



September 13, 2013

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

**RECEIVED**

SEP 14 2013

**LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE**

Brian Hasselbach  
Federal Highway Administration (FHWA)  
585 Shepard Way, Suite 2  
Helena, Montana 59601

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project  
1ST AVE W & 1ST AVE E - KAL  
UPP 6799(34)  
Control Number: 7985000

Dear Brian Hasselbach:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist. Environmental-related Special Provisions are not anticipated at this time.

If you have questions or concerns, please contact Susan Kilcrease at 523.5842 or me at 444.7203. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

e-copies w/checklist encl.:

Ed Toavs, 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  
Lisa Hurley, Fiscal Programming Section Supervisor  
Tom Erving, Fiscal Programming Section  
Susan Kilcrease, Missoula District Project Development Engineer  
Sue Cusker, Project Design Manager  
Montana Legislative Branch Environmental Quality Council  
File

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(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: UPP 6799(34) Control No 7985000 Project Name: 1st Ave W & 1st Ave E - KAL  
Reference Post (Station): 1st Ave W - RP 0.000 To Reference Post (Station): 1st Ave W - RP 1.181  
1st Ave E - RP 0.676 1st Ave E - RP 1.015  
Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001  
Type of Proposed Pavement Preservation Activity: Mill and Overlay, Seal & Cover

Table with 3 columns: Impact Questions, Yes, No, Comment. Contains 14 rows of questions regarding environmental impacts like Wild or Scenic River, species, water quality, and air quality.

Checklist prepared by: Sue Cusker (Applicant), Project Design Engineer (Title), 8/29/2013 (Date). Approved by: [Signature] (Environmental Services), [Signature] (Title), 9/13/2013 (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**

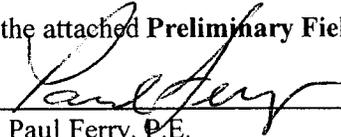
To: Paul Ferry, P.E.  
Highways Engineer

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

Date: August 29, 2013

Subject: UPP 6799(34)  
1<sup>ST</sup> AVE W & 1<sup>ST</sup> AVE E - KAL  
UPN 7985000  
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 8/30/13  
Paul Ferry, P.E.  
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):  
Damian Krings, Road Design Engineer  
Master file

## Preliminary Field Review/Scope of Work Report

UPN 7985000, UPP 6799(34), 1<sup>ST</sup> AVE W & 1<sup>ST</sup> AVE E - KAL

Project Manager : Sue Cusker

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### Introduction

An onsite field review was held on April 19, 2013. The following people attended:

Shane Stack – District Preconstruction Engineer - Missoula  
Ben Nunnallee – Missoula District Projects Engineer - Missoula  
Sue Cusker – Missoula District Road Design – Kalispell  
Dan Hill – MDT Surfacing Design – Helena  
Darin Reynolds – MDT Materials – Missoula  
Dwayne Miller – MDT Traffic Signing - Helena  
Jason Livingston – MDT Construction Project Manager – Kalispell  
Ryan Paulsen – MDT Construction – Kalispell  
Daryl Pliley – City of Kalispell  
Dave Prunty – Flathead County  
Ovila Byrd – Flathead County

### Proposed Scope of Work

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadways. Each location will receive the following treatment:

- 1<sup>st</sup> Ave. W. (U-6722) – Seal & Cover from Airport Rd. to 4<sup>th</sup> St. W. Mill & fill with a 0.15 ft. plant mix overlay and seal & cover from 4<sup>th</sup> St. W. to W. Center St. The intersection of W. Center St. is not included in the project.
- 1<sup>st</sup> Ave. E. (U-6723) – Mill & fill with a 0.15 ft. plant mix overlay and seal & cover from 5<sup>th</sup> St. E. to E. Center St. The intersections will receive a seal & cover only. The intersection of 5<sup>th</sup> St. E. is included in the project and the intersection of E. Center St. is not included.

Where milling & filling is proposed concrete collars will be installed around manholes and valve boxes. In addition, truncated domes will be installed, at certain location, in order to bring the intersections into ADA compliance. On 1<sup>st</sup> Ave. W. (U-6722), a curve sign will be replaced with a larger size and delineators will be included. Replacement of the pavement markings will also be included at both locations.

### 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 Flathead County on urban route U-6722 on 1<sup>st</sup> Ave. W and on urban route U-6723 on 1<sup>st</sup> Ave. E.

- The 1<sup>st</sup> Ave. W. location begins at RP 0.000 at the intersection of Airport Rd. and 1<sup>st</sup> Ave. W. and extends northerly to the intersection of W. Center St. at RP 1.181 (the intersection of W. Center St. is not included). This location was originally constructed by the City of Kalispell and no as-built plans have been located. Reference posts will be used to design this project.
- The 1<sup>st</sup> Ave. E. location begins at RP 0.676 at the intersection of 5<sup>th</sup> St. E. and extends northerly to the intersection of E. Center St. at RP 1.015 (the intersection of 5<sup>th</sup> St. E. is included and the intersection of E. Center St. is not included). In 1979, this location was

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reconstructed by the City of Kalispell using as-built plans M-6714(3). For plan consistency, reference posts will be used to design this project.

This project is located in the City of Kalispell in Township 28 North, Range 21 West. The total project length is approximately 1.52 miles.

U-6722 and U-6723 are on the Urban System and are functionally classified as a Minor Arterial. The geometric design criteria for Urban Minor Arterials (Non-NHS) 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 Public Information (PI) component to address public notification and coordinate with affected adjacent property owners 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 level, in an urban setting. Public and private approaches are located within the project length.

#### 1<sup>st</sup> Ave W. Location:

The roadway from RP 0.000 to RP 1.181 was originally constructed by the City of Kalispell and no as-built plans have been located. In 2002, the City of Kalispell improved the streetscape from 5<sup>th</sup> St. W. to W. Center St. with a project called Streetscape 2002. These as-built plans have been obtained from the City of Kalispell. The design speed for this location is 35 mph.

The following typical sections are within this section of roadway:

#### Typical Section No. 1

RP 0.000 to RP 0.310

- Improvement project: 1979 City Construction M-6714(3)
- Top Width: 22'
- Lanes: 2-11' driving lanes
- Shoulders: 0' LT & RT
- Surfacing depth: unavailable
- Base Depth: unavailable

#### Typical Section No. 2

RP 0.310 to RP 0.905

- Improvement project: 1979 City Construction M-6714(3)
- Top Width: 42'
- Lanes: 2-12' driving lanes
- Shoulders (including gutter): 8' LT & RT
- Surfacing depth: 3"
- Base Depth: 24"
- LT Side: curb & gutter, sidewalk.
- RT Side: curb & gutter, sidewalk

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### Typical Section No. 3

RP 0.905 to RP 0.936

- Improvement project: 2002 City Construction Streetscape
- Top Width: 59.1' (variable)
- Lanes: 1-10' driving lane LT  
1-10' turn lane  
1 13.7' driving lane RT
- Shoulders/Parking (including gutter): 15.4' LT & 10' RT
- Surfacing depth: 3"
- Base Depth: 24"
- LT Side: curb & gutter, sidewalk.
- RT Side: curb & gutter, sidewalk

### Typical Section No. 4

RP 0.936 to RP 0.977

- Improvement project: 2002 City Construction Streetscape
- Top Width: 58.7' (variable)
- Lanes: 1-12.6' driving lane LT  
1-13' turn lane  
1 13.1' driving lane RT
- Shoulders/Parking (including gutter): 10' LT & RT
- Surfacing depth: 3"
- Base Depth: 24"
- LT Side: curb & gutter, sidewalk.
- RT Side: curb & gutter, sidewalk

### Typical Section No. 5

RP 0.977 to RP 1.181

- Improvement project: 2002 City Construction Streetscape
- Top Width: 55' (variable)
- Lanes: 1-11.3' driving lane LT  
1-13' turn lane  
1 11.2' driving lane RT
- Shoulders/Parking (including gutter): 9.5' LT & 10' RT
- Surfacing depth: 3"
- Base Depth: 24"
- LT Side: curb & gutter, sidewalk.
- RT Side: curb & gutter, sidewalk

Typical Sections 3 – 5 are within the proposed milling area, and the City of Kalispell's streetscape project that was constructed in 2002. Concrete crosswalks and bulbouts were constructed with the 2002 streetscape project. Therefore, the typical section widths are variable. In order to accurately determine the pavement quantities, the surface area (from the City's cadd files) will be used to calculate the surfacing quantities instead of using the typical sections.

### 1<sup>st</sup> Ave E. Location:

In 1979, the roadway from RP 0.640 to RP 1.015 was reconstructed by the City of Kalispell using as-built plans M-6714(3). With this project, a 1.60' crushed base course and a 0.50' plant mix bituminous base was constructed. In 2002, the City of Kalispell improved the streetscape from

## Preliminary Field Review/Scope of Work Report

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5<sup>th</sup> St. E. to E. Center St. with a project called Streetscape 2002. These as-built plans have been obtained from the City of Kalispell. The design speed for this location is 35 mph.

The following typical section is within this section of roadway:

### Typical Section No. 6

RP 0.640 to RP 1.015

- Improvement project: 2002 City Construction Streetscape
- Top Width: 54.9' (variable)
- Lanes: 1-11' driving lane LT  
1-13' turn lane  
1-11.3' driving lane RT
- Shoulders/Parking (including gutter): 9.8' LT & RT
- Surfacing depth: 3"
- Base Depth: 24"
- LT Side: curb & gutter, sidewalk.
- RT Side: curb & gutter, sidewalk

Typical Section 6 is within the proposed milling area, and the City of Kalispell's streetscape project that was constructed in 2002. Concrete crosswalks and bulbouts were constructed with the 2002 streetscape project. Therefore, the typical section width is variable. In order to accurately determine the pavement quantities, the surface area (from the City's cadd files) will be used to calculate the surfacing quantities instead of using the typical section.

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, on 1<sup>st</sup> Ave. W, range from 0.25' to 0.5' with an average of 0.39'. The existing depths, on 1<sup>st</sup> Ave. E, range from 0.33' to 0.83' with an average of 0.58'. 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 modifications to the project's scope as proposed in this report.

Curb & gutter is located throughout the majority of the project length.

There are no as-built plans available for 1<sup>st</sup> Ave W (U-6722). Therefore, the exact horizontal and vertical alignments have not been determined. The only noticeable horizontal curve is just before 12<sup>th</sup> St. W. and the vertical alignment appear to be relatively flat. No adverse issues were noted in the field in relation to either the horizontal or vertical alignments for this section of the project.

According to as-built plans M-6714(3) there are no horizontal curves for the project location at 1<sup>st</sup> Ave E. (U-6723). No adverse issues were noted in the field in relation to the existing horizontal alignment. The vertical alignment is relatively flat and meets or exceeds MDT design criteria for a 35 mph design speed. The maximum gradient on the as-built plans is +0.9% which is well below the maximum allowable grade of 6% for a curbed multilane facility in level terrain.

The Pavement Management System does not have a pavement condition and treatment recommendation for this section of road because urban routes are not profiled by MDT and therefore not documented. The Flathead County Pavement Management Report lists the following recommendations from their pavement ratings from August 2011:

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- 1<sup>st</sup> Ave. W. Location: A chip seal from Airport Rd. to 12<sup>th</sup> St. W. and a thin overlay from 12<sup>th</sup> St. W. to W. Center St. noting medium severity and medium extent rutting from 12<sup>th</sup> St. W. to W. Center St.
- 1<sup>st</sup> Ave. E. Location: A thin overlay noting medium severity and medium extent rutting.

### Traffic Data

1<sup>st</sup> Ave. W. (RP 0.000 to RP 1.181)

2013 AADT	=	5,450 (Present)
2014 AADT	=	5,500 (Letting Year)
2034 AADT	=	6,710 (Design Year)
DHV	=	740
Com Trucks	=	1.0%
ESAL's	=	24
Growth Rate	=	1.0% (Annual)

1<sup>st</sup> Ave. E. (RP 0.640 to RP 1.020)

2013 AADT	=	5,230 (Present)
2014 AADT	=	5,290 (Letting Year)
2034 AADT	=	6,450 (Design Year)
DHV	=	710
Com Trucks	=	1.0%
ESAL's	=	17
Growth Rate	=	1.0% (Annual)

### Crash Analysis

Safety Management completed a crash analysis for the three-year period from January 1, 2010 through December 31, 2012 for State urban route 6722 from RP 0.000 to RP 1.181 and State urban route 6723 from RP 0.640 to RP 1.020:

1<sup>st</sup> Ave. W. (U-6722) from Center St to 18<sup>th</sup> St W

Total Recorded Crashes:	38
Fatal Injury Crashes:	0
Incapacitating Injury Crashes:	1
Non-Incap. & Other Injury Crashes:	6

1<sup>st</sup> Ave. E. (U-6723) from Center St to 5<sup>th</sup> St E

Total Recorded Crashes:	28
Fatal Injury Crashes:	0
Incapacitating Injury Crashes:	0
Non-Incap. & Other Injury Crashes:	6

The Safety Engineering Section does not maintain crash statistics for city streets. As a result, comparison to statewide crash statistics along the route is no available.

The following variations from average occurrence were identified:

- 42.4% of the crashes resulted in right angle collisions vs. 25.2% statewide average for city streets.
- 72.7 % of the crashes occurred during dry road conditions vs. 62.6% statewide average for city streets.

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The Safety Management Section has not identified any crash clusters for State urban route 6722 from RP 0.000 to RP 1.181 and State urban route 6723 from RP 0.640 to RP 1.020 and no safety projects are scheduled for these sections of Non-Interstate National Highway.

The majority of the crashes (52 crashes) occurred at intersections. Of the crashes occurring at intersections, 24 resulted in a right angle collision, 12 rear end collisions, 4 sideswipe same direction collisions and 4 left turn opposite direction collisions. The greatest concentration of recorded crashes (8) during the three year study period occurred at the intersection of 1<sup>st</sup> Ave W and 2<sup>nd</sup> St. Six of the eight crashes resulted in a right angle collision one of which involved a bicycle.

A breakdown of the intersection crashes for 1st Ave W is as follows:

1 <sup>st</sup> Ave W & Center St	4 Crashes
1 <sup>st</sup> Ave W & 1 <sup>st</sup> St W	5 Crashes
1 <sup>st</sup> Ave W & 2 <sup>nd</sup> St W	8 Crashes (1 Bicycle)
1 <sup>st</sup> Ave W & 3 <sup>rd</sup> St W	1 Crashes
1 <sup>st</sup> Ave W & 4 <sup>th</sup> St W	1 Crashes
1 <sup>st</sup> Ave W & 5 <sup>th</sup> St W	3 Crashes
1 <sup>st</sup> Ave W & 6 <sup>th</sup> St W	1 Crashes
1 <sup>st</sup> Ave W & 7 <sup>th</sup> St W	2 Crashes (1 Pedestrian)
1 <sup>st</sup> Ave W & 10 <sup>th</sup> St W	3 Crashes
1 <sup>st</sup> Ave W & 11 <sup>th</sup> St W	<u>1 Crashes</u>
<b>Total</b>	<b>29 Crashes</b>

A breakdown of the intersection crashes for 1st Ave E is as follows:

1 <sup>st</sup> Ave E & Center St	7 Crashes
1 <sup>st</sup> Ave E & 1 <sup>st</sup> St E	3 Crashes
1 <sup>st</sup> Ave E & 2 <sup>nd</sup> St E	4 Crashes
1 <sup>st</sup> Ave E & 3 <sup>rd</sup> St E	3 Crashes
1 <sup>st</sup> Ave E & 4 <sup>th</sup> St E	3 Crashes
1 <sup>st</sup> Ave E & 5 <sup>th</sup> St E	<u>3 Crashes</u>
<b>Total</b>	<b>23 Crashes</b>

Three of the midblock crashes occurred on the right turn immediately west of the intersection of 1<sup>st</sup> Ave W and Airport Rd. All three of these crashes involved a southbound vehicle losing control while negotiating the turn and striking the concrete jersey rail on the outside of the curve. To address the crashes on this curve, the Safety Engineering Section recommends upgrading the curve signing.

Eighteen of the 66 crashes cited failed to yield as a contributing circumstance. Five crashes cited a parked motor vehicle as the first or most harmful event, two crashes involved a bicycle and one crash involved a pedestrian.

### Major Design Features

This project will be developed in accordance with the latest Guidelines for Pavement Preservation Projects. The plans will be developed in English units.

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- a. **Design Speed.** The geometric design criteria for Urban Minor Arterials (Non-NHS) indicate that the design speed should be 35 mph in curbed and uncurbed sections. The posted speed limit, at both locations, is 25 mph.  
  
Design speed is not an applicable design criterion for pavement preservation 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. The following surfacing has been recommended by the Surfacing Section of MDT:
  - 0.15" mill & fill with ¾" Grade S Commercial Plant Mix  
PG 70-28 Asphalt Binder  
Cover Type 2
- 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 project.
- h. **Traffic.** The existing pavement marking layout will be used to re-stripe the roadway. Road design has obtained electronic cadd files from the City of Kalispell that will be beneficial in determining the pavement marking layout and the stripping quantities. 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.  
  
If it is determined that loop detectors exist in the pavement, a hand special will be included in the plans package.  
  
All existing traffic control devices will not be impacted with this project and will be used as they are.
- i. **Pedestrian/Bicycle/ADA.** All sidewalks curb ramps, crosswalks, and approaches that are located within the mill/fill locations meet ADA requirements, except there are no existing detectable warning devices. Therefore, detectable warning devices will be added to the curb ramps that are within the mill/fill locations.
- j. **Miscellaneous Features.** It is anticipated this project will generate 1575 tons of millings. MDT Maintenance may have a use for these millings on another project. If it is decided that MDT Maintenance cannot use the millings in a timely manner, an agreement

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will be made with the City of Kalispell to receive the millings generated by this project

Prior to construction, the City of Kalispell will crack seal the roadways that will receive a seal & cover only.

Where milling is proposed, concrete collars will be installed around existing manholes.

- k. **Context Sensitive Design Issues.** The intersections from 5<sup>th</sup> St. W. and 5<sup>th</sup> St. E. to Center St. all have existing concrete crosswalks that will be protected from damage during construction.

### **Other Projects**

This project will likely be tied to the following Kalispell Urban Pavement Preservation project that is also scheduled for construction in 2014:

- UPP 6799(36), FLATHEAD CNTY URBAN PAVE PRES, UPN 7986000

### **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.

### **Right-of-Way**

There will be no right-of-way involvement on this project. The existing right-of-way is 40' right and left of centerline. There is adequate existing right-of-way and no right-of-way or construction permits will be required for the construction of 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 existing loop detectors will be impacted by this project. There will likely be no utility involvement on this project.

Railroads – There are no railroads within 50 feet of the highway and a railroad agreement and insurance special provision will not be required.

### **Maintenance Items**

No specific work is required by Maintenance forces in association with this project. Prior to construction, the City of Kalispell will crack seal the roadways that will receive a seal & cover only.

### **Intelligent Transportation Systems (ITS) Features**

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

### **Survey**

No survey will be required for this pavement preservation project.

### **Public Involvement**

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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**

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.

No wetlands, streams, or other aquatic resources will be affected. Therefore, a Stream Protection Act 124 and Clean Water Act 404 permit will not be required. The Protection of Aquatic Resources special provision will be added to the contract plans.

### **Energy Savings/Eco-Friendly Considerations**

As discussed previously, the millings will be given to MDT Maintenance or the City of Kalispell so that this asphalt pavement may be recycled and used on another project.

### **Experimental Features**

There are no experimental features identified for this pavement preservation 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 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. Stipulations governing the time of day the roadway may be under construction will be specified in the contract in order to minimize public impact. We will also look into the possibility of requiring nighttime work.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a Transportation Operations (TO) component is appropriate for this project. The TCP and TO will consist of special provisions.

### **Project Management**

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

Sue Cusker  
Montana Department of Transportation  
85 Fifth Avenue EN, PO Box 7308  
Kalispell, MT 59904-0308  
(406) 751-2008  
e-mail: scusker@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 \$737,000 (CN = \$670,000 and CE = \$67,000). The total nomination cost estimate including IDC

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was \$813,410.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$409,000		
Traffic Control	\$66,000		
<b>Subtotal</b>	<b>\$475,000</b>		
Mobilization (10%)	\$48,000		
<b>Subtotal</b>	<b>\$523,000</b>		
Contingencies (8%)	\$42,000		
<b>Total CN</b>	<b><u>\$565,000</u></b>	<b><u>\$77,551</u></b>	<b><u>\$701,151</u></b>
<b>CE (10%)</b>	<b><u>\$57,000</u></b>	<b><u>\$7,823</u></b>	<b><u>\$70,734</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$622,000</u></b>	<b><u>\$85,374</u></b>	<b><u>\$771,885</u></b>

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 9.12% for FY 2014.

#### Ready Date

This project has a Ready Date of December 1, 2013. The Letting Date has not yet been established but this project was nominated with the anticipation of using construction funding in 2014. The project is currently on schedule in OPX2.

#### Site Map

The project site map is attached.

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