



November 1, 2011

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Libby Dam - South
STPP 33-1(38)10
Control Number: 7614000

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 will be included in the contract plans.

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

Enclosure

e-copies w/checklist encl.:

Shane Stack, acting 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
Dawn Stratton, Fiscal Programming
Alyce Fisher, Fiscal Programming
Susan Kilcrease, Missoula District Project Development Engineer
Ben Nunnallee, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
File

(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 33-1(38)10 Control No 7614000 Project Name: LIBBY DAM - SOUTH

Reference Post (Station): RP 9.6 (504+00.00) To Reference Post (Station): RP 14.0 (735+34.55)

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

Type of Proposed Pavement Preservation Activity: Overlay, Seal & Cover, guardrail

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)

Table with 3 columns: Impact Questions, Yes, No, Comment (Use attachments if necessary). Contains 14 rows of questions regarding environmental impacts like water quality, wetlands, and air quality.

Checklist prepared by:

Ben Nunnallee

Applicant

Project Design Engineer

Title

10/12/2011

Date

Approved by:

Environmental Services

ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR

Title

11/2/11 (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.



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

Memorandum

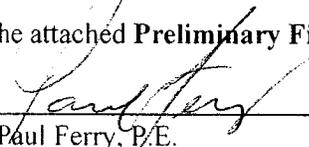
To: Paul Ferry, P.E.
Highways Engineer

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

Date: October 12, 2011

Subject: STPP 33-1(38)10
Libby Dam - South
UPN: 7614000
Work Type: 180 - Resurfacing-Asphalt (thin lift $\leq 0.20'$)(Incl. Saf. Imp.)(Pave Pres)

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

Approved  Date Oct. 14, 2011
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 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 1 of 9

Introduction

An onsite field review was held on August 30, 2011. The following people attended:

Ben Nunnallee – Missoula District Projects Engineer - Missoula
Sandy Dorsett - Missoula District Engineering and Design Manager - Missoula
Jacquelyn Smith - Missoula District Road Design - Missoula
Sue Cusker – Missoula District Road Design – Kalispell
Steve McEvoy – MDT Surfacing Design - Helena

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 ft. plant mix overlay, and a seal & cover are proposed for this project. Replacement of existing substandard sections of guardrail and replacement of the pavement markings, signing, and delineation will also be included. The bridge over the Kootenai River, located at RP 13.8, will receive a HMWM crack seal treatment.

Purpose and Need

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

Project Location and Limits

This project is located in Lincoln County, beginning approximately 10± miles east of the town of Libby on P-33 (U.S. Hwy 37).

Begin project: Reference Post (RP) 9.605,
English Sta. 504+00.00 on As-Built plans FHP 57-1(1) and STPP 33-1(10)1.

End project: RP 13.955,
English Bridge End Sta. 735+34.55 on As-Built plans FHP 57-1(1) = English
Bridge End Sta. 735+33.1 on As-Built plans MHS 37 U3A.

Project length: The project extends easterly approximately 4.4 miles

This segment of road is located in Township 30 N, Range 30 W (Sections 15, 14 and 13) and in Township 30 N, Range 29 W (Sections 18, 17 and 16).

P-33 is on the State Primary System (non-NHS) and is functionally classified as a 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 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 mountainous but the roadway closely follows the Kootenai River and the road profile is pretty level. The roadside environment is primarily rural forested land with intermittent rural residential land. The project has the Kootenai National

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 2 of 9

Forest on both sides of the roadway. The Kootenai River is located primarily south and adjacent to the roadway and the BNSF Railway is located primarily south and adjacent to the Kootenai River. Both run the entire length of the project. At the end of the project, the Kootenai River crosses under the roadway and runs along the west side of the roadway and the BNSF Railway turns south and runs away from the roadway.

In 1967, the roadway from RP 9.605 (English As-built Sta. 505+93.00) to RP 14.043 (English as-Built Sta. 740+00.00) was constructed under project FHP 57-1(1). The design speed for this project was 50 mph. The TIS road log indicates the roadway width to be 34' with a plant mix depth of 4.8 in. and the base gravel is listed as 9 in. The 1237.05' long bridge over the Kootenai River (RP 13.8) was also constructed under this project. The as-built plans indicate the roadway width to be 30'. The bridge ends are at RP 13.721 (Sta. 722+97.50) and RP 13.955 (Sta. 735+34.55).

The TIS road log indicates the roadway was improved in 1992 under project RTF 33-1(7)0, although, no as-built plans could be found.

In 2002, the roadway from RP 9.607 to RP 30.033 received a seal and cover under project STPP 33-1(33)10.

The roadway primarily has a top width of 34' consisting of two 12' travel lanes and two 5' paved shoulders. The horizontal curves at PI Sta. 598+97.29 and PI Sta. 655+48.71 were widened by 2' to the inside of the curves. Between Sta. 637+11 to Sta. 640+51 and between Sta. 662+53 to Sta. 669+90 the roadway widens to 43' consisting of two 12' travel lanes, one 12' deceleration/acceleration lane and one 7' paved shoulder. Between Sta. 716+50 to Sta. 720+00 the roadway widens to 58'. The right side consists of one 12' left turn lane, one 12' travel lane, and one 5' shoulder. The left side consists of one 12' travel lane, one 12' deceleration/acceleration lane, and one 5' shoulder. This project will utilize the existing lane configurations.

Core samples were request on September 1, 2011. These samples have not yet been received. They will be completed prior to the SOW Approval Memo for this project being sent out and any modifications to the project due to the results of the pavement cores will be documented then.

Surfacing inslopes are 4:1 with steep adjacent fill and cut slopes. There is guardrail located in various locations throughout the project length.

The guardrail and guardrail end sections will be upgraded to conform to current standards.

There is one structure on this project:

Bridge Number	Feature Crossed	Reference Post	English As-Built Stationing	Width x Length
P00033013+07941	Kootenai River	13.8	722+97.50 to 735+34.55	30' x 1237.05'

There are a total of twelve horizontal curves in this project section. The as-built plans show superelevation ranging from 2% to 8%. No adverse issues were noted in the field in relation to the existing superelevation rates. All twelve horizontal curves meet or exceed MDT design criteria for a 45 mph design speed (for mountainous terrain) that requires a minimum radius of 590'. Following is a table summarizing the horizontal curve data.

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
 Project Manager: Ben Nunnallee, P.E.

Horizontal Curves						
As-Built PI Station	Radius (ft)	Length (ft)	Length of Spiral (ft)	As-Built Super (%)	Super (%) (meeting current standards)	Design Speed Provided (mph)
516+20.05	3819.72	849.98	400	3% LT	4%	50.0
569+07.15	3819.72	1333.89	400/200	3% LT	4%	50.0
585+31.92	2864.79	723.75	200/400	4% LT	4%	50
598+97.29	1909.86	284.91	300	* 5% RT	6%	48.3
612+19.37	3819.72	1282.04	200	3% LT	4%	50.0
637+84.58	1909.86	551.90	300	* 5% RT	6%	48.3
655+48.71	1909.86	390.00	300/200	* 5% LT	6%	48.3
666+75.80	1273.24	673.77	200/300	* 7% RT	7%	50
681+90.20	5729.58	621.25		2% LT	3%	48.8
708+01.03	11459.16	633.33		2% RT	N/C	60
719+45.57	5729.58	803.33		2% LT	3%	48.8
740+56.05	763.94	780.44	300	8% LT	8%	50

* 2' widening on inside of curve

There are twelve vertical curves on this project. The existing vertical alignment meets or exceeds MDT design criteria for a 60 mph design speed. There are no areas on the project that exceed the maximum allowable grade. The maximum gradient on the as-built plans is 2.2175%. Following is a table summarizing the vertical curves.

Vertical Curves			
As-Built VPI Station	Length (ft)	Grade₁ (%)	Grade₂ (%)
514+40	600	0.3902	0.1395
540+50	600	0.1395	0.5
554+50	1000	0.5	-0.0064
600+00	0	-0.0064	-0.0003
639+50	1000	-0.0003	1.2867
654+50	1200	1.2867	-0.72
667+00	1000	-0.72	0.9167
679+00	1000	0.9167	-1.1295
696+00	1200	-1.1295	0.4233
705+00	600	0.4233	2.2175
713+00	800	2.2175	0.1395
736+00	400	0	-1.23

The Pavement Management System generated the following performance indices for the survey year 2010 and treatment recommendations for the years 2011 and 2013:

TREATMENT YEAR 2011/13

BEG RP	END RP	RIDE	RUT	ACI	MCI	CONST. TREAT. REC.
9.247	14.001	73.9 (fair)	64.5 (good)	94 (good)	97.5 (good)	Do Nothing ('11), Crack Seal & Cover ('13)

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South

Project Manager: Ben Nunnallee, P.E.

Page 4 of 9

Traffic Data

2011 AADT	=	920 (Present)
2012 AADT	=	930 (Letting Year)
2032 AADT	=	1,140 (Design Year)
DHV	=	170
Com Trucks	=	17.4%
Growth Rate	=	1.0% (Annual)
ESAL's	=	62

Crash Analysis

Safety Management completed a crash analysis for the ten-year period from January 1, 2001 through December 31, 2010 for Primary Route 33 (MT 37) from RP 9.5 to RP 14.2:

Total Recorded Crashes:	18
Fatal Injury Crashes:	0 (0 fatalities)
Incapacitating Injury Crashes:	7 (8 injuries)
Non-incapacitating Injury Crashes:	3 (5 injuries)
Other Injury Crashes:	2 (2 injuries)
Property Damage Only Crashes:	6

The crash rate was 1.80 as opposed to a statewide average of 1.22, the severity index was 4.28 as opposed to a statewide average of 2.32, and the severity rate was 7.70 as opposed to a statewide average of 2.83.

One variation from the average occurrence on Non-NHS Primary routes was identified:

- 83.3% of the crashes occurred during daylight hours vs. 58.8% statewide average for rural Primary routes.

There were no identified crash clusters or safety projects during the ten-year study period.

The following is a breakdown of the 18 crashes:

- 15 of the 18 reported crashes were single-vehicle run-off-the-road crashes.
- 10 of the 18 reported crashes cited overturn as the first harmful or most harmful factor in the crash. Three of these crashes involved northbound commercial vehicles overturning while negotiating the curve from reference point 14.0 to reference point 14.3.
- 5 of the 18 crashes involved vehicles impacting a guardrail face or guardrail end.

Single vehicle run-off-the-road crashes on curves is the main crash trend for this segment of roadway. There have been a total of 11 crashes that occurred on a curve. As previously mentioned there have been three crashes on the curve from reference point 14.0 to reference point 14.3.

Two of these crashes involved vehicles losing control while crossing a bridge deck and striking the bridge rail.

There were also two multi-vehicle crashes on this segment of roadway during the study period. One crash involved a southbound vehicle slowing for birds in the roadway and being struck from behind resulting in property damage only. The other crash involved a northbound vehicle swerving into the opposing lane and being struck by a southbound vehicle resulting in an off-set head-on collision with an incapacitating injury and two non-incapacitating injuries.

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 5 of 9

Please note the crash rate, severity index and severity rate for this corridor are all higher than average for a rural State Primary route.

The Safety Engineering Section offers the following recommendations for consideration by the Design Team during project development:

- For the curve at reference point 14.0 to reference point 14.3, verify advanced curve warning signing placement (especially northbound).
- *Response: The field visit noted that there are advanced curve warning signs in place.*
- Install centerline rumble strips in all no passing zone (double yellow) areas.
- *Response: The Missoula District does not support the installation of centerline rumble strips over long stretches of roadway without a very specific location identified and a demonstrated crash trend for that specific location for which these would be an effective countermeasure. The Missoula District has experienced accelerated asphalt deterioration, difficulty with motorcycles crossing them, and poor striping retro-reflectivity with rumble strips and do not support their installation in the centerline of this project.*
- Install "No Passing Zone" pennants consistently throughout the project.
- *Response: All signing will be upgraded with this project.*

No other Safety projects are scheduled for this section of roadway.

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.

- a. **Design Speed.** The geometric design criteria for Rural Minor Arterial (Non-NHS - Primary) indicate that the design speed should be 45 mph based on the mountainous terrain. The posted speed limit is 70 mph. Design speed is not an applicable design criterion for preventative maintenance projects.
- b. **Horizontal Alignment.** The existing horizontal alignment will not be changed with this pavement resurfacing preventative maintenance project.
- c. **Vertical Alignment.** The existing vertical alignment will not be changed with this pavement resurfacing preventative maintenance project.
- d. **Typical Sections and Surfacing.** The current typical section widths will remain unchanged. Surfacing Design will provide a recommendation for the overlay depth, contingent upon pending core information. Currently, the estimate is based on the roadway receiving a full width 0.15' overlay (Grade S - 3/4" and PG Binder 64-28) followed by a chip seal (Cover Type 1 and CRS-2P seal oil).

The surfacing inslopes will be steepened to accommodate the overlay.

Based on the results of the pavement cores, digouts in select areas may be required.

- e. **Geotechnical Considerations.** There are no geotechnical considerations for this resurfacing project. The existing roadside slopes will not be disturbed and there are no grading considerations.

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 6 of 9

- f. **Hydraulics.** There are no hydraulics considerations for this pavement resurfacing preventative maintenance project.
- g. **Bridges.** There is one bridge over the Kootenai River (P00033013+07941, built in 1967) at RP 13.8. The structure has a concrete deck and will receive a HMWM crack seal treatment with this project.
- h. **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. A Traffic Engineering Consultant (RPA) also will provide the necessary plans, quantities, details, and specifications for upgrades to the signing and delineation.
- i. **Pedestrian/Bicycle/ADA.** There are no dedicated pedestrian or bicycle facilities. The paved shoulders are generally 5' wide. Due to the nature of this preventative maintenance project, no new accommodations will be added.
- j. **Miscellaneous Features.**
 - The guardrail and guardrail end sections will be upgraded to conform to current standards.
 - It is anticipated that this project will generate about 50 yd³ of millings (from the PTW connections at each end of the project). At this time, MDT Maintenance has requested the millings be stockpiled at the local MDT Maintenance yard.
- k. **Context Sensitive Design Issues.** There are no special context sensitive design issues identified for this pavement resurfacing preventative maintenance project.

Other Projects

Currently, there are two other pavement preservation projects that are located on P-33 (US Hwy 37), one on each end of this project. They are **Libby – NE, UPN 7613000, STPP 33-1(36)2**, chip seal project from RP 1.5 – RP 9.6 and **Libby Dam, UPN 7615000, STPP 33-1(40)14**, overlay and chip seal project from RP 14.0 to RP 17.2. We currently anticipate that we will tie for construction this project with these two other projects listed in order to reduce costs.

Location Hydraulics Study Report

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

Design Exceptions

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

Right-of-Way

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

Access Control

This section of highway is not an access control facility.

Utilities/Railroads

Utilities – A utility locate survey will be requested to determine if utilities are located in the areas of the guardrail work. There will likely be no utility involvement on this project.

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 7 of 9

Railroads – BNSF Railway is located primarily south and adjacent to the Kootenai River which is primarily south and adjacent to U.S. Hwy. 37. The railroad does not get within 50 feet of the highway. There will be no railroad involvement on this project.

Intelligent Transportation Systems (ITS) Features

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

Survey

A utility locate survey will be requested to determine if utilities are located in the areas of the guardrail work.

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

This project is located within or proximal to the general boundaries of the Libby Asbestos Superfund site. Environmental staff is currently in the process of coordinating core samples and sending them to California for processing to determine if Libby amphibole asbestos is located in the existing asphalt aggregate or in the right-of-way soil. Based on the results of this testing, MDT environmental will provide the necessary special provisions and potential bid items for the plans package for this project.

Otherwise, no significant environmental impacts or issues were identified. We reviewed the project and determined it meets the criteria for the Statewide 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

Cold millings may be used in the digout areas in place of crushed aggregate course. If no digouts are required, the millings will be stockpiled at the local MDT Maintenance yard so that this asphalt pavement may be recycled and used on another projects.

Experimental Features

There are no experimental features identified for this pavement resurfacing preventative maintenance 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 in each direction 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

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
Project Manager: Ben Nunnallee, P.E.

Page 8 of 9

of only special provisions.

Project Management

The Missoula District Design Crew will be responsible for developing the plans. Ben Nunnallee will manage the design of this project. See contact information below:

Ben Nunnallee, P.E.
Montana Department of Transportation
2100 West Broadway, PO Box 7039
Missoula, MT 59807-7039
(406) 523-5846
e-mail: bnunnallee@mt.gov

This project is not under full FHWA oversight.

Preliminary Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$1,445,000 (CN = \$1,314,000 and CE = \$131,000). The total nomination cost estimate including IDC was \$1,737,656.

Current Cost Estimate:

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$1,171,000		
Bridge Work	\$61,000		
Traffic Control	\$37,000		
Subtotal	\$1,269,000		
Mobilization (10%)	\$127,000		
Subtotal	\$1,396,000		
Contingencies (8%)	\$112,000		
Total CN	\$1,508,000	\$251,519	\$1,929,136
CE (10%)	\$151,000	\$25,185	\$193,169
TOTAL CN+CE	\$1,659,000	\$276,704	\$2,122,305

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 13.35% as of FY 2011. The Inflation costs currently shown are based on the 5 year maximum because a Let Date has not yet been entered into PPMS.

Ready Date

This project has a Ready Date of February 1, 2012. This project was originally nominated for construction in 2013 but due to previous pavement preservation projects being Let early, it is currently being designed so that it could be constructed in 2012 if funding is made available during the update to the Tentative Construction Plan this fall. The project is currently on schedule in OPX2.

Site Map

The project site map follows.

Preliminary Field Review/Scope of Work Report

UPN 7614000, STPP 33-1(38)10, Libby Dam - South
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