



Montana Department of Transportation

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Helena, MT 59620-1001

Memorandum

To: Ryan Dahlke, PE
Consultant Design Engineer

From: Bryan Miller, PE *BLM*
Consultant Plans Engineer

Date: October 25, 2017

Subject: STPS 263 – 1(28)6
West of Missoula - NW
UPN 6141000
Work Type 140 - Reconstruction – without added capacity

Please approve the attached Preliminary Field Review Report.

Approved  Date 10/27/2017
Ryan Dahlke, PE
Consultant Design Engineer

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

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Preliminary Field Review Report

STPS 263 – 1(28)6, West of Missoula - NW, UPN 6141000

EPS Project Manager: Fred Bente,

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Introduction

An onsite field review was held after the initial scoping meeting on August 15, 2016. The following people attended:

Fred Bente – MDT+	Matt Maze – MDT*
Shane Stack – MDT	Chris Hardan – MDT *
Ben Nunnallee - MDT	Gabe Priebe – MDT *
Wayne Noem – MDT+	Dustin Hirose – HDR+
Nels Wilkins – MDT+	Riley Lubbers – HDR+
Dan Truesdell – MDT+	Scott Marshall – HDR+
Darcy O'Dell – MDT+	Tim Erickson – HDR
Susan Kilcrease – MDT	Jon Schick - HDR
KC Yahvah – MDT*	Lisa Fischer – HDR+

* Denotes attendance via Go-To Meeting

+ Denotes field review attendance

Proposed Scope of Work

The proposed project has been nominated and programmed to improve the driving surface and safety by widening the roadway shoulders, flattening the side slopes, improving the horizontal and vertical alignments and upgrading the clear zone. The project will require full pavement reconstruction the entire project length. The guardrail replacement, upgraded pavement markings, signing and fencing will also be included. The proposed improvements are intended to reduce the crash rate and crash severity on this road. The project will likely require the relocation and/or the removal of irrigation canals and privately owned structures that closely parallel the roadway.

This project will be designed in enhanced workspace as agreed during the scoping of this project.

Needs and Objectives

The purpose of this project is to improve the roadway surface and overall safety of the roadway. This road has a substandard roadway width, side slopes and horizontal/vertical alignments. The road has a growing traffic demand and although the ADT has declined since 2009, it is expected to double in the next 20 years. The reduction in traffic volumes are partially due to the closing of the paper mill that was located on the west end of the project limits. Traffic studies suggest that the recommended improvements will improve the overall safety of the road.

Project Location and Limits

The project is located in Missoula County, beginning on Secondary Route 263 (Mullan Road) at RP 5.5, just west of the intersection with Deschamps Lane. The begin station of the project is calculated as 481+56.8 (FAS 10 B(1)). The project extends west to RP 10.6, just west of the intersection of S-263 and S-474 (Pulp Mill Road). The end station of the project was calculated as 216+28.2 (FAS 10 B(1)). The as-built stationing increases from west to east while the mileposts increase east to west. This segment of S-263 is located in Township 41 N, Range 21 W in Sections 13, 24 and 25.

Secondary 263 is functionally classified as a Rural Collector Road. The geometric design criteria for Rural Collector Roads (Secondary System) will be used.

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 Public Information (PI) component to address public notification during construction will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

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Physical Characteristics

The existing terrain of the project is level. The project begins at RP 5.5 and continues west to RP 10.6, where S-263 intersects with S-474. The roadway currently has 2-12' travel lanes and no shoulders. The roadway travels through residential and farm land. The existing side slopes through the majority of the project limits are steep with fairly deep ditches. Irrigation ditches parallel close to the roadside from RP 7.3 to RP 9.3.

The as-built plans show that the project is stationed from west to east, which is the opposite direction of the RP's. As-builts from FAS 10-B(1) constructed in 1939 provide horizontal and vertical curve information between RP 10.6 and 9.3. A small reversing curve project built in conjunction with the construction of a substation in 1985 (STPHS 263 1(10)9) provide geometry information from RP 9.18 to RP 9.41. No as-built information can be found from RP 9.18 to RP 5.5. S-263 was originally a military road and then later adopted and maintained by Missoula County prior to it becoming a State Route. This long history is likely the reason as-built information is not available for much of the road. Current geometry survey of the road will be best fit to what is currently in place.

A 60 mph design speed is recommended for rural Collector Roads with level terrain. From the available as-built information, the maximum grade on this section of roadway is 0.62%.

Surfacing inslopes are currently 5:1 with steep adjacent fill and cut slopes. There is guardrail located intermittently throughout the project limits.

RP 10.6 – 9.18

There are four horizontal curves between RP 10.6 and RP 9.18. The design superelevation could not be determined from the as-built information. The horizontal curve at Sta. 249+74.30 has a radius that does not meet current design standards.

PI Station	Radius (ft)	As-Built Super (%)	Required Super (%)	Design Speed Provided (mph)
209+99.0	5730	Unknown	3	60
249+74.3	1146	Unknown	8	55
280+27.7	1041*	Unknown	8	55
285+44.5	1041*	Unknown	8	55

*Curves are reversed with an approximate 100' tangent between.

Based on available as-built information, there are eight vertical curves between RP 10.6 and RP 9.18. Six of the curves do not meet current design standards as shown in the table below.

PI Station	Curve Type	G ₁ (%)	G ₂ (%)	Length (ft)	Minimum Length (ft)
205+00	Crest	0.06	-0.06	200	151
215+00	Sag	-0.06	0.28	600	136
225+00	Crest	0.28	0.06	300	151
239+00	Crest	0.06	-0.62	200	151
244+00	Sag	-0.62	-0.09	200	136
254+40	Sag	-0.09	0.30	200	136
284+21	Crest	0.30	-0.40	150	151
290+21	Sag	-0.40	0.29	100	136

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RP 9.18 – 5.5

Due to the lack of as-built plans, the horizontal and vertical alignment geometry for this section of road is not known. The existing geometry will be re-created using a “best-fit” method to the existing centerline once the survey is completed.

Traffic Data

RP 5.5 to RP 10.6

2017 AADT	1,670 – Present
2021 AADT	1,770 – Letting Year
2041 AADT	2,390 – Design Year
DHV	250
T	7.7%
EAL	77 Daily

Crash Analysis

A safety analysis was completed by MDT on a portion of S-263 from reference posts 5.5 to 10.6 for the 10-year period January 1, 2003 to December 31, 2012. Out of the 121 crashes there were three fatal crashes and 36 injury crashes. Ninety-seven of the 121 crashes were non-intersection related.

In general, the entire portion of S-263 is performing at a Level of Safety (LOSS) IV. This LOSS boundary indicates a high potential for crash reduction. However, the project contains two distinct segments when performing Safety Performance Function calculations. Segment 1 is from RP 5.5 to 8.05 and Segment 2 from RP 8.05 to 10.6. Segment 1 is performing at a LOSS III for severe crashes (fatal and injury), but it is performing at a LOSS IV for roadway departure crashes, as well as severe road departure crashes. Segment 2 is performing at a LOSS IV for severe crashes, roadway departure crashes and severe departure crashes.

The 24 intersection crashes were evenly distributed within the project limits with no specific concentrations observed. Ten of the 24 crashes were related to left-turning conflicts at both private and public approaches within the study area.

A crash analysis was also conducted to identify crash clusters within the project area. In general there were a total of 4 crash cluster locations. The locations of the crash clusters were at RP 5.59 to 6.6, 6.9 to 7.38, 7.61 to 8.83 and 9.47 to 9.97.

- RP 5.59 to 6.6 was identified as a crash cluster in 2010 and 2012. No feasible countermeasures were identified to address a specific crash trend in this location.
- RP 6.9 to 7.38 was identified as a crash cluster in 2010, 2011 and 2012. Traffic has proposed the installation of chevrons and delineation. A project to address this was completed in 2014 (HSIP 263 – 1(26)6, UPN 7894000).
- RP 7.61 to 8.83 was identified as a crash cluster in 2012. Traffic has proposed corridor wide signing upgrades from RP 7.0 to 10.6 to address this crash trend. A project to address this was completed in 2014 (HSIP 263 – 1(26)6, UPN 7894000).
- RP 9.473 to 9.973 was identified as a crash cluster in 2012 and 2014. Traffic has not identified a feasible countermeasure at this location yet.

The following recommendations were provided within the *Accident Analysis Report*:

- Design roadway to current standards.
- Installing centerline rumble strips.

Additional crash analysis will be performed prior to the Alignment and Grade Review.

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Major Design Features

The road will be designed to comply with the current Geometric Design Standards for a Rural Collector Road. The project will be developed using US Customary Units.

- a. **Design Speed.** A design speed of 60 mph is considered appropriate for the rural collector road with level terrain. The posted speed limit is currently 55 mph from RP 3.5 to 9.9, 45 mph from RP 9.9 to 10.0 and 35 mph from RP 10.0 to 10.7. It should be noted that the EB traffic currently does not decrease to 35 mph until RP 10.4 which is not consistent with the WB speed zone located at the stop-controlled intersection with S-474 and the location of the pedestrian crossing at RP 10.48. MDT will be completing a traffic speed study in this area to identify where the EB speed reduction should be placed or if the speed reduction should be removed altogether.
- b. **Horizontal Alignment.** Of the existing known horizontal geometry, there is one horizontal curve within the project limits that does not meet the minimum radius, recommended superelevation, or both. Other horizontal curves will likely not meet current design standards. The proposed horizontal alignment will be designed to meet current design standards.
- c. **Vertical Alignment.** All the existing vertical curves examined on the project meets or exceeds vertical alignment criteria for a design speed of 60 mph with the exception of curve length for two curves. The proposed vertical alignment will be designed to meet current design standards.
- d. **Typical Sections and Surfacing.** The current 2017 AADT of 1,670 requires a 32-ft paved width. However, due to past traffic volume trends and a design ADT of 2,390, a 36-ft paved width is currently recommended for the project. Therefore, the proposed minimum typical section will include 2-12' travel lanes with 6' shoulders. The adjacent section to the east has 8' shoulders. The Preliminary Road Design will examine both 6' and 8' shoulders to present potential conflicts and estimated costs for the two alternatives. The addition of a separated shared use path will also be examined during the Preliminary Road Design (see Ped/Bike/ADA section for additional information). The determination of the final paved width will balance the need for additional width with the cost of taking/relocating the adjacent irrigation canals, right-of-way, and potential impact on wetlands and/or other environmental resources. Surfacing recommendations have not been completed at this time.
- e. **Geotechnical Considerations.** A geotechnical investigation will be conducted throughout the project location to determine if there are any special geotechnical considerations. Currently the concerns are that there will be locations of soft soils and high ground water. During the investigation cores will be taken along the project at intervals determined by the geotechnical engineer, at the Primrose bridge location, the O'Keefe Creek culvert location, and any other locations of large culverts that may need to be replaced.
- f. **Hydraulics.** The project will have numerous conflicts with the existing irrigation canals that parallel the road. In many locations, the canals will likely require relocation in order to reconstruct the roadway.

O'Keefe Creek crosses under S-263 near RP 9.8. Currently the stream flows through three old CMPs. The project will likely replace the culverts with a single larger culvert, possibly a concrete box.

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The existing LaValle Creek crossing will be upgraded as part of this project. A box culvert or bridge may be required along with raising the existing roadway profile to prevent overtopping.

The Primrose Irrigation Ditch crossing will be examined and upgraded with this project. The structure will likely be replaced with a pre-cast concrete structure. Additional information on this crossing can be found in the following Bridge section of the report.

- g. **Bridges.** There is one existing structure within the project limits. The bridge structure number is S00263008+00001. The bridge is a 23' long x 28' wide steel span bridge that allows an irrigation canal (Primrose Irrigation Canal) to flow under the roadway. The superstructure was built in 1970 and appears to have been placed on an existing concrete abutment of an unknown age. Due to the condition, age, and difficulty widening the existing structure, it is recommended that the structure be replaced as part of this project. There are a variety of pre-cast concrete structures including boxes and slabs that could be used at this location.

As noted in the Hydraulics section, a concrete box structure may replace the existing CMPs at the O'Keefe Creek crossing at RP 9.8.

- h. **Traffic.** There are two intersections that will require further analysis and reconfiguration. Also, as mentioned above, MDT will be conducting a speed study for the 35 mph speed zone at the old Mill location as well as examining the need for the existing pedestrian crossing at this location.

The intersection with Deschamps Lane (RP 5.6) connects to S-263 at a very high skew angle. This intersection can be reconfigured to intersect with S-263 at a safer angle, closer to 90-degrees, which will improve the intersection sight distance and right turning movement.

The intersection of S-263 and S-474 (Pulp Mill Road) currently is a 3-way stop controlled T-intersection. The preliminary traffic study will examine different intersection treatments to identify a safer and more efficient type of intersection. Alternatives will include stop-controlled, signal, and roundabout intersections.

- i. **Pedestrian/Bicycle/ADA.** There is currently limited bicycle and pedestrian access on the roadway due to the narrow or non-existing shoulder.

There is a pedestrian crossing at RP 10.497, which includes flashing beacons on both crossing signs. MDT does not own the signs, which were installed when the paper mill was in operation. The mill no longer operates and the signs and crossing will likely be removed as part of this project as there is no longer a need for the marked crossing.

There is a short segment of shared use path on the north side of the roadway between RP 6.45 (Cavern Dr) and RP 6.69. No other dedicated pedestrian/bicycle/ADA features currently exist on the project.

The Preliminary Road Design will include an evaluation of cost impacts to the project for the addition of a shared use path. Prior to AGR, MDT will determine if a shared use path will be added to the project scope. At this time it is assumed that the existing path noted above will be perpetuated.

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- j. **Miscellaneous Features.** Fencing will be installed, as appropriate, throughout the project due to the anticipated expansion of the right-of-way. Rumble strips will be included per traffic recommendations from the safety analysis as a means to reduce crashes.
- k. **Context Sensitive Design Issues.** No context sensitive design features are proposed.
- l. **Permanent Erosion and Sediment Control (PESC) Features.** According to the USDA, the soils in the area are a mix of Grassvalley and Xerofluvents. Grassvalley soils are nearly level and very deep. They are well drained and clayey. They are formed in glaciolacustrine deposits on lake plains. Xerofluent soils are very deep, somewhat poorly drained to well drained and are loamy or sandy. They formed in alluvium. The vegetative cover is mostly agricultural crops as well as various grasses, weeds, and intermittent shrubs and trees located within the right-of-way. The topography is flat valley bottom near the Clark Fork River. Areas of erosion along the roadway are virtually non-existent. There are no existing control features for the purposes of erosion control.

The local climate has an average temperature of 45.9° F, with an average rainfall of 14.13 inches and an average snowfall of 37 inches.

Other Projects

The Frenchtown - SE Seal and Cover project is currently scheduled for construction during the summer of 2018. The project begins at RP 10.6 and ends at RP 14.8. The UPN for this project is 8962000.

Location Hydraulics Study Report

A Location Hydraulics Study Report will need to be prepared.

Design Exceptions

Design Exceptions are not anticipated for this project at this time.

Right-of-Way

The existing right-of-way widths vary within the project limits. Additional right-of-way will be necessary to complete the reconstruction of the roadway. The current right-of-way was recently adjusted from 66' to 60' and realigned to match the existing centerline of the roadway. The documented right-of-way was likely from the early 1900's and did not match what was fenced and constructed. The right-of-way was intersecting homes and other structures, therefore MDT staff coordinated with the County Commissioners and property owners to adjust the right-of-way to better fit what was on the ground.

The estimated future right-of-way will likely be closer to 150' to 180' wide. The project is roughly 5 miles long, with an increase in width close to 100'. Based on these assumptions, it is estimated that the overall right-of-way needs total approximately 60 acres. The estimate cost per acre is \$50,000, which brings the total right-of-way cost to an estimated \$3,000,000.

Access Control

This section will not be considered for access control; however, there is an opportunity to eliminate/combine some access point during right-of-way acquisition. Access management should be addressed during the design and right-of-way acquisition phase of this project. Several abutting parcels in the section from RP 6.8 to RP 9.1 have multiple accesses and/or access that are very close to an adjacent parcel access. The use of limiting parcels to a single access and/or permitting joint use access will reduce the number of approaches, improving the safety of the corridor.

Utilities/Railroads

A field survey will be required to locate the overhead and underground utilities.

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There is a Montana Rail Link (MRL) line that parallels the road on the north side. While the trunk line never enters the project location, there are two locations where a spur line is of interest to the project. At RP 10.07, the spur line that accesses the mill site crosses the highway with an at-grade crossing. Currently this crossing has automated crossing signals. At the location from RP 8.1 to 8.4, a spur line runs approximately 300' to the north of the roadway. The tracks in this location are outside of the right-of-way and there are no anticipated conflicts.

It is anticipated that the project will not require a modification to the current federal aid agreement for IC.

Maintenance Items

The project will reconstruct S-263 from RP 5.5 to RP 10.6. Maintenance will continue to complete standard maintenance activities. No additional work is planned to be completed by maintenance.

Intelligent Transportation Systems (ITS) Features

No ITS features are planned for this project.

Experimental Features

No experimental features are planned for this project.

Survey

Initial survey was performed via aerial mapping by MDT. Additional pick-up survey is being performed to include existing utilities, guardrail, culverts, irrigation ditches and structures. Additional aerial mapping will be required to complete the hydraulic modeling.

Cadastral survey was completed by MDT and includes the adjustments from the original Mullan Road. These changes were made through a petition process and approved by Missoula County. The current right-of-way is based on the exiting roadway centerline.

Public Involvement

Level C is the appropriate level of public involvement at this time and may include some or all of the following:

Level C

1. Letter of Intent and News Release explaining the project and including a department point of contact. Contact with a newspaper or papers serving the area to develop a story and graphics that explain and illustrate the proposal. Radio and TV contacts.
2. Personal contacts with adjacent landowners at the time of right of entry and preliminary right of way report.
3. Personal contacts with local officials, interest groups and other organizations.
4. Public information meeting to present basic concepts/information and seek input.
5. Project website hosted by MDT.

Environmental Considerations

The Environmental Document for this project is currently anticipated to be a Categorical Exclusion. The standard environmental surveys and reports will be required (e.g., hazardous waste, waterways, wetlands, archaeological/cultural sites) and applicable environmental permits will need to be processed. Impacts to the existing irrigation system will require permitting under Section 404. The need for a detailed noise analysis will be evaluated for the project.

Energy Savings/Eco-Friendly Considerations

LED lights will be considered at the intersection with S-474 (Pulp Mill Road).

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Traffic Control

Single lane closures will likely be in place during construction while maintaining private property access.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a limited Public Information (PI) component is appropriate for this project.

Traffic issues that will require special consideration are as follows:

- Maintaining private property access throughout construction
- Temporary detours for structure and hydraulic upgrades

Limited PI components will be included to mitigate these impacts to the traveling public. Strategies that will be considered are:

- A project open house informational meeting for the general public
- Multiple landowner and stakeholder meetings for coordination
- Presentations to the Frenchtown Community Coalition
- Project website (maintained by MDT)

Preliminary Construction Cost Estimate

This project is partial G-match eligible. The estimate for G-match funding is noted below.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
<u>STPS CN</u>	<u>\$5,593,000</u>		<u>\$ 0.00</u>
<u>G-Match CN</u>	<u>\$213,000</u>	<u>\$</u>	<u>\$ 0.00</u>
<u>HSIP CN</u>	<u>\$</u>	<u>\$</u>	<u>\$ 0.00</u>
<u>(list all other) CN</u>	<u>\$</u>	<u>\$</u>	<u>\$ 0.00</u>
<u>TOTAL CN</u>	<u>\$5,806,000</u>	<u>\$917,419</u>	<u>\$ 7,460,306.00</u>
<u>CE (10%)</u>	<u>\$581,000</u>	<u>\$91,805</u>	<u>\$ 746,887.00</u>

Project TOTAL from all of the funding types above:

<u>Project TOTAL CN+CE</u>	<u>\$6,387,000</u>	<u>\$1,922,400</u>	<u>\$ 8,207,193.00</u>
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Since there are no actual current plans for this project, the estimate shown above is the programmed construction cost from PPMS. Refined cost estimates will be developed as the project design progresses.

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 10.97% for FY 2017.

Preliminary Engineering

It is anticipated that the project will not require a modification to the current federal aid agreement for PE.

Project and Risk Management

The Consultant Design Bureau will be responsible for managing this project and Fred Bente is the Project Design Manager. HDR Engineering, Inc. is the contracted Consultant Design Engineer and Lisa Fischer
REV 06/07/2017

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is the Consultant's Project Manager. Contact information for each of these individuals is listed below. This project is not considered a Project of Division Interest (PoDI) by FHWA.

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Lisa Fischer, P.E.
HDR Engineering, Inc.
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Ready Date

The current Ready Date for this project is October 1, 2021. A tentative letting date has not yet been identified within the Tentative Construction Plan. The latest finish date in EPS for all PE activities is September 29, 2021, so the project is currently on schedule. The current PE End Date is 4/30/2022. A review of the remaining EPS schedule, critical path activities, and target letting date indicates that a modification to the PE End Date isn't needed.

Site Map

The project location map is attached.

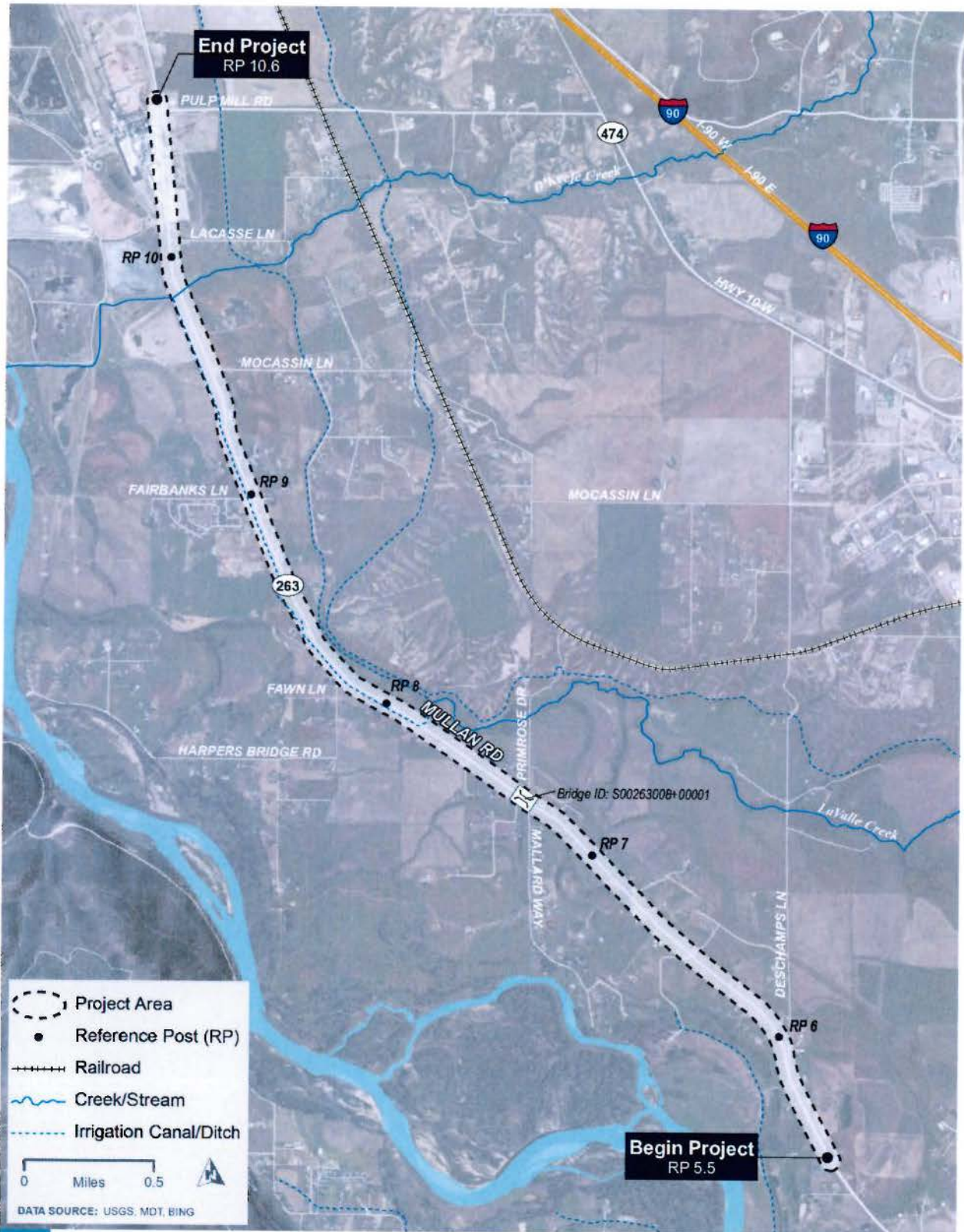
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Bryce Larsen, Supervisor, Photogrammetry & Survey	Greg Pizzini, Acquisition Section Supervisor
Danielle Bolan, Traffic Operations Engineer	Joe Zody, R/W Access Management Section Manager
Ivan Ulberg, Traffic Design Engineer	Jim Davies, Pavement Analysis Engineer
Patricia Burke, Safety Engineer	Darin Reynolds, Surfacing Design Supervisor
Chad Richards, Engineering Cost Analyst	Jeff Jackson, Geotechnical Engineer
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Steve Platt, Archeologist	Phil Johnson, Reclamation Specialist
Shane Stack, Preconstruction Engineer	Steve Felix; Justun Juelfs, Maintenance Chief
Mike Dodge, Materials Lab	Suzan Foley, Right of Way Design Supervisor
Maureen Walsh, Right of Way Supervisor	Dean Jones, Construction Ops Engineer
Robert Vosen, Construction Engineer	Christopher Hardan, Bridge Area Engineer
Ben Schendel, Hydraulics Engineer	Bret Boundy, Geotechnical Manager
Scott Gerken, Traffic Project Engineer	Susan Kilcrease, Project Development Engineer
Joe Weigand, Biologist	Pat Metzger, District MCS Captain
Benjamin Nunnallee, Projects Engineer	Andrew White, Surfacing Design
Breta Palmer, District Utility Agent	Patricia Hogan, District Utility Agent

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PROJECT LOCATION MAP
WEST OF MISSOULA - NW
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