



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

December 9, 2014

Brian Hasselbach
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
NH 88-1(6)0
N-88: GARRISON
Control Number: 8734000

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 Barry Brosten at 444.0804 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

Enclosure

e-copies w/checklist encl.:

Jeff Ebert, Butte District Administrator
Tom Martin, P.E., Environmental Service Bureau Chief
Heidi Bruner, P.E., ESB Engineering Section Supervisor
Paul Ferry, P.E., Highways Engineer
Suzy Price, Contract Plans Bureau Chief
Lisa Hurley, Fiscal Programming Section Supervisor
Tom Erving, Fiscal Programming
Montana Legislative Branch Environmental Quality Council
File

HB:bb:s:\projects\butte\8000\8734\8734000enpavpres.docx

(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

**MASTER FILE
COPY**

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 88-1(6)0 Control No 8734000 Project Name: N-88: Garrison
 Reference Post (Station): 0.2 To Reference Post (Station): 1.2
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Resurfacing – Mill/Fill and Seal & Cover

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Unknown
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://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x). (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://nrfs.mt.gov/deq/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://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x) (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: Jennifer Nelson Project Design Engineer Title 11/24/2014 Date
 Applicant
 Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Title 12/9/14 Date
 Environmental Services 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: November 25, 2014

Subject: **NH 88-1(6)0**
N-88: Garrison
UPN 8734000
Work Type – 181- Resurfacing – Mill/Fill and Seal & Cover

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 11/26/2014. 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:

- | | |
|---|--|
| Jeff Ebert, 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:

- | | |
|---|---|
| Jennifer Nelson, 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, District Preconstruction |
| Mark Goodman, Hydraulics Engineer | Joe Walsh, District Projects Engineer |
| Walt Ludlow, District Hydraulics Engineer | Mike Walsh, District Materials Lab |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Kyle DeMars, District Maintenance Chief |
| Deb Wambach, District Biologist | Therese Iwaniak, District Right of Way Supervisor |
| Barry Brosten, 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 |
| LeRoy Wosoba, 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 Engineering Cost Analyst | Jim Davies, Pavement Analysis Engineer |
| John Pirre, Engineering Information Services | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Pat McCann, District Geotechnical Manager |
| Sue Sillick, Research Section Supervisor | Paul Johnson, Project Analysis Bureau |
| Suzy Price, Contract Plans Bureau Chief | Jean Riley, Planner |
| Matt Wagner, Engineering Division | Duane Williams, Motor Carrier Services Division Administrator |
| Alyce Fisher, Fiscal Programming Section | Becky Duke, Traffic Data Collection Section Supervisor (WIM) |
| Dawn Stratton, Fiscal Programming Section | Matt Maze, ADA Coordinator |
| Bill Semmens, Env. Resources Section Supervisor | |



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

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

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

Date: November 25, 2014

Subject: **NH 88-1(6)0**
N-88: Garrison
UPN 8734000
Work Type – 181- Resurfacing – Mill/Fill and Seal & Cover

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

Approved *Paul Ferry* Date *11/26/2014*
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
Master file

Preliminary Field Review/Scope of Work Report

NH 88-1(6)0 N-88: Garrison
Project Manager: Jennifer Nelson

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Introduction

A preliminary field review for this project was held on September 25, 2014 with the following personnel in attendance:

Jennifer Nelson – MDT – Road Design
Mark French – MDT – Road Design
Gregory Zeihen – MDT – Pavement Analysis
Joe Walsh – MDT – Butte Utilities
Dustin Rouse – MDT – Engineering Services Supervisor
Jim Archer – MDT – Butte Maintenance
Craig Durkin – MDT – Butte Construction
Jeff Deal – MDT – Road Design

Proposed Scope of Work

The proposed project has been nominated to provide mill/fill and seal and cover. In addition, guardrail will be replaced throughout the project. Bridge Design will be performing bridge work over the Little Blackfoot River as part of this project. The bridge work over the railroad is projected to be completed in 2019 and will be constructed separately from this project. The Helena Road Design Section will design this project.

Purpose and Need

The primary purpose of this project is to prolong the existing pavement life, provide additional skid resistance to the roadway, upgrade guardrail to current standards, and improve the condition of one bridge located on N-88 crossing the Little Blackfoot River.

Project Location and Limits

The project is located in Powell County on N-88, a principal arterial, in Garrison, (RP 0.2 to RP 1.2). The project begins at the junction of the entrance and exit ramps for Interstate 90, located 150' west of the intersection of the N-88 frontage road and Highway 12, and ends at the north side of the cattleguard located 500' south of the bridge crossing the Little Blackfoot River. No work will be performed on the bridge crossing the railroad. As such, resurfacing and guardrail work will not be performed adjacent to the bridge. The road section that will not be included on this project will extend from the T-Intersection of N-88 and highway 12, 450' north of the bridge, to 250' south of the bridge; RP 0.5 to RP 0.7. This will reduce the likelihood of rework when the railroad bridge work commences in 2019. The length of the project is 1.0 mile. As-built plans could not be located for this project.

Reference posts run from West to East, which will correspond with the new stationing on this project. A map is attached at the end of this report.

- Location: US 12 (N-88) located in Powell County in the following townships, ranges, and sections: T.9.N., R.10.W., sections 23 and 24
- Begin: RP 0.2 ±
- End: RP 1.2 ±
- Length: 1.0 ± miles

Work Zone Safety and Mobility

At this time, Level 1 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

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NH 88-1(6)0 N-88: Garrison
Project Manager: Jennifer Nelson

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Transportation Operations (TO) component and a Public Information (PI) component 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 are described below:

1. Surfacing information is provided below:

<u>From</u>	<u>To</u>	<u>PMS Top Thickness (in)</u>	<u>Bottom Thickness (in)</u>	<u>Top Width (ft)</u>	<u>Number of Lanes</u>
RP 0.19	RP 0.30	2.4	13	55	3
RP 0.30	RP 0.54	2.4	13	50	3
RP 0.54	RP 1.45	2.4	14	32	2

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. The general terrain is rolling in a rural area.

3. PvMS Index Numbers for 2013 & Recommended Treatment for 2016:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 0.00 to RP 1.42	61.0	78.3	94.2	95.9	C_AC Thin Overlay	M_AC Thin Overlay

4. Route N-88, from RP 0.0 to 1.4, was reconstructed in 1979.

5. The following bridges are within the project limits:

<u>Bridge ID No</u>	<u>Location</u>	<u>Feature Crossed</u>	<u>Const. Yr.</u>
P00088000+06091	Garrison	BN Railroad	1952
P00088001+00271	Garrison	Little Blackfoot River	1952

Traffic Data

The following data was provided by the Traffic Data Collection & Analysis Section.

The traffic data for N-88, from RP 0.00 to RP 0.54, is as follows:

2014 AADT:	1,690 (present)
2016 AADT:	1,720 (letting)
2036 AADT:	2,100 (design year)
DHV:	270
T:	11.7%
EAL:	111
AGR:	1.0%

The traffic data for N-88, from RP 0.54 to RP 1.45, is as follows:

2014 AADT:	960 (present)
2016 AADT:	980 (letting)
2036 AADT:	1,190 (design year)
DHV:	150
T:	6.3%
EAL:	37
AGR:	1.0%

Preliminary Field Review/Scope of Work Report

Crash Analysis

The analysis is for NINHS Route 88 from reference post 000+0.000 to reference post 001+0.446.

The Montana Highway Patrol records indicate 6 crashes along this section of roadway for the dates January 1, 2004 through December 31, 2013. The main observed crash trend is intersection related crashes (5). Three of the 5 crashes occurred at the intersection of US Highway 12 and the Garrison Frontage Road, which is directly in front of the Garrison Store. Two of these crashes involved vehicles either turning into or from the Garrison Store approach and being struck by mainline vehicles resulting in a right angle collision. The remaining crash involved a left – turning conflict between a westbound vehicle failing to yield to an eastbound through vehicle traveling on US Highway 12 (N-88/N-8) while performing a left turn onto the Frontage Road.

The remaining intersection crashes also involved left-turning conflicts. One occurred at the eastern most approach to the Garrison Store parking lot and the other at the junction of US Highway 12 and N-88 (I-90 Spur Road). The crash at the I-90 Spur Road involved a non-contact commercial motor vehicle waving a northbound left turning vehicle through the intersection in order to turn southbound onto the I-90 Spur Road, in the process of waving the vehicle through there was an approaching vehicle travelling eastbound on US Highway 12 (N-88/N-8).

There was also a collision with a domestic animal (dog) on the I-90 (N-88) Spur Road.

The Safety Engineering Section has not identified any crash clusters on this segment of roadway.

For both total crashes as well as fatal and serious injury crashes, this area of N-88/N-8 is operating at a Level of Service of Safety (LOSS) II, indicating a low to moderate potential for crash reduction.

Major Design Features

- a. **Design Speed.** The design speed is 60 mph, and the posted speed is 50 mph from RP 0.2 to 0.5 and 60 mph from RP 0.5 to 1.2.
- 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 resurfacing methods used will perpetuate the existing alignments and typical sections. Typical sections vary throughout the project and are identified as follows:
 - o from RP 0.2 to 0.3, the typical consists of a road width of 55', and includes one 16' turn lane, two 12' driving lanes, and 5' shoulders;
 - o from RP 0.3 to 0.5, the road width is 50', with three 12' driving lanes and two 7' shoulders; and
 - o from RP 0.5 to 1.2, the road width is 32', with two 12' driving lanes and two 4' shoulders.

The current pavement conditions from RP 0.2 to 1.2 require a full-width mill/fill and seal and cover application. The bridge crossing the railroad will not be included in this project and the two segments of road approaching the bridge will not receive a mill/fill

Preliminary Field Review/Scope of Work Report

treatment; from RP 0.5 to RP 0.7. However, the section of roadway from RP 0.5 to 0.7 will receive a seal and cover application. Due to the thickness of the existing plant mix throughout this project, the mill/fill application will include a 0.10' mill and a 0.15' fill. The cold mill transitions at the following locations will be included in the cold mill detail in the plan set:

- the beginning of the project at RP 0.2;
- the transition into the T-Intersection of N-88 and Highway 12 at RP 0.5;
- the transition along Highway 12 at the east end of the T-Intersection;
- south of the bridge crossing the railroad at RP 0.7;
- and the north side of the cattleguard at RP 1.2.

The bridge crossing the Little Blackfoot River will receive a concrete deck-overlay treatment and the deck elevations at both ends of the bridge will be raised by 0.5" to match the additional overlay thickness of the roadway. The difference between the proposed elevation of the bridge, an increase of 0.5", and the proposed finished grade of the roadway, an increase of 0.05', will be addressed during construction without an issue. A seal and cover application will be utilized throughout the entire length of the project from RP 0.2 to 1.2.

- e. **Geotechnical Considerations.** No Geotechnical considerations are anticipated on this project.
- f. **Hydraulics.** No Hydraulic considerations are anticipated on this project.
- g. **Bridges.** Two bridges are located within the limits of the project; P00088000+06091 and P00088001+00271. P00088000+06091, a 204' long bridge that crosses the railroad, will not be included in this project. P00088001+00271, a 141' long bridge that crosses the Little Blackfoot River, will be included on this project. The work scoped for bridge P00088001+00271 over the Little Blackfoot River consists of the following: Concrete overlay, rail revision, replace expansion joints, repaint bearings, and repair spalled substructure elements. This bridge work will require a road closure.
- h. **Traffic.** Pavement markings and delineation will be upgraded within this project. Signs will be upgraded as deemed appropriate by the Traffic Section.
- i. **Pedestrian/Bicycle/ADA.** No modifications to existing pedestrian, bicycle, or ADA features will be included in the project.
- j. **Miscellaneous Features.** No miscellaneous features were identified on this project.
- k. **Context Sensitive Design Issues.** At this time, no context sensitive design issues have been identified.

Other Projects

One bridge deck rehabilitation project will be let in January 2019 and is nominated to be designed and constructed within the limits of this project at approximately reference post 0.6 on N-88. The related project will include milling and filling the bridge approach sections and resurfacing the bridge crossing the railroad; the bridge identification number is P00088000+06091. The related project is called P-88 Bridges-Garrison, NHPD 88-1(4)1, CN 8094000. Since the related project will be let in 2019, it will not be tied to this project.

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NH 88-1(6)0 N-88: Garrison
Project Manager: Jennifer Nelson

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Location Hydraulics Study Report

There will be no LHSR for this project as it is a mill/fill and seal and cover project.

Design Exceptions

The design exception process does not apply to pavement preservation projects. Any design elements not meeting current standards are discussed in the respective section of this report.

Right-of-Way

No additional right-of-way will be required for this project.

Access Control

No changes to access control will be implemented with this project.

Utilities/Railroads

There will be no railroad involvement on this project.

Overhead power lines and buried utility lines are located on the project and may be impacted by guardrail installation. These utilities will be relocated as needed. A utility pickup survey has been requested for this project.

Maintenance Items

Butte maintenance wants all salvaged guardrail from this project. Butte maintenance would like a special provision included in the contract that designates the salvaged guardrail be delivered to the Deer Lodge Maintenance Yard.

Intelligent Transportation Systems (ITS) Features

No ITS features are proposed.

Survey

A survey request has been submitted to the district to verify corridor widths and includes a GPS control survey. Survey will provide widths of the roadway and a Utilities Survey.

Public Involvement

The level of public involvement will be level B, which includes the following:

Level B

1. News release explaining the project and including a department point of contact.
2. Personal contacts with adjacent landowners explaining detours and road closures.
3. Construction notification and information during construction.

Work on the bridge crossing the Little Blackfoot River will be the greatest contributing factor in the Department's recommended level of public involvement on this project. The bridge work that will impact the public will require approximately 30 working days to complete and will be the driving purpose for implementing road closures and alternative routes. The project will require advance notice to the public of lane closures, road closures, and detours along with progress updates throughout the duration of the project. The "Public Advisory Program" standard special provision will be included in the plans package.

Environmental Considerations

A Programmatic Categorical Exclusion is anticipated for this project. Impacts to wetlands or

Preliminary Field Review/Scope of Work Report

NH 88-1(6)0 N-88: Garrison
Project Manager: Jennifer Nelson

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streams are not anticipated. The Standard Specification 107.11.8 Protection of Aquatic Resources applies to this project. CWA 404 and SPA 124 permitting is not anticipated. Swallow nests exist on the Little Blackfoot River structure. All bridge, deck and rail work must be conducted in compliance with the Migratory Bird Treaty Act. The “Migratory Bird Treaty Act Compliance – Structures” special provision should be requested from the Contract Plans binder. The “Protect the River” special provision should also be included, requiring the Contractor to prevent all debris and materials from entering the waterway during bridge work.

The Little Blackfoot River Bridge has been determined ineligible for listing in the National Register of Historic Places. No cultural or hazardous waste issues have been identified at this time.

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

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project. Traffic will be detoured through the next interchange to the north during construction, due to the necessity to close the road to perform the bridge work. The Transportation Operations (TO) plan will make use of lane closure devices and signs based on the *Manual of Uniform Traffic Control Devices (MUTCD)*.

Preliminary Construction Cost Estimate

This cost estimate includes miscellaneous items to account for any unexpected or varying situations. Contingencies were increased as well to account for these situations.

PFR Estimate	Estimated Cost	Inflation (INF) (from PPMS)	TOTAL Costs w/INF + IDC (from PPMS)
Road Work	626,575.00		
Bridge Work	113,000.00		
Traffic Control	50,000.00		
Subtotal	789,575.00		
Mobilization (10%)	78,957.50		
Subtotal	868,532.50		
Contingencies (15%)	130,279.88		
Total CN	998,812.38	\$ 12,360	\$ 1,103,492
CE (10%)	99,881.24	\$ 1,236	\$ 110,349
TOTAL CN + CE	1,098,693.61	\$ 13,596	\$ 1,213,841

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.

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Project Manager: Jennifer Nelson

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Preliminary Engineering

The original scope of this project has been modified and will now include bridge work over the Little Blackfoot River. Due to the increase in scope for this project, it is foreseeable that the nominated PE amount will fall short of that which is required if the bridge work is billed to this control number.

Project and Risk Management

Helena Road Design will be the lead on this project and the project design manager will be Jennifer Nelson. This is not a project of Division Interest for FHWA.

The risk associated with this project is moderate. The extent of the bridge work over the Little Blackfoot River and the duration of road closures along N-88 will be the determining factor in this project's timeline. The risks associated with this work can be mitigated by ensuring that all necessary information related to bridge work and road closures is obtained prior to plan preparation and relayed to the public in advance of commencing construction.

Ready Date

This project has a ready date of April 9, 2015 and the intent is to let this project in FFY 2015. The project is currently on schedule in OPX2

Preliminary Field Review/Scope of Work Report

NH 88-1(6)0 N-88: Garrison
Project Manager: Jennifer Nelson

Site Map

The project site map is attached.

