MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Timothy W. Reardon, Director
Brian Schweitzer, Governor

June 28, 2012

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Jct. Hwy 56- East & West
NH 1-1(92)16
Control Number: 7647000

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 anticipated and will be provided to 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,

For Heidy Bruner, P.E.
Environmental Services Bureau Engineering Section Supervisor

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:
Ed Toavs, Missoula District Administrator
Tom Martin, P.E., Environmental Service Bureau Chief
Heidy 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
Nicole Pallister, Fiscal Programming Section Supervisor
Tom Erving, Fiscal Programming Section
Susan Kilcrease, Missoula District Project Development Engineer
Ben Nunnallee, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
File

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

Memorandum

To: Tom S. Martin, P.E, Chief, Environmental Services Bureau

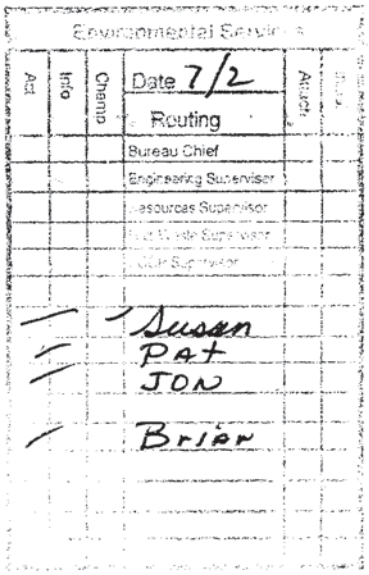
From: Paul R. Ferry, P.E., Highways Engineer

Date: June 14, 2012

Subject: NH 1-1(92)16
Jct Hwy 56 – East & West
UPN: 7647000
Work Type: 180 – Resurfacing – Asphalt (Thin Lift≤0.20 ft)(Incl Saf Imp)(Pave Pres)

Attached is the Preliminary Field Review/Scope of Work Report for the subject project. The project meets the criteria for the Statewide Programmatic Categorical Exclusion for pavement preservation projects and the environmental checklist is attached.

Please send the notification for the environmental documentation on this project to the FHWA. If you need additional information, contact Ben Nunnallee at 406-523-5846.



Attachments (Environmental Checklist and PFR)

copies: Damian Krings, w/attach (checklist only)
Ben Nunnallee, Missoula District Project
Highways 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: NH 1-1(92)16 **Control No** 7647000 **Project Name:** Jct Hwy 56 – East & West

Reference Post (Station): RP 16.0 (235+85) **To Reference Post (Station):** RP 20.1 (456+00)

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

Type of Proposed Pavement Preservation Activity: Mill, Overlay, 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)	☐	☒	
2a.	Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	☐	☐	☒ Unknown
2b.	Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	☐	☒	☐ 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.	☐	☒	
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.)	☐	☐	☒ N/A
3b.	Is the proposed project within an MS4 Permit Area? (See http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcpx). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	☐	☒	
4.	Does the proposed project have impacts to wetlands , streams, or other water bodies? If 'No', go to question 5.	☐	☒	
4a.	If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	☐	☐	☒ N/A
4b.	If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	☐	☐	☒ 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://nris.mt.gov/deq/remsitequery/portal.aspx)	☐	☒	
6.	Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	☐	☒	
6a.	Are any Tribal water permits required?	☐	☐	☒ 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.mcpx) (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)	☐	☒	

Checklist prepared by:

Ben Nunnallee	Project Design Engineer	6/14/2012
Applicant	Title	Date

Approved by:

Environmental Services	ESBC	6/29/2012 Click here to enter a date.
Environmental Services	Title	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: June 14, 2012

Subject: NH 1-1(92)16
Jct Hwy 56 – East & West
UPN: 7647000
Work Type: 180 – Resurfacing – Asphalt (Thin Lift≤0.20 ft)(Incl Saf Imp)(Pave Pres)

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

Approved _____ Date 6/15/12
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

Introduction

An onsite field review was held on March 2, 2012. The following people attended:

Ben Nunnallee – Missoula District Projects Engineer - Missoula
Sue Cusker – Missoula District Road Design – Kalispell
Ed Shea – MDT Surfacing Design – Helena
Jason Livingston – MDT Construction Manager – Kalispell
Dennis Oliver – MDT Maintenance Superintendent – Libby
Gaylen Boelke – MDT Section Man – Troy Section

Proposed Scope of Work

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadway. The roadway will be leveled with asphalt to address existing rutting and followed by a 0.20 ft. plant mix overlay. A seal and cover will be placed throughout the entire project length and will include the paved pullout area. Digouts are required at RP 18.2 and RP 19.4. A Weigh-In-Motion station will be installed at approximately RP 19. Taper milling the shoulder in front of existing concrete barrier rail will be included. Shoulder rumble strips will be installed. Replacement of existing substandard sections of guardrail and replacement of the pavement markings, signing, and delineation will also be included.

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 on N-1 (U.S. Hwy 2). It begins at RP 15.962, English Sta. 235+85.00 on As-Built plans RTF-BRF 1-1(31)14. The project extends northeasterly to RP 20.122, English Sta. 456+00.00 on As-Built plans RTF-BRF 1-1(31)14. This segment of roadway begins in Township 31 North, Range 33 West and section 19. The roadway continues northeasterly and ends in Township 31 North, Range 33 West and section 14. This project is located in the Kootenai National Forest. The total project length is approximately 4.2 miles.

N-1 is on the National Highway System and is functionally classified as a Principal Arterial – Non-Interstate. The geometric design criteria for Rural Principal Arterials (NHS – Non-Interstate) will be used. 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 primarily rolling. The last mile at the eastern end of the project is mountainous. The roadside environment is primarily rural forested land with intermittent rural residential land. The project has the Kootenai National Forest on both sides of the roadway. The Kootenai River and the BNSF Railway are located north and adjacent to the roadway and both run the entire length of the project.

In 1990, the roadway was reconstructed from RP 13.681 (Sta. 116+69.0) to RP 22.907 (Sta. 603+00.0) under RTF-BRF 1-1(31)14 and the project was called Troy – Libby (West Section). The design speed for this project was 60 mph. The TIS Road Log indicates the roadway width to be 42' with a plant mix depth of 3.6 in. and the base gravel is listed as 10.2 in.

Maintenance Superintendent Dave Rauser indicated that no overlays have been placed on this project since the 1990 reconstruction project; however the roadway did receive a chip seal in 1998.

The roadway primarily has a top width of 41.6' consisting of two 12' travel lanes and two 8.8' shoulders. The roadways top width widens at two locations. First, at the beginning of the project to approximately Sta. 263+00, the roadway has a top width of 49.9' consisting of two 12' travel lanes, one 12' climbing lane, one 8.8' left shoulder and one 5.1' right shoulder. Next, from approximately Sta. 286+72 to Sta. 294+67, the roadway has a top width of 62' consisting of two 12' travel lanes, one 12' left turn bay, one 12' right turn lane, one 10' left shoulder and one 4' right shoulder. The existing shoulder widths will accommodate a future overlay.

Core samples have been obtained from the MDT Missoula District Materials Lab in Kalispell to verify that there will not be any problems with the proposed milling depths. The existing depths range from 0.21' to 0.60' with an average of 0.30'. All of the core samples exhibit stripping with some of the samples showing severe stripping in the bottom layer of the plant mix. However, these depths and stripping do not require any modification to the project's scope as proposed in this report.

Core samples were sent to EMSL Analytical, Inc. to be tested for asbestos. No asbestos was detected in any of the core samples.

Surfacing inslopes are 6:1 with steep adjacent fill and cut slopes. There is concrete barrier rail located in various locations throughout the project length.

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

There are no structures on this project.

There are a total of six horizontal curves in this project section. The as-built plans show superelevations ranging from 3% to 7%. No adverse issues were noted in the field in relation to the existing superelevation rates. Four of the six horizontal curves meet or exceed MDT design criteria for a 60 mph design speed (for rolling terrain) that requires a minimum radius of 1200'. The other two of the six horizontal curves meet or exceed MDT design criteria for a 50 mph design speed (for mountainous terrain) that requires a minimum radius of 760'. Following is a table summarizing the horizontal curve data.

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)**
268+18.4	2046.3	979.2	400	6% LT	7%	56.6
312+47.1	22918.3	3081.3	-	N.C. LT	N.C.	60
352+41.9	5729.6	1511.2	-	3% LT	3%	60

385+19.9	1762.9	879.7	200	7% RT	8%	59.2
410+37.9	4583.7	1307.1	-	4% LT	4%	60
425+92.6	5729.6	434.3	-	3% LT	3%	60

The 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 -4.559%. Following is a table summarizing the vertical curves.

Vertical Curves			
As-Built VPI Station	**Length (ft)**	**Grade$_1$ (%)**	**Grade$_2$ (%)**
249+00	800	2.988	0.667
275+00	200	0.667	0.2
294+67.4	1000	1.262	-4.559
301+50	200	-4.559	-3.662
328+00	300	-3.662	-2.287
351+00	500	-2.287	0.572
387+00	200	0.572	0.209
411+50	300	0.209	2.074
423+00	1400	2.074	-1.964
434+00	800	-1.964	0.359

The Pavement Management System generated the following performance indices for the survey year 2011 and treatment recommendations for the year 2012 and 2014:

TREATMENT YEAR 2012/14

BEG MP	END MP	RIDE	RUT	ACI	MCI	CONST. TREAT. REC.
13.716	29.937	72.2 (fair)	44.2 (fair)	93.0 (good)	99.7 (good)	Minor Rehab - Rut ('12), Minor Rehab - Rut ('14)

Traffic Data

2012 AADT = 2,650 (Present)
2014 AADT = 2,700 (Letting Year)
2034 AADT = 3,290 (Design Year)
DHV = 430
Com Trucks = 8.9%
Growth Rate = 1.0% (Annual)
ESAL's = 113

Crash Analysis

Safety Management completed a crash analysis for the four-year period from January 1, 2006 through December 31, 2010 for the segment RP 16.2 to RP 20.1:

Total Recorded Crashes:	27
Fatal Injury Crashes:	1 (1 fatality)
Incapacitating Injury Crashes:	3 (4 injuries)
Non-incapacitating Injury Crashes:	7 (9 injuries)
Other Injury Crashes:	1 (4 injuries)
Property Damage Only Crashes:	15

The crash rate was 1.39 as opposed to a statewide average of 1.04, the severity index was 2.63 as opposed to a statewide average of 2.09, and the severity rate was 3.66 as opposed to a statewide average of 2.18.

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

- 44.4% cloudy weather conditions vs. 31.8% statewide average for State rural NINHS routes.

In 2009 a safety project, under UPN 5849, was constructed and included signing and rumble strips between RP 16.7 to RP 17.1.

The following is a breakdown of the 27 crashes:

- 1 fatal crash occurred on this roadway. This crash happened at the intersection of Highway 56 and US 2. Vehicle 1 turned in front of Vehicle 2 failing to yield the right of way.
- 20 of the 27 reported crashes were single vehicle crashes.
- 10 of the 27 reported crashes involved a wild animal.
- 4 of the 27 reported crashes resulted in an overturn.
- 4 of the 27 reported crashes cited tree as the first or most harmful event.

The Safety Engineering Section checked reported crashes for the first 6 months of 2011. There have been 2 reported crashes. Both were single vehicle – wild animal crashes.

The Safety Engineering Section recommends providing advanced intersection warning signage at the intersection of Highway 56 and US 2.

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 Principal Arterials – Non-Interstate indicate that the design speed should be 60 mph based on the rolling terrain. The existing posted speed limits are 60 mph from Troy to Jct. ~~Hwy 56 and 70 mph from~~ Jct. Hwy. 56 to the end of the project. 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**. With this overlay, there will be three typical section widths. The first typical will include two 12' travel lanes, one 12' climbing lane, one 8' left shoulder and one 4' right shoulders. The second typical will include two 12' travel lanes and two 8' shoulders. The last typical will include two 12' travel lanes, one 12' left turn lane, one 12' right turn lane, one 10' left shoulder and one 4' right shoulder. The roadway will receive asphalt leveling and then receive a full width 0.20' overlay (Grade S – 3/4", Asphalt Cement 5.8%, and PG Binder 64-28) followed by a chip seal (Cover

Type 1 and CRS-2P seal oil). The shoulders in front of all concrete barrier rails will receive a taper mill so that the concrete barrier rails can remain as is and the project ends will be longitudinal taper milled.

The digout typical at RP 18.2 and RP 19.4 will consist of 2' special borrow, 0.65' crushed aggregate, 0.2' plant mix surfacing, and 0.2' overlay plant mix surfacing.

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.

f. **Hydraulics**. There are no hydraulics considerations for this pavement resurfacing preventative maintenance project.

g. **Bridges.** There are no bridges on this section of roadway.

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. Traffic Engineering will provide the necessary plans, quantities, details, and specifications for upgrades to the signing and delineation. The signing plans will include the new advanced intersection warning signage at the intersection of Highway 56 and US 2 as recommended by the Safety Engineering Section.

i. **Pedestrian/Bicycle/ADA**. There are no dedicated pedestrian or bicycle facilities. The paved shoulders are generally 8' wide or wider and could accommodate bicyclists. Due to the nature of this preventative maintenance project, no new accommodations will be added.

j. **Miscellaneous Features**.
- Currently this section of roadway does not have existing shoulder rumble strips, but has shoulders wide enough to accommodate them. Shoulder rumble strips will be installed with this project.
- There is one existing paved pullouts that will receive a full width chip seal (Cover Type 1 and CRS-2P seal oil).
- A Weigh-In-Motion (WIM) station will be installed at approximately RP 19. The current method for including the WIM system within a project is to have the WIM system entered as a non-bid lump sum item to secure the funding for the project. Traffic Data Collection then takes care of the details of getting the equipment and contractors to do the installation. The WIM system won't be installed until the project, including the chip seal and striping, is complete. MDT has a PIF from FHWA that grants sole source permission for WIM equipment and contracted services.
- The guardrail end sections will be upgraded to conform to current standards.
- It is anticipated that this project will generate about 365 yd^3 of millings. At this time, MDT Maintenance has requested all unused millings should be stockpiled at the MDT's Savage Lake 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
There is another pavement preservation project adjacent to the east end of this project: **Libby – West, NH 1-1(90)21, UPN 7605000**, from RP 20.1 to RP 29.9. However, due to funding projections at this time, that project is planned for construction prior to this project.

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.

Railroads – The BNSF Railway roughly parallels US 2 on the north side, however the project will not have any construction activities that take place on railroad right-~~of-way~~. ~~At some locations,~~ the railroad is within 50 feet of the highway and a railroad agreement will be required.

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

Intelligent Transportation Systems (ITS) Features
Implementation of ITS solutions will not be included with this 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
The US 2 highway and railroad corridor ~~between Troy and Libby, MT is a known transportation~~ corridor for vermiculite ore from the former W.R. Grace vermiculite mine located north of Libby. Low levels of Libby amphibole (LA) asbestiform fibers have been detected in the corridor, both in soils and embedded in vegetation. Due to the lack of records with regards to the source of the pavement aggregate for this section of US 2, MDT Materials has collected asphalt cores from representative pavement within the project and they have been analyzed for LA. No asbestos was detected in any of the core samples.

The adjacent Libby – West project included special provisions regarding nearby bald eagle nests, protection of aquatic resources, and conservation measures for work in bear habitat. These same special provisions will likely be required for this project as well. The Environmental Section will review the Environmental Checklist and provide the appropriate special provisions to be added to the plans package for this project.

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. Any additional millings will be stockpiled at the local MDT Maintenance yard so that this asphalt pavement may be recycled and used on other 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 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 $1,993,000 (CN = $1,812,000 and CE = $181,000). The total nomination cost estimate including IDC was $2,468,542.

Current Cost Estimate:

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	$1,494,000		
WIM Site	~~$110,000~~		
Traffic Control	$32,000		
Subtotal	**$1,636,000**		
Mobilization (10%)	~~$164,000~~		
Subtotal	**$1,800,000**		
Contingencies (8%)	$144,000		
Total CN	**~~$1,944,000~~**	**~~$95,287~~**	**~~$2,235,874~~**
CE (10%)	**$194,000**	**$9,509**	**$223,127**
TOTAL CN+CE	**$2,138,000**	**$10,796**	**$2,459,001**

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 9.64% as of FY 2012.

Ready Date

This project has a Ready Date of October 1, 2013. The Letting Date currently established for this project is January 25, 2014. The project is currently 11 months ahead of schedule in QPX2. It is being developed so that it will be available as a backup project if funding becomes available sooner.

Site Map

The project site map is attached.