



December 10, 2013

Gene Kaufman, Operations Engineer
Federal Highway Administration
585 Shepard Way, Suite 2
Helena, MT 59601-9785

Subject: Categorical Exclusion Re-Evaluation
Flathead Cnty Urban Pave Pres
UPP 6799(36)
Control Number: 7986000

Dear Gene,

Environmental Services has reviewed the above proposed project's impacts and has determined that this proposed project still qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.129(c). The original Programmatic Categorical Exclusion was approved by FHWA on July 23, 2013 and should be in your files. This proposed action also continues to qualify as a categorical exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, M.C.A.). This determination is based on the following information.

The Scope-of-Work for the proposed project has been reviewed and the project limits have been revised. The original project includes pavement preservation work on four different roadways. The attached Scope of Work Amendment 1 and Amendment 2 identify that for the Two Mile Dr. (U-6702) location the beginning and ending points have been revised and the milling depth has changed. The scope of work for the other three roadways are chip seals and are unaffected by this change.

The beginning point of the Two Mile Dr. (U-6702) location has been revised from Reference Post (RP) 0.58 to 0.85 and the ending point from RP 0.85 to 1.22. The previous Preliminary Field Review/Scope of Work Report and the Scope of Work Amendment 1 were in error because there was confusion in the direction of which way the reference post numbers increase. On this project they actually increase from east to west. Therefore, the new limits will be RP 0.85 to 1.22 instead of the limits as listed in the Preliminary Field Review/Scope of Work Report approved on July 3, 2013 and the Scope of Work Amendment 1 dated November 12, 2013.

With Scope of Work Amendment 2, the scope for this same section of Two Mile Dr. from RP 0.85 to 1.22 is amended to change the milling depth to a uniform 0.20' depth. The scope originally called for a 0.15' mill & fill with a 0.30' mill & fill in specific areas where there was some alligator cracking exhibited. To keep the project within the pavement preservation threshold requirements, the mill & fill depth will increase to a uniform 0.20' depth with no deeper milling sections.

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Flathead Cnty Pave Pres
UPP 6799(36)
CN 7986000

As a result of these changes, we have reviewed the biological, cultural, hazardous waste etc. reports and found that in accordance with 23 CFR 771.117(a), this action will still neither individually or cumulatively, have any significant environmental impacts.

In accordance with the Federal Highway Administration's (FHWA) concurrence letter of April 15, 1999, this notification documents that this proposed action is still properly classified as a CE under the provisions of 23 CFR 771.117(d).

Sincerely,



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

Attachments:

Scope of Work Amendment 1 dated November 12, 2013
Scope of Work Amendment 2 dated December 3, 2013

Copy:	Ed Toavs, P.E.	Missoula District Administrator
	Paul R. Ferry, P.E.	Highways Engineer
	Ben Nunnallee, P.E.	Project Design Manager
	Tom S. Martin, P.E.	Environmental Services Bureau Chief
	Heidy Bruner, P.E.	Environmental Services Bureau
	Suzy Price	Contract Plans Bureau Chief
	Lisa Hurley	Fiscal Programming Section Supervisor
	Susan Kilcrease	Environmental Services Bureau
	File	Environmental Services Bureau
	Montana Legislative Branch Environmental Quality Council (EQC)	



July 16, 2013

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

RECEIVED
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MONTANA DIVISION

MASTER FILE
COPY

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Flathead County Urban Pave Pres
UPP 6799(36)
Control Number: 7986000

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 sent 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,

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
- Lisa Hurley, Fiscal Programming Section Supervisor
- Tom Erving, Fiscal Programming Section
- Susan Kilcrease, Missoula District Project Development Engineer
- Shane Stack, 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: UPP 6799(36) **Control No** 7986000 **Project Name:** FLATHEAD CNTY URBAN RAVE PRES
Two Mile Dr. RP 0.580 Two Mile Dr. RP 1.220
W. Evergreen Dr. RP 0.720 W. Evergreen Dr. RP 1.450
E. Reserve Dr. RP 0.000 E. Reserve Dr. RP 1.000
Reference Post (Station): Helena Flats Rd. RP 0.000 **To Reference Post (Station):** Helena Flats Rd. RP 1.130
Applicant's Name: Montana Department of Transportation **Address:** PO Box 201001; Helena, MT 59620-1001
Type of Proposed Pavement Preservation Activity: Mill and Overlay (Two Mile Dr. Only), Seal & Cover (All Locations)

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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2a. Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See http://deg.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Does the proposed project have impacts to wetlands, streams, or other water bodies? If 'No', go to question 5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
4b. If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 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/deg/remsitequery/portal.aspx)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6a. Are any Tribal water permits required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deg.mt.gov/AirQuality/Planning/AirNonattainment.mcp) (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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Checklist prepared by:

Sue Cusker
Applicant

Project Design Engineer
Title

7/3/2013
Date

Approved by: 
Environmental Services

ENVIRONMENTAL ENGINEERING
SECTION SUPERVISOR


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: July 3, 2013

Subject: UPP 6799(36)
FLATHEAD CNTY URBAN PAVE PRES
UPN 7986000
Work Type 160 – Minor Rehabilitation

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

Approved _____ Date _____
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

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:

- Two Mile Dr. (U-6702) – Mill & fill with a 0.15 ft. plant mix overlay, and Seal & Cover beginning just west of Greenbriar Dr. and ending at Konley Dr. For the locations of alligator cracking, the roadway will be milled and receive a 0.30 ft. plant mix overlay and Seal & Cover.
- W. Evergreen Dr. (U-6710) – Seal & Cover from the Whitefish River Bridge to US 2.
- E. Reserve Dr. (U-6708) – Seal & Cover from US 2 to Helena Flats Rd.
- Helena Flats Rd. (U-6712) – Seal & Cover from MT 35 to E. Reserve Dr.

Replacement of the pavement markings will also be included. Replacement of signing and delineation will be included at the Two Mile Dr. location, and delineation will also be included at the Helena Flats Rd. location.

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-6702 (Two Mile Dr.), urban route U-6710 (W. Evergreen Dr.), urban route U-6708 (E. Reserve Dr.), and urban route U-6712 (Helena Flats Rd.).

- The Two Mile Dr. location begins just west of the intersection of Greenbriar Dr. and Two Mile Dr. at RP 0.580 and extends westerly to the intersection of Konley Dr. and Two Mile Dr. at RP 1.220. This location was originally constructed by Flathead County and no as-built plans have been located. Reference posts will be used to design this project.
- The W. Evergreen Dr. location begins at the east bridge end of the Whitefish River at RP 0.720 and extends easterly to the intersection of US 2 and W. Evergreen Dr. at RP 1.450. This location was originally constructed by Flathead County and no as-built plans have been located. Reference posts will be used to design this project.
- The E. Reserve Dr. location begins at the intersection of US 2 and E. Reserve Dr. at RP 0.000 and extends easterly to the intersection of Helena Flats Rd. and E. Reserve Dr. at

Preliminary Field Review/Scope of Work Report

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Project Manager: Sue Cusker

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RP 1.000. This location was originally constructed by Flathead County and no as-built plans have been located. Reference posts will be used to design this project.

- The Helena Flats Rd. location begins at the intersection of MT. 35 and Helena Flats Rd. at RP 0.000 and extends northerly to the intersection of E. Reserve Dr. and Helena Flats Rd. at RP 1.130. This location was originally constructed by Flathead County and no as-built plans have been located. Reference posts will be used to design this project.

This project is located in the City of Kalispell in Township 28 North, Range 22 West and Township 29 North, Range 21 West. The total project length is approximately 3.5 miles.

U-6702, U-6710, U-6708, and U-6712 are on the Urban System and are each 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.

Two Mile Dr. Location:

The roadway from RP 0.580 to RP 1.220 was originally constructed by Flathead County and no as-built plans have been located. The posted speed limit for this location is 35 mph.

The following typical sections are within this section of roadway:

Typical Section No. 1

RP 0.0580 to RP 1.220

- Improvement project: Unavailable
- Top Width: 24'
- Lanes: 2-12' driving lanes
- Shoulders: None
- Surfacing depth: 6"
- Base Depth: 6"

W. Evergreen Dr. Location:

The roadway from RP 0.720 to RP 1.450 was originally constructed by Flathead County and no as-built plans have been located. The posted speed limit for this location is 25 mph.

The following typical sections are within this section of roadway:

Typical Section No. 2

RP 0.720 to RP 1.450

- Improvement project: Unavailable
- Top Width: 28'

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Project Manager: Sue Cusker

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- Lanes: 2-12' driving lanes
- Shoulders: 2' LT & RT
- Surfacing depth: Unavailable
- Base Depth: Unavailable

E. Reserve Dr. Location:

The roadway from RP 0.000 to RP 1.000 was originally constructed by Flathead County and no as-built plans have been located. The posted speed limit for this location is 35 mph.

The following typical sections are within this section of roadway:

Typical Section No. 3

RP 0.000 to RP 1.000

- Improvement project: Unavailable
- Top Width: 24'
- Lanes: 2-12' driving lanes
- Shoulders: None
- Surfacing depth: 2"
- Base Depth: 5"

Helena Flats Rd. Location:

The roadway from RP 0.000 to RP 1.130 was originally constructed by Flathead County and no as-built plans have been located. The posted speed limit for this location is 45mph (from approximately RP 0.0 to RP 0.6) and 35 mph (from approximately RP 0.6 to RP 1.13).

The following typical sections are within this section of roadway:

Typical Section No. 4

RP 0.000 to RP 1.130

- Improvement project: Unavailable
- Top Width: 23'
- Lanes: 2-11.5' driving lanes
- Shoulders: None
- Surfacing depth: 3"
- Base Depth: 6"

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 Two Mile Dr, range from 0.33' to 0.66' with an average of 0.53'. 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.

Since no as-built plans are available, the exact horizontal and vertical alignments have not been determined. The only noticeable horizontal curves are one on Two Mile Dr. and one in the beginning of Helena Flats Rd. The vertical alignments of all four locations appear to be relatively flat. No adverse issues were noted in the field in relation to either the horizontal or vertical alignments at any of the project locations.

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Project Manager: Sue Cusker

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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:

- Two Mile Dr. Location: 2" milling, overlay, and seal & cover (based on a PASER Rating of 6 (Good) for the roadway surface)
- W. Evergreen Dr. Location: Seal & cover (based on a PASER Rating of 6 (Good) for the roadway surface from RP 0.72 – 0.97 and a Rating of 8 (Very Good) from RP 0.97 – 1.45)
- E. Reserve Dr. Location: Seal & cover (based on a PASER Rating of 8 (Very Good) for the roadway surface)
- Helena Flats Rd. Location: Seal & cover (based on a PASER Rating of 8 (Very Good) for the roadway surface)

Traffic Data

Two Mile Dr. (RP 0.580 to RP 1.220):

2013 AADT = 1,590 (Present)
2014 AADT = 1,610 (Letting Year)
2034 AADT = 1,960 (Design Year)
DHV = 240
Com Trucks = 2.3%
Growth Rate = 1.0% (Annual)

W. Evergreen Dr. (RP 0.720 to RP 1.450):

2013 AADT = 3,560 (Present)
2014 AADT = 3,610 (Letting Year)
2034 AADT = 4,670 (Design Year)
DHV = 560
Com Trucks = 1.2%
Growth Rate = 1.3% (Annual)

E. Reserve Dr. (RP 0.000 to RP 1.000):

2013 AADT = 4,670 (Present)
2014 AADT = 4,810 (Letting Year)
2034 AADT = 8,680 (Design Year)
DHV = 1,040
Com Trucks = 2.3%
Growth Rate = 3.0% (Annual)

Helena Flats Rd. (RP 0.000 to RP 1.130):

2013 AADT = 3,820 (Present)
2014 AADT = 3,930 (Letting Year)
2034 AADT = 6,960 (Design Year)
DHV = 840
Com Trucks = 2.3%
Growth Rate = 2.9% (Annual)

Preliminary Field Review/Scope of Work Report

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

Project Manager: Sue Cusker

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Crash Analysis

Safety Management completed a crash analysis for the five-year period from January 1, 2008 through December 31, 2012 for State urban routes U- 6702 from RP 0.580 to RP 1.220, U-6710 from RP 0.720 to RP 1.450, U-6708 from RP 0.000 to RP 1.000, and U-6712 from RP 0.000 to RP 1.130:

- Two Mile Dr.(U-6702) from RP 0.580 to RP 1.220
No crashes occurred along this route during the study period.
- W. Evergreen Dr. (U-6710) from RP 0.720 to RP 1.450
A total of three crashes occurred along the route during the study period. One crash was a rear end collision occurring at the intersection of W. Evergreen Dr. and River Rd. One crash was a right angle collision occurring at the intersection of W. Evergreen Dr. and River Rd. The other crash involved a pedestrian being hit at a pedestrian crossing.
- E. Reserve Dr. (U-6708) from RP 0.000 to RP 1.000
A total of five crashes occurred along the route during the study period. Three crashes were rear end collisions. The other two crashes were single vehicle run off the road collisions.
- Helena Flats Rd. (U-6712) from RP 0.000 to RP 1.130
A total of ten crashes occurred along the route during the study period. Eight crashes were single vehicle run off the road collisions. One crash was a rear end collision. The other crash was a side swipe in the opposite direction collision. The Safety Engineering Section recommends installing standard delineation on this route. Therefore, delineation will be included for this location.

The Safety Engineering Section does not maintain crash statistics for city streets. As a result, comparisons to statewide crash statistics are not available.

No safety projects are scheduled for these roadways.

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.

- 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 limits are as follows:
 - Two Mile Dr. Location: 35 mph
 - W. Evergreen Dr. Location: 25 mph
 - E. Reserve Dr. Location: 35 mph
 - Helena Flats Rd. Location: 45 mph (RP 0.0 to RP 0.6) & 35 mph (RP 0.6 to RP 1.13)

Design speed is not an applicable design criterion for pavement preservation projects.

- b. **Horizontal Alignment.** The existing horizontal alignments will not be changed with this pavement preservation project.

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Project Manager: Sue Cusker

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- c. **Vertical Alignment.** The existing vertical alignments will not be changed with this pavement preservation 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:
- Two Mile Dr. Location: 0.15' mill & fill with Grade S Commercial Plant Mix
0.30' mill & fill in areas of alligator cracking
(approx.. 1000')
PG 64-28 Asphalt Binder
Cover Type 1
 - W. Evergreen Dr. Location: Cover Type 1
 - E. Reserve Dr. Location: Cover Type 1
 - Helena Flats Rd. Location: Cover Type 1
- e. **Geotechnical Considerations.** There are no geotechnical considerations for this pavement preservation 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 preservation project.
- g. **Bridges.** There are two bridges in the vicinity of this project. The first bridge is Bridge ID: M15067000+00301. This bridge crosses the Whitefish River and is located on West Evergreen Dr. The project location on West Evergreen Dr. begins at the east bridge end. Therefore, the bridge will not be impacted by this project. The second bridge is Bridge ID: U06708000+06471. This bridge crosses Spring Creek and is located on East Reserve Dr. The project location on East Reserve Dr. consists of a seal & cover only. Therefore, this bridge will also not be impacted by 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. Traffic Engineering will provide the necessary plans, quantities, details, and specifications for upgrades to the signing and delineation at the Two Mile Dr. location and for the delineation at the Helena Flats Rd. location.

In addition to the existing pavement marking layout, the pavement markings will include the following:

- Two Mile Dr. Location: Double yellow stripe at centerline, and no fog line striping.
 - W. Evergreen Dr. Location: Double yellow stripe at centerline, and fog line striping.
 - E. Reserve Dr. Location: Double yellow stripe at centerline, and fog line striping.
 - Helena Flats Rd. Location: Double yellow stripe at centerline, and fog line striping.
- i. **Pedestrian/Bicycle/ADA.** The W. Evergreen Dr. and E. Reserve Dr. locations have short sections of pedestrian paths north of the roadway and near subdivisions. Due to the

nature of this pavement preservation project, no work will be done on the existing offset pedestrian paths and no new accommodations will be added.

- j. **Miscellaneous Features.** It is anticipated this project will generate 1,200 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 will be made with the Flathead County to receive the millings generated by this project

Prior to construction, Flathead County will crack seal the roadways that will receive a seal & cover only.

- k. **Context Sensitive Design Issues.** There are no special context sensitive design issues identified for this pavement preservation project.

Other Projects

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

- UPP 6799(34), 1ST AVE W & 1ST AVE E – KAL, UPN 7985000

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 30' 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

These sections of roadway are not access control facilities.

Utilities/Railroads

Utilities – There will be no utility involvement on this project.

Railroads – The BNSF railroad crosses the West Evergreen Dr. location at RP 0.97 at an at-grade crossing. A railroad agreement and insurance special provision will be required for this location only.

Cold-In-Place Recycle

MDT Surfacing has determined that the Two Mile Dr. location on this project is not a good candidate for Cold-In-Place Recycling since it would not be cost competitive due to the short project length.

Maintenance Items

No specific work is required by Maintenance forces in association with this project. Prior to construction, Flathead County 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

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.

Energy Savings/Eco-Friendly Considerations

As discussed previously, the millings will be given to MDT Maintenance or Flathead County 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.

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Preliminary Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$440,000 (CN = \$400,000 and CE = \$40,000). The total nomination cost estimate including IDC was \$558,334.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$321,000		
Traffic Control	\$48,000		
Subtotal	\$369,000		
Mobilization (10%)	\$37,000		
Subtotal	\$406,000		
Contingencies (8%)	\$32,000		
Total CN	\$438,000	\$61,334	\$544,873
CE (10%)	\$44,000	\$6,161	\$54,735
TOTAL CN+CE	\$482,000	\$67,495	\$599,608

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 11.08% as of FY 2013 and 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 about 1 month ahead of schedule in OPX2.

Site Map

The project site map is attached.

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