

I. INTRODUCTION

Federal Highway Administration, Central Federal Lands Highway Division (FHWA-CFLHD) was requested to provide services to deliver design and construction of the Canyon Rims Special Recreation Management Area (SRMA) Road Network project. CFLHD retained Muller Engineering to prepare and deliver the Project Delivery Plan. All parties conducted a project scoping visit at Canyon Rims Special Recreation Management Area near Moab, UT. The scoping trip was held June 17-19, 2014. The Project Team completed a meeting with representatives from the Bureau of Land Management (BLM) followed by a field visit to the project site the following day. CFLHD and Muller team members spent a second day in the field gathering additional information to prepare the project delivery plan.

II. PROJECT OVERVIEW

The Canyon Rims SRMA road network is comprised of two major BLM roads totaling 37.7 miles located on top of a large plateau encompassing 100,273 acres south of Moab. The first 22 mile section of road from US Highway 191 to the Needles Overlook (Hatch Point Road) is an asphalt paved surface. The second road from Hatch Point Road to the Anticline Overlook (Anticline Road) is 15.7 miles and has an aggregate surface. Historical use for this area has reached or exceeded 20,000 vehicles annually and this number is expected to triple over the next 10-15 years. The roads provide access to two developed, fee campgrounds, four scenic overlooks, and several trailheads, and can be functionally classified as Rural Recreational and Scenic Roads. The majority of visitors come to observe the Colorado River's canyon from the overlooks at the edge of the plateau.

The purpose of this project is to enhance overall public access to Canyon Rims SRMA with surfacing improvements to rehabilitate, restore, and resurface (3R) the roadways. The project is being developed to begin building a program of available projects to compete for funding through the Federal Lands Transportation Program (FLTP). PS&E development will commence in FY 2015. There is currently no fiscal year identified for the construction of these projects.

For purposes of the Scoping Report and further priority discussions, the project will be discussed as three segments. Hatch Point Road will be shown as Segments 1 and 2. Anticline Road will be shown as Segment 3.

- Segment 1 of Hatch Point Road begins at the Needles Overlook and ends at the Y-intersection with Anticline Road. Segment 1 is approximately 6.5 miles of two-lane roadway averaging 22 feet in width comprised of chip seal over asphalt pavement. Milepost (MP) 0.00 to 6.5.
- Segment 2 of Hatch Point Road begins at the Y-intersection with Anticline Road and ends at the junction of US Highway 191 at the entrance to Canyon Rims

- SRMA. Segment 2 is approximately 15.5 miles of two-lane roadway averaging 22 feet in width comprised of chip seal over asphalt pavement. MP 6.5 to MP 22.
- Segment 3 is the entire length of Anticline Road beginning at the Y-intersection with Hatch Point Road and ending at the Anticline Overlook. Segment 3 is approximately 15.7 miles of two-lane roadway averaging 23 feet wide with an aggregate surface in good condition. There are several viewing areas along this segment comprised of widened roadway sections varying from 37-40 feet in total width for several hundred feet each. MP 0.0 to MP 15.7.

Pre-scoping efforts by the BLM in 2012 (documented in a “Route Assessment Review” [RAR]) suggested paving, replacing existing culverts, and providing safety enhancements on the Anticline Road as the first phase of the project. The second phase proposed in the RAR included grading shoulders along Hatch Point Road, improving parking areas and viewpoint access along Anticline Road, and providing signage for the complete road network. The third and final phase proposed in the RAR included improving parking and staging areas on Hatch Point Road, chip sealing both Hatch Point Road and the newly-paved Anticline Road, and striping both roadways.

During the 2014 scoping process the concepts proposed in the 2012 RAR and several other concepts were identified and discussed. Based on the 2014 scoping process, the intent is now to develop the project as summarized below.

Segment 1 (Hatch Point Road from Needles Overlook to the “Y”)

- Asphalt patching to repair edge ravels
- Crack sealing
- Chip seal the roadway and fog seal afterwards
- Miscellaneous shouldering
- Pave aprons to designated routes, campgrounds, and overlooks.
- Spot slope flattening
- Remove unnecessary guardrail / upgrade other guardrail
- Miscellaneous culvert cleanings / extensions
- Spot ditch rehabilitation
- Spot embankment protection
- Signing and striping

Segment 2 (Hatch Point Road from “Y” to US 191)

- Repair cold patch failure area
- Otherwise, same work items as Segment 1

Segment 3 (Anticline Road)

- Rebuild Y intersection to a traditional T intersection
- Spot slope flattening
- Recondition existing aggregate roadway

- Pave road and add safety edge. (Assume 2-3 inches Hot Asphalt Concrete Pavement. Construction cost estimates are based on 3-inches.)
- Shouldering
- Miscellaneous culvert cleanings / extensions
- Fix overtopping culvert
- Pave aprons to designated routes, campgrounds, and overlooks.
- Pave and shoulder certain viewing area pullouts
- Pave loop at Anticline Overlook and stripe for angle and RV parking
- Signing and striping

Segments 1 and 2 Option X: (Hatch Point Road)

- Pulverize existing asphalt pavement and overlay with Hot Asphalt Concrete Pavement (in lieu of patching, crack sealing, chip sealing, and fog sealing)
- All other work items from Segment 1

Phasing of construction for the project will be dependent on acquisition of funding. Initial concept for phasing the improvements is as follows:

- Phase 1: Segment 3 (Anticline Road)
- Phase 2: Segments 1 and 2 – all work except chip sealing, fog sealing, and striping
- Phase 3: Segments 1 and 2 chip sealing, fog sealing, and striping

There are a number of other phasing options that could make sense for this project depending on the amount of funding that becomes available at a particular time.

The following report documents the information gathered at the scoping meetings and site visit.

III. ROUTE DESCRIPTION

State: Utah

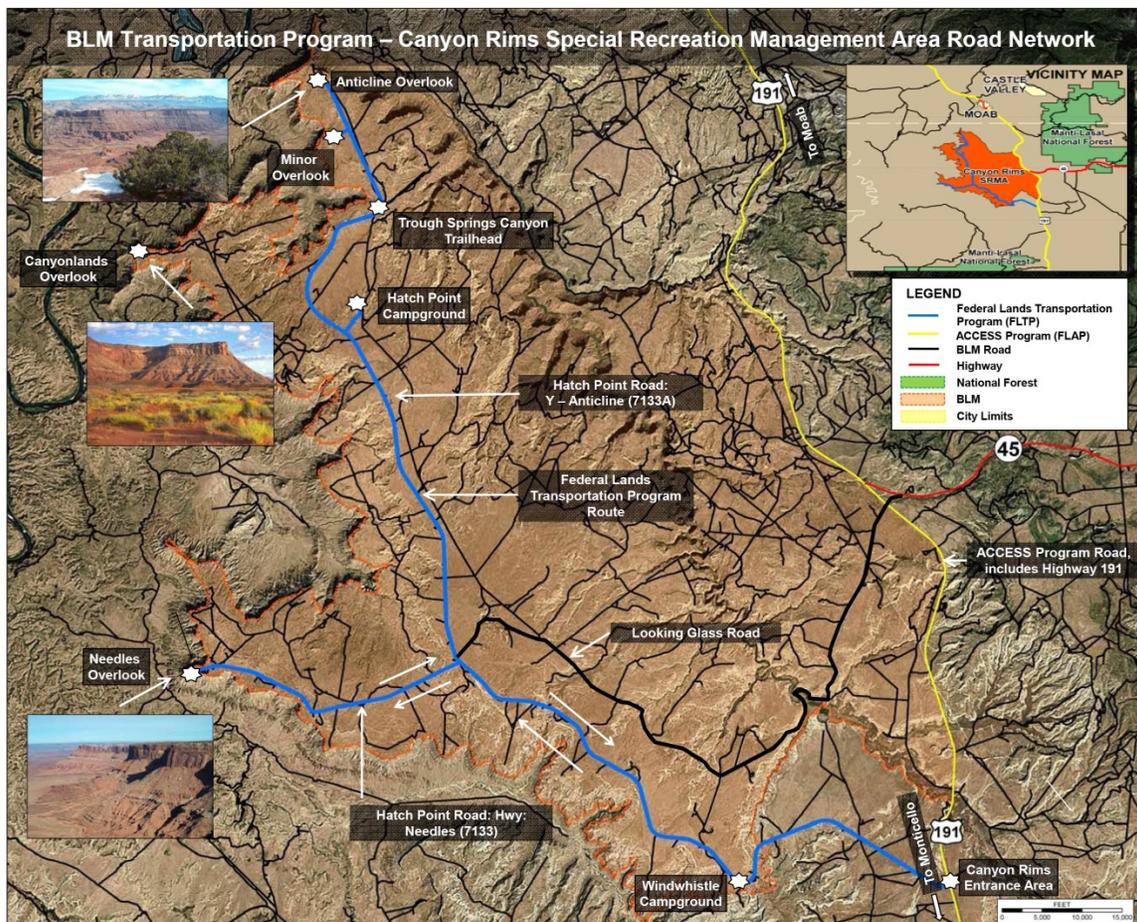
County: San Juan County

Recreation Area: Canyon Rims Special Recreation Management Area

Inventory Route Number and Name: San Juan CR 133 and CR 132
BLM Routes 7133 and 7133A

Route Location: The Canyon Rims Special Recreation Management Area is located about 32 miles south of Moab, UT. Hatch Point Road serves as the main access to the recreation area off of Highway 191. Hatch Point Road travels 22 miles in a northwesterly direction to the Needles Overlook. Anticline road begins approximately 15.5 miles west of the entrance and continues north to the Anticline Overlook.

Figure 1: Project Vicinity Map



Route Length: Hatch Point Road (San Juan CR 133): Approximately 22 miles
 Anticline Road (San Juan CR 132): Approximately 16 miles

Route Segments: 3

Segment 1 – Hatch Point Road: Begins at Needles Overlook and continues 6.5 miles east to the Y-intersection with Anticline Road (CR 132).

Functional Classification	Terrain	Type	Posted Speed	ADT	Vehicle Classification	Surface Type	Paved/Bench Width	Structures on Segment
Local Rural	Flat/Rolling	3R	50 mph	Current (2010): 57 Projected (2025): 164	%Trucks: <1% %Buses: <1% %RV's: <1%	Asphalt	20-22 feet	None

Figure 2: Segment 1



Figure 3: Segment 1



Segment 2 – Hatch Point Road: Begins at the Y-intersection with Anticline Road (CR 132) and continues 15.5 miles east to the intersection with US 191.

Functional Classification	Terrain	Type	Posted Speed	ADT	Vehicle Classification	Surface Type	Paved/Bench Width	Structures on Segment
Local Rural	Flat/Rolling	3R	50 mph	Current (2010): 57 Projected (2025): 164	%Trucks: <1% %Buses: <1% %RV's: <1%	Asphalt	20-22 feet	None

Figure 4: Segment 2



Figure 5: Segment 2



Segment 3 - Anticline Road: Begins at the Y-intersection with Needles Road (CR 133) and continues 15.7 miles north to the Anticline Overlook.

Functional Classification	Terrain	Type	Posted Speed	ADT	Vehicle Classification	Surface Type	Paved/Bench Width	Structures on Segment
Local Rural	Flat/Rolling	3R	40 mph	Current (2010): 57 Projected (2025): 164	%Trucks: <1% %Buses: <1% %RV's: <1%	Gravel	22-24 feet	None

Figure 6: Segment 3



Figure 7: Segment 3

