



January 22, 2015

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
Columbia Falls Urban
NH 1-2(197)135
Control Number: 8730000

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,

Heidy 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
Heidy Bruner, P.E., ESB Engineering Section Supervisor
Lesly Tribelhorn, P.E., Acting Highways 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
Bill Squires, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
File

HB:smk: S:\PROJECTS\MISSOULA\8730000\8730000ENPPP_FHWA.doc

(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 1-2(197)135 Control No 8730000 Project Name: Columbia Falls Urban

Reference Post (Station): 134.9 To Reference Post (Station): 137.4

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

Type of Proposed Pavement Preservation Activity: Work Type 180 - Resurfacing - Asphalt (mill/fill ≤ 0.20')

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

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

Checklist prepared by:

William M. Squires Applicant

Project Design Engineer Title

12/31/2014 Date

Approved by:

Handwritten signature of environmental services representative.

ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Title

1/23/15 Date Click here to enter a 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.



Memorandum

To: Distribution

From: Lesly Tribelhorn, P.E. *LT*
 Acting Highways Engineer

Date: January 5, 2015

Subject: NEI 1-2(197)133
 Columbia Falls Urban
 UPN 3730000
 Work Type 130 - Resurfacing - Asphalt (mill/fill \leq 0.20')

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 11/24/14. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:

Approved _____ Date _____

Distribution:

- | | |
|--------------------------------------------|--------------------------------------------------------------|
| Ed Toavs, District Administrator | Tom Martin, Environmental Services Bureau Chief |
| Kent Barnes, Bridge Engineer | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Lesly Tribelhorn, Acting Highways Engineer | Jake Goettle, Construction Engineering Services Bureau |
| Roy Peterson, Traffic and Safety Engineer | Matt Strizich, Materials Engineer |
| Robert Stapley, Right-of-Way Bureau Chief | |

cc:

- | | |
|--------------------------------------|-------------------------------------------|
| Bill Squires, Project Design Manager | Dawn Stratton, Fiscal Programming Section |
| Master file | Damian Krings, Road Design Engineer |

e-copies:

- | | |
|--------------------------------------------------------|--------------------------------------------------------|
| Jim Walther, Engineering, Preconstruction Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Lesly Tribelhorn, Highways Design Engineer | Shane Stack, District Preconstruction |
| Mark Goodman, Hydraulics Engineer | Ben Nunnallee, District Projects Engineer |
| KC Yahvah, District Hydraulics Engineer | Mike Dodge, District Materials Lab |
| Bill Semmens, Env. Resources Section Supervisor | Gary Engman, Dist. Maintenance Chief (Kalispell) |
| Joe Weigand, District Biologist | Maureen Walsh, District Right of Way Supervisor |
| Susan Kilcrease, District Project Development Engineer | Phillip Inman, Utilities Engineering Manager |
| Danielle Bolan, Traffic Operations Engineer | David Hoerning, Lands Section Supervisor |
| Ivan Ulberg, Traffic Design Engineer | Greg Pizzini, Acquisition Section Supervisor |
| Gabe Priebe, District Traffic Project Engineer | Joe Zody, R/W Access Management Section Manager |
| Kraig McLeod, Safety Engineer | Matt Strizich, Materials Engineer |
| Chris Hardan, Bridge Area Engineer, Missoula District | Jim Davies, Pavement Analysis Engineer |
| vacant, Engineering Cost Analyst | Darin Reynolds, Surfacing Design Supervisor |
| Matt Wagner, Engineering Division | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Bret Boundy, District Geotechnical Manager |
| Sue Sillick, Research Section Supervisor | Paul Johnson, Project Analysis Bureau |
| Suzy Price, Contract Plans Bureau Chief | Jean Riley, Planner |
| Alyce Fisher, Fiscal Programming Section | James Freyholtz, District Traffic Engineer (Kalispell) |
| Bob Vosen, District Construction Engineer | Angela Zanin, Bicycle/Pedestrian Coordinator |
| Dean Jones, Asst. District Construction Engineer | Suzan Foley, R/W Design Supervisor |
| Ray Sacks, Construction Bureau | Breta Palmer, District Utility Engineering (Kalispell) |
| Matt Maze, ADA Coordinator | Bryce Larsen, Supervisor, Photogrammetry & Survey |
| Ralph Jones, Photogrammetry-Survey | |



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

MASTER FILE
COPY

Memorandum

To: Lesly Tritelhorn, P.E.
Acting Highways Engineer

From: Damian Krings, P.E. *DK*
Road Design Engineer

Date: January 5, 2015

Subject: **PH 1-20157189**
Columbia Falls Urban
UVN 052000
Work Type 100 - Resurfacing - Asphalt (with 100.207)

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

Approved  Date Jan. 5, 2015
Lesly Tritelhorn, P.E.
Acting Highways Engineer

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

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

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 1 of 10

Introduction

An on-site preliminary field review was conducted on August 26, 2014, with the following MDT staff in attendance:

William Squires, PE, Missoula Area Engineer, Road Design – Helena
Joshua Dold, Design Supervisor, Missoula District – Helena
Jim Hansen, Missoula District, Road Design – Helena
Darin Reynolds, Pavement Analysis – Helena
Joe Weigand, District Biologist – Helena
Matt Maze, Civil Rights, Helena

Proposed Scope of Work

The proposed project was nominated to mill/fill the driving lanes, followed by full-width microsurfacing. The review team proposes to modify the surfacing treatment to a mill/fill of the driving and passing lanes, followed by a full-width seal & cover. Other work will include new pavement markings, drainage improvements, upgrades to the sidewalks to comply with the American's with Disabilities Act (ADA), and a bridge deck seal. The Missoula crew in Helena Road Design will design the project, which will be developed in English units.

Purpose and Need

The purpose of this project is to prolong and preserve the existing pavement to extend the service life of the existing asphalt surfacing, increase skid resistance, and upgrade the pedestrian facilities.

Project Location and Limits

The project is located in Flathead County on Route N-1 (U.S. Hwy 2), functionally classified as a principal arterial non-Interstate. It begins at reference post (RP) 134.90±, about 390 feet west of the junction with U-2514 (S. Hilltop Road), and extends easterly 2.55 miles to RP 137.38±, the east bridge end of the Flathead River Bridge at RP 137+0.3441. (The project is apparently within the Columbia Falls city limits from RP 135.05± to RP 136.95±, according to the PathWeb aerial photo. TIS Roadlog lists the city limits at RP 134+0.890 and RP 135+0.951).

The project as-builts are as follows:

- F 38-1(5)4, Columbia Falls – East & West year 1985 (reconstruction)
- NH 1-2(95)135, Columbia Falls – East & West [3854] year 1999 (overlay)

We propose to soft convert the metric stationing from NH 1-2(95)135 [3854] to English stationing for the roadwork portion of the current project. The stationing for the roadwork will extend from English Station 280+00.00 to 409+69.00 [Met Sta. 85+34.40 to 124+87.35 on NH 1-2(95)135]. The project will then continue across the Flathead River bridge, and end at English as-built Station 414+55.00 on F 38-1(5)4.

A location map is attached at the end of the report.

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 2 of 10

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. This project is on a Level 1 corridor but is not a Significant Project. Due to the mobile construction zone and the short construction duration, we expect a small degree of public impact, and propose to consider this project as a Level 2 project. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address public notification will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The majority of adjacent land use consists of urban homes and commercial development. The physical characteristics are described below:

The current project limits are contained within the section that was reconstructed to a four-lane facility in 1985 under **Columbia Falls – East and West, F 38-1(5)4**. That project extended from RP 133.9± to 138.2±, and included rebuilding the US-2/MT-40 intersection, guardrail, new storm drain, sidewalks, and a new bridge over the Flathead River. The road was built with 0.25' of plant mix bituminous surfacing atop 0.20' of crushed top surfacing and 1.10' of crushed base course.

The original lane configuration within the [8730000] project limits included four 12-ft. travel lanes and two 8-ft shoulders from RP 134.89 to RP 136.7±. The shoulders were increased to 10 feet and a paved center median 20 feet wide was added from RP 136.7± to the end at RP 137.38, and included the new bridge.

The road was overlaid in 1999 under metric project, **Columbia Falls – East and West, NH 1-2(95)135, [3854]**. The project limits were from RP 134.8 to 137.3 (Met Sta. 85+34.40 to 124+87.35). The road was taper milled to the gutter pan, overlaid with 50 mm of plant mix, and chip sealed. The lane striping configuration was altered from RP 134.8 to 136.904: two 11.8-ft. driving lanes, two 10.8-ft passing lanes, an 11.8 –ft. TWLTL/left-turn lane, and two 3.4-ft. shoulders. The roadway and bridge over the Flathead River retained the original four 12 foot driving lanes, one 20 foot median turn lane and two 10-ft. shoulders from RP 136.7± to 137.38.

The following projects were constructed adjacent to or within the project limits:

Project Designation	ID #	Letting Date	Contract	UPN
COLUMBIA FALLS - 6TH AVE. & U. S. 2 - FLATHEAD COUNTY	NH 1-2(63)136	29-OCT-92	03892	1392
COLUMBIA FALLS - EAST & WEST	NH 1-2(133)134	26-JAN-06	18106	5450

Current typical sections and surfacing information is provided below:

From	To	Top Thickness (in)	Bottom Thickness (in)	Top Width (ft)
Sta. 280+00.00	Sta. 379+72.51	7.3	13.2	64 (face to face of curb)
Sta. 379+72.51	Sta. 414+55.00	7.3	13.2	88

Pavement cores were requested in December 2014, but samples will not be collected until the spring of 2015.

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 3 of 10

PvMS Index Numbers & Recommended Treatment for 2014:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 134.9 to RP 137.4	72.8	52.8	95.7	98.7	C AC Minor Rehab Rut	M Maintenance Rut Fill

The horizontal alignment typically meets the 45 mph design speed minimum radius of 711.0 feet. There is one horizontal curve not meeting minimum design requirements with a radius of 573.0 feet at as-built PI station 374+91.30. The general terrain is level in an urban residential area, with all grades less than 6% and maximum grade of 4.7%. The vertical alignment meets 45 mph design speed criteria.

The following bridge is within the project limits:

Bridge Number	Location	Reference Post	Feature Crossed	Const. Year	Suff. Rating	Width x Length (ft x ft)
P00001137+03441	COLUMBIA FALLS	137.3	FLATHEAD RIVER	1977	98.8	88 x 486

Traffic Data

2014 AADT	=	16,020 (Present)
2017 AADT	=	16,660 (Letting Year)
2037 AADT	=	21,570 (Design Year)
DHV	=	2,670
T	=	3.4%
ESAL's	=	166
Growth Rate (Annual)	=	1.3%

Crash Analysis

The crash analysis for the subject project as requested by memorandum dated October 6, 2014 is summarized below. The analysis is for NINHS 1 from reference point 134+0.900 to reference point 137+0.300.

The Montana Highway Patrol records indicate a total of 31 crashes occurred along this section of roadway from January 1, 2011 through December 31, 2013. The main observed crash trend is intersection crashes, with a total of 21 crashes occurring at or related to an intersection. The majority of the intersection crashes resulted in either a rear end (8), right angle (6) and /or a right turn sideswipe same direction collision (3). The right angle crashes were attributed to left-turning conflicts at various intersections throughout the project limits; no specific concentrations were observed.

Summarized below is a breakdown of crash locations along this section of roadway.

Intersection of N. Hilltop/S. Hilltop	4 Crashes
Between N. Hilltop/S. Hilltop Rd & Meadow Lake Blvd	2 Crashes
Intersection Meadow Lake Blvd	4 Crashes
Between Meadow Lake Blvd & Truck Route	4 Crashes
Intersection Truck Route	1 Crash
Between Truck Route & 12 th Ave W	2 Crashes
Intersection 12 th Ave W	1 Crash

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 4 of 10

Intersection 10th Ave W	2 Crashes (1 Bicycle)
Intersection 6 th Ave W	2 Crashes
Intersection 4th Ave W	3 Crashes (1 Pedestrian)
Intersection 2 nd Ave W	1 Crash
Between 1 st Ave W & 2 nd Ave W	1 Crash
Intersection N. Nucleus Ave	2 Crashes
Intersection S. Nucleus Ave	1 Crash
Between 3 rd Ave E & Park Ave	<u>1 Crash</u>
Total	31 Crashes

There has also been a collision with a bicycle and a collision with a pedestrian along this section of roadway during the study period. Both of these crashes resulted in property damage only.

The majority of the midblock crashes resulted in either rear-end and/or sideswipe collisions. Three of these crashes were related to right turning conflicts at either a driveway/parking lot approach. There was also a rear end collision at the rail crossing.

The remaining crashes within the study area were road departure crashes and a wild animal vehicle collision involving a deer.

The severity of the crashes within the study area resulted in 10 possible injury crashes, 3 severity unknown injury crashes with a total of 16 persons injured, and 18 property damage only crashes.

Retro-reflective borders on the signal back plates should be considered with the project.

There were three projects that involved new signals and upgrades to existing signalized intersections in recent years:

HSIP 1-2(147)136, SF079 Signal Heads-Columbia Falls [6419000]

Completed in 12/2012: installed 12" signal heads and installed modern pedestrian signal indications at intersections with 6th Avenue W. (RP 136.3), 4th Avenue W. (RP 136.4), and Nucleus Avenue/S-486 (RP136.7).

SFCN 1-2(160)136, US 2 & 12th Ave. – Columbia Falls [7069000]

Completed 10/2011: signalized the intersection with 12th Avenue W. (RP 135.9). The two 12th Avenue legs were previously stop sign controlled.

SFCN 1-2(162)135, US 2 & Hilltop – Columbia Falls [7070000]

Completed in 7/2012: signalized the intersection with Hilltop Road (RP 134.9). The two Hilltop Road legs were previously stop sign controlled.

We will include retro-reflective borders on the signal back plates with the project.

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. The project is considered to be preventative maintenance by means of scheduled treatment.

a. Design Speed.

The geometric design criteria for Urban Principal Arterial on level terrain indicate that

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 5 of 10

the design speed should be 45 mph. The posted speed limits are 45, 35 and 25 mph for cars and trucks. Design speed is not an applicable design criterion for preventative maintenance type projects.

b. **Horizontal Alignment.**

No changes.

c. **Vertical Alignment.**

No changes.

d. **Typical Sections and Surfacing.**

The proposed typical section and surfacing is as follows:

- 0.20' Mill/fill driving and passing lanes only with Grade S – ¾" plant mix surfacing and PG 70-28 binder, as recommended by Surfacing Design.

- Seal and Cover (Cover Type 2 and CRS-2P seal oil) full pavement width

No changes to the overall roadway widths are proposed. Proposed lane/shoulder width modifications are described under Traffic.

e. **Geotechnical Considerations.**

There will be no Geotechnical considerations.

f. **Hydraulics.**

There is a drainage issue on the northwest quadrant of the intersection at Highway 2 and 6th Ave. Water backs up from the drop inlet just west of Falls Car Wash & Laundromat, approximately 415 feet west of the northwest corner of the intersection of Hwy 2 and 6th Ave. Once survey is completed, we will determine the best solution to the drainage problem. One possible solution is to install new curb and gutter along this area with positive drainage and additional curb inlets installed between Falls Car Wash & Laundromat and the intersection of Hwy 2 and 6th Ave.

The review team observed that some existing drop inlets with edge drains were partially plugged. One such location was along the eastbound lane at RP 135.2, just west of Meadow Lake Boulevard. The surrounding pavement was moisture damaged; indicating this may be a perennial problem. We should consider retrofitting these drop inlets with wider slotted drains that may be less prone to plugging.

Bridges.

The bridges have been inspected; the following work is proposed:

<u>Bridge ID</u>	<u>Location</u>	<u>Work Required</u>
P00001137+03441	COLUMBIA FALLS	Bridge Deck Crack Seal

g. **Traffic.**

The existing pavement marking layout that was used on project NH 1-2(95)135 will be slightly modified from English Station 280+00.00 to 379+72.51 to allow for four 11-ft. driving lanes, a 12-ft. median TWLTL/left turn lane, and two 2.5-ft. shoulders. The proposed 2.5-ft shoulder width does not include the gutter pan, which is 1.5 feet wide.

Traffic Engineering will provide the quantities, details, and specifications for interim

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 6 of 10

paint, final epoxy, curb paint and any thermoplastic pavement markings. These items will be included in the road plans package.

Retro-reflective borders will be installed on the signal back plates at the six signalized intersections within the project, as recommended by Safety Management.

There will be no replacement of signing or delineators with this project.

h. **Pedestrian/Bicycle/ADA.**

There is sidewalk along the south side the entire length of the project. The sidewalk is 7.5 feet wide from RP 134.9 to 136.6± (1st Ave. W), and then narrows to 4.5 feet to the end of the project.

On the north side, sidewalk 7.5 feet wide was placed under the original project from RP 135.8 (just east of the railroad crossing) to RP 136.95 (3rd Avenue East). A 7.5-ft. border strip of compacted gravel was placed behind the curb from RP 134.9 to 135.8±.

We propose to prioritize sidewalk upgrades as defined below:

- 1) Signalized intersections - There are six signalized intersections. The first five listed below are four-legged intersections with a marked cross-walk on each leg. The Nucleus Avenue intersection is three-legged, with cross-walks on the east leg and north leg.

- RP 134.97 (Hilltop Rd)
- RP 135.28 (Meadow Lake Boulevard)
- RP 135.90 (12th Ave. W.)
- RP 136.26 (Sixth Ave. W.)
- RP 136.39 (Fourth Ave. W)
- RP 136.64 (Nucleus Ave./Secondary 486)

The intersections are in varying degrees of compliance with current Prowag guidelines for pedestrian access and passage. The focus will be to upgrade the sidewalk ramps as needed to achieve reasonable compliance.

- 2) Non-signalized intersections (approximately thirteen locations)
The ramps will be updated as needed to provide passage across the intersecting street, but not across U.S. 2.
- 3) Repair broken and/or deteriorated panels of existing sidewalk.
- 4) Correct cross-slope of sidewalk across existing approaches.
- 5) Install new sidewalk where none exists, as described below:

New sidewalk along the north side from the RP 134.9 to RP 135.8 (beginning of the project to the railroad crossing). The new sidewalk will connect to either side of the new sidewalk recently installed in front of a new business (Auto Zone) beginning at RP 135.3 (the northeast quadrant of US 2/Meadow Lake Boulevard) and extending about 130 feet east. We will strive to match the 7.5-ft. sidewalk that was originally constructed to the east. However, there may be segments where installation of a 7.5-

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 7 of 10

ft. sidewalk may be problematic due to utilities, steep terrain behind the sidewalk, etc. If so we may opt to reduce the sidewalk width to five feet or more along those segments.

We do not propose to install new sidewalk on the north side between the eastern terminus of the existing sidewalk at RP 136.95 (3rd Avenue East) and the west bridge end (RP 137.30). Although there is some physical evidence of pedestrian use along this side, extension of the sidewalk to the bridge end would encourage users to cross the highway in a 45 mph speed zone to get to the existing sidewalk on the south side of the bridge. We believe it prudent to continue to provide a marked crosswalk at the Nucleus Avenue intersection (RP 136.64) for users intent on crossing the bridge.

Once survey is complete, any intersection corners that are not designed to current guidelines will be re-designed. Detectable warning devices will be installed on all warranted curb ramps that do not currently meet the department's requirements on the qualified products list (QPL) for detectable warning devices type I and II. There are no dedicated bicycle facilities and none are proposed. The revised lane configuration proposed under Traffic will provide 2.5 feet of paved shoulder, compared to the existing 0.5± feet. We'll consider increasing the TWLTL to 14 feet if Traffic Engineering demonstrates the benefits of a wider TWLTL outweigh the potential problems associated with crowding bicyclists into the gutter pan.

i. **Miscellaneous Features.**

All millings generated will be disposed of in accordance with the MDT millings disposal policy. We estimate roughly 5,000 cubic yards of millings will be generated.

j. **Context Sensitive Design Issues.**

The intent of this project is to increase the service life of the pavement and do minor repairs and upgrades as needed to reduce maintenance costs and improve safety. The majority of the work will occur on the paved roadway surface. Therefore, no significant changes will occur to the context of the area the roadway passes through once construction is completed.

Other Projects

There are forty-one other MDT projects in Flathead County. Currently, none appear to be good candidates to tie for letting, but we'll continue to look for such opportunities as the letting date nears.

Location Hydraulics Study Report

Due to the limited scope, there is no need for an LHSR.

Design Exceptions

The design exception process does not apply to pavement preservation projects.

Right-of-Way

Existing right-of-way width ranges between 50 and 100 feet on the left side and between 50 and 130 feet on the right side.

Sidewalk agreements will be pursued with adjacent property owners where sidewalk construction will require minor revisions of the paved driveways behind the sidewalk that extends beyond the

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 8 of 10

right-of-way. Road Design will develop the list of locations where the agreements will be needed. District right-of-way staff will generate the list of affected property owners and send each one a form letter for signature.

Access Control

There will be no changes to access control with this project.

Utilities/Railroads

Evidence of overhead and underground utilities throughout the project area was noted during the field review.

There are potential utility conflicts from updating curb ramps that do not currently meet design guidelines and from major work done on the gutter line at the intersection of Hwy 2 and 6th Ave. Potential utility conflicts will be identified once survey is complete and the design process has commenced.

Burlington Northern Santa Fe Railway intersects the mainline at as-built English Station 330+56.36, skewed 41° right. Railroad right-of-way is 50.0' feet each side of railroad centerline. There is a cantilevered overhead railroad signal in each direction, but no crossing arms. If the sidewalk is extended to the west side of the railroad crossing on the north side, the walkway will have to go behind the large signal standard, and abut the existing concrete railroad crossing. A railroad flagging agreement will be required since construction will occur within 50 feet of the railroad tracks

Maintenance Items

Maintenance will be requested to clean storm drain inlets that have plugged and reduced the capacity of the system to drain the roadway.

Intelligent Transportation Systems (ITS) Features

There will be no ITS solutions to be considered as part of the design process.

Survey

An engineering survey and a utility locate survey will be required. We do not anticipate the need for cadastral survey at this time.

Public Involvement

A limited PI component will be included in the project outlining strategies for public notification. 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. This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist. As proposed, no CWA 404 permit or SPA 124 notifications will be required.

Energy Savings/Eco-Friendly Considerations

We will strive to arrange for the 5000± cubic yards of cold milling to be re-used in a beneficial manner for the travelling public.

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 9 of 10

Experimental Features

At this time, no experimental features have been identified.

Traffic Control

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project. Traffic will be maintained throughout construction through the use of part width construction and lane closures. No detours are anticipated. A minimum of one lane will remain open for both directions of traffic at all times during the construction. Traffic will be maintained through the construction with appropriate signing, flagging, pilot cars, etc., in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD).

We'll consider restricting lane closures during the am & pm peak hourly periods. We'll also consider requiring night-time construction on some phases of construction. Depending on what month the project is let, it may be advantageous to include a "Notice to Proceed" date after Labor Day, when the seasonal tourist traffic decreases significantly. We would want to be reasonably certain the work could be completed through final paving before winter shutdown.

Maintaining access to adjacent businesses will require special attention. One strategy that will be considered includes adequate signing noting that businesses are still accessible, but not by using the TWLTL. Travelers will have to find other routes to access businesses such as going past the work zone, reversing direction, and turning right into a business instead of turning left in their original direction.

Project Management

The Missoula crew from the Helena Road Design Section will design this project. The project design manager will be William Squires. This is not a Project of Division Interest for FHWA.

Preliminary Construction Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$2,835,000 (CN = \$2,577,000 and CE = \$258,000). Here is the updated cost estimate:

PFR Estimate	Estimated Cost	Inflation (INF) (from PPMS)	TOTAL Costs w/INF + IDC (from PPMS)
Road Work	\$1,726,000		
Bridge Work	\$62,000		
Traffic Control	\$88,000		
Subtotal	\$1,876,000		
Mobilization (10%)	\$188,000		
Subtotal	\$2,064,000		
Contingencies (12%)	\$248,000		
Total CN	\$2,312,000	\$ 353,160	\$ 2,908,489
CE (10%)	\$231,000	\$ 35,285	\$ 290,597
TOTAL CN + CE	\$2,543,000	\$ 388,445	\$ 3,199,086

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is

Preliminary Field Review/Scope of Work Report

NH 1-2(197)135: Columbia Falls Urban [8730000]

Project Manager: William M. Squires

Page 10 of 10

assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.13% as of FY 2015.

Preliminary Engineering

There is potential that the nominated PE amount of \$100,000 will have to be increased to cover the extensive survey and design time that will be required to upgrade the pedestrian facilities.

Project and Risk Management

It is expected the overall level of risk is low to moderate to project costs and schedule. Upgrading sidewalk facilities and improving drainage issues will pose some risk to the project costs and schedule. We will be in close contact with the city of Columbia Falls, Civil Rights, and Hydraulics to address additional work required on this project.

Ready Date

No ready date has been established pending OPX2 overrides. Once overrides have been completed, a ready date will be set. The project is currently not fundable in the 2014 Tentative Construction Program, so the scheduled let date is shown as January 1, 2020.

Site Map

