purpose and Need

The purpose of this project is to maintain the existing pavement to extend the service life of the existing asphalt surfacing. This section of highway is due for resurfacing before the deterioration of the paving surface begins to accelerate.

Project Location and Limits

This project is located in Sanders County, beginning approximately 0.7 miles southeast of Plains, MT on P-36 (MT Hwy 28) at the intersection with P-6 (U.S. Hwy 200). The project begins at Reference Post (RP) 0.00, English Station 1+43.70, on As-Built plans FAP 87 G(1). The project extends northeasterly 16.2 miles to RP 16.2, English Station 467+00, on As-Built plans FAP 87-D(1), approximately 0.1 miles south of the S-382 intersection. This segment of road is located in these Township, Range, and Sections:

- T 20 N, R 26 W, Sections 35, 26, 25, 24, 13
- T 20 N, R 25 W, Sections 18, 7, 6, 5, 4, 3, 2
- T 21 N, R 25 W, Sections 36
- T 21 N, R 24 W, Sections 31, 32, 29, 28, 27, 26, 23

This project begins outside of the Flathead Indian Reservation, crosses the reservation boundary at RP 7.5, and ends within the reservation. P-36 is on the Montana Highway System and is functionally classified as a Rural Minor Arterial. See the attached location map.

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

Preliminary Field Review/Scope of Work Report

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs
 Project Manager: Donny Pfeifer

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Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address public notification will also be included. 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 rolling to mountainous and in a rural forested setting in sections and ranchlands in others. Private and farm field approaches are located throughout the project length.

This section of State Highway Route 36/ MT 28 includes two lanes and no shoulders and was constructed by three projects. Refer to the table below.

RP		Station		W I D T H	S & C	P M S	C A C	Project	Remark
From	To	From	To						
0.0	3.673	1+43.70	194+69.80	22'	x	0.5'	3.0'	FAP 87 G(1)	1944
3.673	7.478	194+69.80	398+00.40	22'	x	0.5'	3.0'	FAP 87 F(1)	1941
7.478	9.538	1+87.00	NA	22'	x	0.5'	3.0'	NRFL 3 A	1934
9.538	10.379	NA	NA	22'	x	0.5'	3.0'	NRH 87 A	1934
10.379	13.036	NA	NA	22'	x	0.5'	3.0'	NRFL 3 A	1934
13.036	13.886	NA	340+00.00	22'	x	0.5'	3.0'	NRH 87 A	1934
13.886	16.233	340+00.00	467+00.00	22'	x	0.5'	3.0'	FAP 87 D(1)	1941

Maintenance has resurfaced the roadway periodically over the years with the following treatments most recently: Overlay in 1996/1997, Overlay in 2003 (RP 7.5 – 16.2), S&C in 2010 (RP 0 – 10.0).

The surfacing depths listed above are from Montana Road Log 2011.

Missoula District Lab completed a core sample analysis for this project. The first core was sampled at RP 0.0 and they continued to take core samples in ½ mile increments in the travel lanes. The last core was taken at RP 16.2. Here are some of the findings:

- Minimum core depth = 0.32 feet
- Maximum core depth = 0.95 feet
- Average core depth = 0.62 feet
- Average top layer depth = 0.16 feet [Moisture Damaged: Loss of sheen, dull appearance, and some smaller aggregate is uncoated]

Surfacing inslopes are 4:1 with steep adjacent fill and cut slopes. There was a safety project that flattened small sections of inslopes to a 6:1. There is guardrail located in various locations throughout the project length. There is also a 0.8-mile section of concrete barrier rail.

Preliminary Field Review/Scope of Work Report

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Project Manager: Donny Pfeifer

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There are two structures on this project:

Bridge Number	Feature Crossed	Reference Post	English As-Built Stationing	Width x Length
P00036001+02031	Stockpass	1.20	64+25.00	26' x 11'
P00036014+00841	Stockpass	14.08	353+11.00	26' x 11'

From the available As-Built information, all of the horizontal curves meet current design standards for the 45 mph design speed. All vertical curves meet or exceed current design standards for a 45 mph design speed and none of the vertical grades exceed the allowed maximum.

The Pavement Management System generated the following performance indices for the survey year 2013 and treatment recommendations for the years 2014 and 2016:

TREATMENT YEARS 2014 & 2016

BEG RP	END RP	RIDE	RUT	ACI	MCI	CONST. TREAT. REC.
0.0	9.60	70.9 (fair)	64.0 (good)	90.9 (good)	98.4 (good)	Thin Overlay '14 Thin Overlay '16
9.6	16.27	66.1 (fair)	60.0 (good)	95.1 (good)	98.9 (good)	Thin Overlay '14 Thin Overlay '16

Closer study of the Pavement Management System ride and rut analysis was completed. The section from RP 0.0 to RP 7.5 has intermittent areas of alligator cracking which occur near the right wheel path and shoulder. The recommendation for this segment is a 6 feet wide, 0.15' deep shoulder mill/fill which would capture most of the cracked and rutted areas. The segment from RP 7.5 to RP 13.5 was recommendation for a full width 0.15' mill/fill. This will address both the rough road and higher rut depths in that section. The rest of the project from RP 13.5 to RP 16.2 has intermittent deep rutting and is recommended by MDT Surfacing for a seal and cover only.

Traffic Data

The Traffic Data Collection Section provided the following traffic data:

2014 AADT = 1,390 Present
2016 AADT = 1,440 Letting Year
2036 AADT = 2,080 Design Year
DHV = 310
T = 7.1%
EAL = 58
AGR = 1.9%

Crash Analysis

Safety Management completed a crash analysis for the ten-year period from 01/01/04 through 12/31/13 for the segment RP 0.00 to RP 16.2:

Total Recorded Crashes: 146 (143 were non-intersection related)
Fatal Injury Crashes: 4 (5 fatalities)
Incapacitating Injury Crashes: 14 (21 injuries)
Non-incapacitating Injury Crashes: 28 (42 injuries)
Other Injury Crashes: 26 (38 injuries)
Property Damage Only Crashes: 74

Preliminary Field Review/Scope of Work Report

This portion of P-36 was analyzed in five segments.

Segment Summary		
Segment Number	Beginning RP	Ending RP
Entire Project	0.0	16.2
1	0.0	3.33
2	3.33	6.53
3	6.53	10.0
4	10.0	13.02
5	13.02	16.2

The total project is performing at a Level of Service of Safety (LOSS) IV, indicating a high potential for crash reduction. Segments 1, 2, and 4 are also performing at LOSS IV. Segments 3 and 5 are performing at LOSS III, indicating a moderate to high potential for crash reduction. For fatal and injury crashes, the entire project segment as well as segments 1, 2, and 5 are performing at LOSS IV. Segment 3 is performing at LOSS III and segment 5 is performing at LOSS II, indicating a low to moderate potential for injury crash reduction.

For road departure crashes, the entire project segment is performing at LOSS IV. Segments 1 - 4 are performing at LOSS IV while segment 5 is performing at LOSS III. For injury and fatal road departure crashes the entire project segment as well as segments 1 - 4 are performing at LOSS IV while segment 5 is performing at LOSS II.

A pattern recognition analysis identified the following crash patterns.

- Injury (entire project, segments 1, 2)
- Single Vehicle (entire project, segments 1, 2, 4)
- Off Road (Left side) (entire project, segments 2, 5)
- Off Road (Right side) (entire project, segments 1, 2)
- Overturning (entire project, segments 1, 2, 3, 4)
- Embankment (entire project, segment 2)
- Large Boulder (entire project)
- Icy Road (entire project, segments 3, 4)
- Driver Preoccupied (entire project, segments 1, 2)
- Guardrail (segment 2)
- Rain (segment 2)
- Wet Road (segment 2)
- Snow or Sleet or Hail (segments 2, 5)
- Snowy Road (segments 3, 5)

There have already been several Safety projects let addressing various crash patterns throughout this project. Projects are listed below:

Project	Scope	UPN	RP		Const. Date
			From	To	
STPHS 36-1(21)3	Slope Flattening	4702	2.9	3.2	2006
HSIP 36-1(25)3	Shoulder Widening, Rumble Strips, Signing	7196	3.0	3.3	2014

Preliminary Field Review/Scope of Work Report

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs

Project Manager: Donny Pfeifer

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HSIP 36-1(25)3	Shoulder Widening, Guardrail Upgrades, Rumble Strips, Signing	7196	3.8	4.8	2014
HSIP 36-1(25)3	Guardrail Upgrades, Signing	7196	9.0	9.5	2014
HSIP STWD(101)	Upgrade Horizontal Curve Signing	7493	0.0	16.2	2014-16

The following are suggestions that Traffic and Safety would like to be examined (followed by our responses addressing each suggestion):

- Road departure crashes resulting in a rollover are a trend throughout the entire study area. There is a particularly strong concentration from RP 2.5 to 6.0 and from RP 9.0 to 12.5. Upgrading and replacing the delineation should be completed with the project. Curve warning signs will be upgraded as part of a separate district-wide project.
 - *Response: Delineation will all be upgraded and replaced with this project.*
- Road departure crashes off the left side of the roadway are a trend throughout the study area. Centerline rumble strips should be considered as this location has been identified as an area meeting the cost effectiveness thresholds for instillation of this countermeasure.
 - *Response: Centerline rumble strips will be added throughout the entire project.*

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.

- Design Speed.** The geometric design criteria for Rural Minor Arterials indicate that the design speed should be 45 mph based on the mountainous terrain. The posted speed limit through the project is 70 mph and 60 mph at night. Truck posted speed limit is at 60 mph and 55 mph at night. Design speed is not an applicable design criterion for pavement preservation projects.
- Horizontal Alignment.** The existing horizontal alignment will not be changed with this pavement preservation project.
- Vertical Alignment.** The existing vertical alignment will not be changed with this pavement preservation project.
- Typical Sections and Surfacing.** The current typical section widths will remain unchanged (22.6' wide). A 0.15' deep mill & overlay (mill/fill) (Grade S – ¾" and PG Binder 64-28) and seal & cover (Cover Type 1 and CRS-2P seal oil) is proposed for this project. From RP 0.0 to RP 7.5, the mill/fill will be located from the center of each travel lane and extend out to the edge of pavement with a full width chip seal. The three areas that had asphalt shoulder widening on the LT side from RP 3.0 – 4.8 with the recently constructed UPN 7196000 project will not be mill/filled. From RP 7.5 to RP 13.5, both the mill/fill and the chip seal will be full width. From RP 13.5 to RP 16.2, the full width of the roadway will only be chip sealed.
- Geotechnical Considerations.** There are no geotechnical considerations for this pavement preservation project. The existing roadside slopes will not be disturbed and there are no grading considerations.
- Hydraulics.** There are no hydraulics considerations for this pavement preservation project.
- Bridges.** There are two stockpasses on this segment of P-36. These structures are not going to be impacted. The existing roadway surfacing continues uninterrupted across the top of these crossings. The proposed roadway surfacing treatments will do so as well.
- 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. Traffic

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UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs
Project Manager: Donny Pfeifer

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- Engineering also will provide the necessary plans, quantities, details, and special provisions for upgrades to the signing and delineation throughout the project length.
- i. **Pedestrian/Bicycle/ADA.** There are no dedicated pedestrian or bicycle facilities. Due to the nature of this preventative maintenance project, no new accommodations will be added.
 - j. **Miscellaneous Features.**
 - a. There is existing concrete barrier rail within the construction limits that will need to be moved in order to complete the paving. The existing concrete barrier rail is 2-loop design and is required to be replaced if moved for construction. The proposed replacement will be a W-beam guardrail system.
 - b. As stated at the end of the Crash Analysis section, centerline rumble strips will be installed throughout the length of the project per the standard details.
 - c. It is anticipated that this project will generate about 7200 CY of millings. There may be an opportunity to use some of them on this project as shoulder gravel. MDT Maintenance has indicated they do not have any need for them. We are currently coordinating with Sanders County to see if they have a need for any of the millings.
 - k. **Context Sensitive Design Issues.** There are no special context sensitive design issues identified for this pavement preservation project.

Other Projects

Currently, there are several other projects in the vicinity of this project.

- UPN 8145000, Lonepine – South, P-36, RP 21.2 – 26.1, Microsurfacing (2015)
- UPN 4039001, East of Thompson River – East, P-6, RP 56.8 – 59.1, Reconstruction (2016)
- UPN 2014001, Eddy – East, P-6, RP 62.2 – 64.9, Reconstruction (Beyond 2019)
- UPN 8733000, Plains – NW, P-6, RP 64.9 – 75.7, S&C (2015)
- UPN A011, Paradise – East (East Section), P-6, RP 85.4 – 90.6, Reconstruction (Beyond 2019)
- UPN 8776000, Jct MT 28 - South, S-382, RP 10.5 – 15.6, Mill/Fill and S&C (2017)
- UPN 8775000, Jct MT 200 - South, P-35, RP 17.5 – 21.5, Hot-in-Place-Recycle and S&C (2017)

Depending on funding and project delivery schedules, the Plains – S of Hot Springs project could be tied to other projects.

Location Hydraulics Study Report

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

Design Exceptions

The design exception process does not apply to pavement preservation projects.

Right-of-Way

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

Access Control

This section of highway is not an access controlled facility. This project will not include access control.

Utilities/Railroads

Utilities –There will be no utility involvement on this project.

Preliminary Field Review/Scope of Work Report

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs
Project Manager: Donny Pfeifer

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Railroads –There are no railroads located within the project limits.

Maintenance Items

No specific work is required by Maintenance forces in association with this project.

Intelligent Transportation Systems (ITS) Features

Implementation of ITS solutions will not be included with this pavement preservation project.

Survey

Survey will be required for this pavement preservation project from RP 3.8 to RP 4.7. The removing of the concrete barrier rail and the replacement with guardrail requires survey. Survey will help determine length of need, additional shoulder material, grades to face of guardrail and any utility conflicts. A survey request was sent out on October 3, 2014.

Public Involvement

A Level A public involvement plan is appropriate for this project. A News Release explaining the project and including a department point of contact will be distributed to the local media.

Environmental Considerations

No significant environmental impacts or issues were identified. We reviewed the project and determined it meets the criteria for the Programmatic Agreement as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) as signed by MDT on February 18, 2005 and concurred by FHWA on March 4, 2005. The Environmental Checklist for Pavement Preservation Projects has been submitted separately.

Energy Savings/Eco-Friendly Considerations

As discussed previously, some of the millings may be utilized as shoulder gravel on this project, and the rest may be given to Sanders County if they want them so that this asphalt pavement may be recycled and used on another project.

Experimental Features

There are no experimental features identified for this pavement preservation project.

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. A minimum of one lane will remain open for traffic at all times during the construction of this project. 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 District Design Crew will be responsible for developing the plans. Donny Pfeifer will manage the design of this project. See contact information below:

Preliminary Field Review/Scope of Work Report

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs

Project Manager: Donny Pfeifer

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Donny Pfeifer
Montana Department of Transportation
2100 West Broadway, PO Box 7039
Missoula, MT 59807-7039
(406) 523-5833
e-mail: dpfeifer@mt.gov

This project is not considered a Project of Division Interest (PoDI) by FHWA.

Preliminary Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$2,465,000 (CN = \$2,241,000 and CE = \$224,000). The total nomination cost estimate including IDC was \$2,853,617 (includes 2 years of inflation).

Current Cost Estimate:

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$1,843,000		
Traffic Control	\$72,000		
Subtotal	\$1,915,000		
Mobilization (10%)	\$192,000		
Subtotal	\$2,107,000		
Contingencies (8%)	\$169,000		
Total CN	<u>\$2,276,000</u>	<u>\$17,467</u>	<u>\$2,502,860</u>
CE (10%)	<u>\$228,000</u>	<u>\$1,749</u>	<u>\$250,725</u>
TOTAL CN+CE	<u>\$2,504,000</u>	<u>\$19,216</u>	<u>\$2,753,585</u>

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 anticipated level of Preliminary Engineering for this project will not be too significant as this pavement preservation project is relatively simple to design and does not have any complex design issues. The nominated PE amount for this project should suffice.

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.

Ready Date

This project has a Ready Date of January 15, 2015. The Letting Date currently established for this project is April 16, 2015. The project is currently about a month and a half behind schedule in OPX2. The remaining schedule appears to be fairly accurate for the design activities remaining. The Ready Date and Letting Date were recently changed during the Red Book planning process in order to balance lettings. This project was moved up from a previous Ready Date of March 1, 2015. But after closer evaluation of the schedule, it appears that the Ready Date needs to be moved back to the originally scheduled March 1, 2015 Ready Date and the Letting Date adjusted accordingly.

Preliminary Field Review/Scope of Work Report

UPN 8735000, STPP 36-1(28)0, Plains – S of Hot Springs
Project Manager: Donny Pfeifer

Site Map

The project site map follows.

