Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

April 7, 2015

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

Subject: Categorical Exclusion Re-Evaluation
STPU 6735(2)
Four Mile Dr - Kalispell
UPN 8166000 [8166001 and 8166002]

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 (CE) under the provisions of 23 CFR 771.129(c). The original CE was signed June 16, 2014 and is attached. 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.).

A Project Split Report was approved on January 14, 2015 splitting the project into Segment A and Segment B for construction. The Scope-of-Work for the proposed project has been reviewed and has not changed. As a result of this review, we have reviewed the project reports and found that in accordance with 23 CFR 771.117(a), this action will neither individually or cumulatively, have any significant environmental impacts. This change will not require any permits.

The segments are identified as:
Segment A: Four Mile Drive – West Section, UPN 8166001, Construction Project Number STPU 6735(5)
Segment B: Four Mile Drive – East Section, UPN 8166002, Construction Project Number STPU 6735(6).

In accordance with the Federal Highway Administration's 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).

If you have any questions, please phone Susan Kilcrease at 406.523.5842. She will be pleased to assist you.

Sincerely,

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

Copy (w/o attach.):	Ed Toavs, P.E.	Missoula District Administrator
	Lesly Tribelhorn, P.E.	Highways Engineer
	Ryan Dahlke, P.E.	Consultant Design Engineer
	Fred Bente, P.E.	Project Design Manager
	Tom S. Martin, P.E.	Environmental Services Bureau Chief
	Suzy Price	Contract Plans Bureau Chief
	Lisa Hurley	Fiscal Programming Section Supervisor
	Tom Erving	Fiscal Programming Section
	Robert Stapley	Right-of-Way Bureau Chief
	Susan Kilcrease	Environmental Services Bureau
	File	Environmental Services Bureau
	Montana Legislative Branch Environmental Quality Council (EQC)	

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

Memorandum

To: James A. Walther, P.E. - Engineering
Preconstruction Engineer

From: Ryan Dahlke, P.E.
Consultant Design

Date: January 13, 2015

Subject: STPU 6735(2)
Four Mile Dr - Kalispell
UPN 8166000
110 – New Construction

We request that you approve this Project Split Report for this project.

Approved James A. Walther Date 1/14/15
Preconstruction Engineer

Distribution:

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

cc:

Fred Bente, Project Design Manager
Consultant Design Project File
Susie Turner, City of Kalispell
Dawn Stratton, Fiscal Programming Section
Tom Jentz, City of Kalispell
Bryan Miller, Consultant Plans Engineer

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Chris Harlan, Bridge Area Engineer, Missoula District
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Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Jeff Jackson, Geotechnical Engineer
Darin Reynolds, Surfacing Design Supervisor
Bret Boundy, Missoula District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Dawn Stratton, Fiscal Programming Section
Michael Murphy, Eng. Managers, Bridge Management System
Doug McBroom, Maintenance Division Operations Mgr. (RWIS)
Jim Davies, Pavement Analysis Engineer

Introduction

This Project Split will split the existing Four Mile Dr – Kalispell project into two separate projects for construction. The existing project is currently programmed as a single project beginning at RP 1.00 (the intersection of Stillwater Road and Four Mile Drive), and extending easterly to about RP 0.5 (connecting to the existing Four Mile Drive paved section just west of the Kidsports facility). This project is an Urban-funding project and therefore has fiscal constraints. It was intended to tie the entire Four Mile Drive project to the Kalispell Bypass project for construction, which should provide lower bid prices. Recent developments concerning project funding and R/W acquisition have led to the determination to split the project, with Segment A below being tied to the Kalispell Bypass projects, while Segment B (which has the potential R/W concerns) would be continued as a separate project. Segment B could then either also be tied with the Kalispell Bypass project if the R/W is acquired in time and if there are no funding issues, or otherwise would proceed and be let to construction as a separate project. The proposed split locations are defined by the desire to separate the projects at parcel boundaries to allow flexibility to construct segments with completed R/W acquisition. The P.E. number, along with R/W and I/C, will remain under the parent number (STPU 6735(2), Four Mile Dr – Kalispell, UPN 8166000). The following name, control number, and construction project numbers have been assigned):

Segment A

Construction Project Name:	Four Mile Drive – West Section
Control Number (UPN):	8166001
Construction Project Number:	STPU 6735 (5)

Segment B

Construction Project Name:	Four Mile Drive – East Section
Control Number (UPN):	8166002
Construction Project Number:	STPU 6735 (6)

Proposed Scope of Work

Segment A includes a new 0.4 kilometer, two-lane road with sidewalks, center turn lane, curbing, lighting, intersections and a 41.4-meter bridge over the Kalispell Bypass (Bypass) for a future diamond interchange. The proposed improvements will allow for a future stop-controlled, diamond interchange with Four Mile Drive crossing above the future Bypass. Between the northbound and southbound ramps of the Bypass (including the bridge), the project will include attached sidewalks on both the north and south side of the road. Reconstruction of 0.4 kilometers of Stillwater Road is scoped in the project to improve intersection geometrics and sight distance at the new stop-controlled intersection with Four Mile Drive. This segment (including the Bypass interchange) will be under MDT jurisdiction, however Stillwater Road will remain under City and County jurisdiction.

Segment B includes a new 0.4 kilometer, two-lane road with a detached bike path on the north side of the road, roadside ditches and lighting beginning at the east limits of Segment A (approximate station 5+80) and connecting at the east with an existing city street. This segment will be maintained by the City of Kalispell after construction.

The project is in metric units.

No additional traffic control is needed to split the segments because a new roadway is constructed with the projects. Additional design work will be required to separate the design files into new directories (UPN numbers). Minor additional work will be required to update quantities and special provisions to reflect the split.

Project Limits

Segment A is located within the city limits of Kalispell and Flathead County. Segment A is located in Sections 1 and 2 of T28N, R22W and Sections 35 and 36 of T29N, R22W. The project connection begins west of the Four Mile Drive intersection with Stillwater Road at station 2+00 transitioning to the project beginning at the east edge of the intersection. The Project will end at the east R/W line of the Bypass (Reference Post 1.0 to 0.8 and Stations 2+63 to 5+80).

Segment B is located within the city limits of Kalispell and Flathead County. Segment B is located in Sections 35 and 36 of T29N, R22W. This project will begin east of the future Four Mile Drive interchange with the Bypass and extend east to connect with the existing Four Mile Drive. (Reference Post 0.8 to 0.5 and Stations 5+80 to 10+37).

Major Design Features

No design features will be affected by the project split.

Work Zone Safety and Mobility

The splitting of the project should not affect any work zone safety or mobility issues.

Intelligent Transportation Systems (ITS) Features

No additional ITS design or review efforts will be required for the project split.

Materials

No additional materials effort will be required for the project split.

Geotechnical

No additional geotechnical effort will be required for the project splits.

Grading

If Segments A and B are built during the same period, there will be no additional effort required for the project split. Since the project segments (and split locations) have been selected due to parcel boundaries rather than balanced earthwork, the split projects will have unbalanced earthwork quantities. Segment A is expected to require additional

borrow material while Segment B will have excess material that needs to be wasted, if the segments are built separately.

Hydraulics

No major drainage facilities are proposed to be installed in Segments A and B and no additional hydraulics effort will be required for project splits.

Bridge

Segment A will include one roadway bridge but no additional effort due to project split.

Segment B will have no roadway bridge and no additional bridge effort due to project split.

Traffic

If Segments A and B are built simultaneously, there will be no additional effort required for the project split. If built separately, **Segment A** will require the Traffic Engineering Section to review traffic control for blocking travel to the east (block travel into un-built road east of split).

Segment B will not require any additional traffic involvement due to the project split.

Special Provisions

Possible changes to Special Provisions, due to the project split, may include:

- Treatment of excess material or borrow material
- Traffic control requirements or restrictions
- Possibility of barricading the east terminus of Segment A

Environmental

The Reevaluation of the Final Environmental Impact Statement US 93 Somers to Whitefish West (for the Kalispell Bypass Only)[1] was signed by FHWA in July 2006 for the entire project. The environmental document covered the area now included in **Segment A** with Supplements for design updates (for re-evaluation) signed by FHWA in January 2009, October 2009, December 2009, December 2010, April 2012 and December 2012.

A Categorical Exclusion[2] was approved for the area now included in **Segment B** that identified no additional mitigation measures.

The area included in Segment A has multiple environmental impact and mitigation measures previously identified. These mitigation measures will continue to be implemented during the project construction.

1 Re-evaluation of the Final Environmental Impact Statement, US 93 Somers to Whitefish West (for the Kalispell Bypass Only), Carter-Burgess, Inc., July 2006.
2 Four Mile Dr – Kalispell; Categorical Exclusion, MDT, June 16 2014

Segments A and B required permits are expected for:

- SWPPP and Construction Permits
- MS4 Permit
- DNRC Land Use License

No timing restrictions due to environmental concerns have been identified due to the project splits.

Right of Way

The Right-of-Way (R/W) has been acquired for **Segment A**, except for perfecting an easement across DNRC parcel which is in process. **Segment B** requires R/W acquisition from three parcels, relocation assistance on one parcel and perfecting an easement across a DNRC parcel. The project will require one additional R/W bluesheet revision.

Utilities/Railroads

No additional utility or railroad effort will be required for the project split.

Survey

No additional survey effort will be required for the project split.

Design Exceptions

No additional design exceptions will be required for the project split.

Public Involvement

The project website and TAC continue to be updated with the project changes and status.

Construction Cost Estimate

Segment A

	Estimated	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	$1,452,699	$13,082	$1,599,607
New Structure	$879,797	$7,923	$968,769
Traffic Control	$7,500	$68	$8,259
Subtotal	$2,339,996	$21,073	$2,576,635
Mobilization (10%)	$234,000	$2,107	$257,663
Subtotal	$2,573,996	$23,180	$2,834,298
Contingencies (5%)	$128,700	$1,159	$141,715
Total CN	**$2,702,695**	**$24,339**	**$2,976,013**
CE (8%)	**$216,216**	**$1,947**	**$238,081**
TOTAL CN+CE	**$2,918,911**	**$26,286**	**$3,214,094**

Note: Inflation is calculated in PPMS to the letting date. IDC is calculated at 9.13% for FY 2015.

Segment B

	Estimated	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	$558,605	$5,031	$615,096
New Structure	$0	$0	$0
Traffic Control	$7,500	$68	$8,259
Subtotal	$566,105	$5,099	$623,355
Mobilization (10%)	$56,611	$509.90	$62,335
Subtotal	$622,716	$5,609	$685,690
Contingencies (5%)	$31,136	$280	$34,285
Total CN	**$653,851**	**$5,889**	**$719,975**
CE (8%)	**$52,308**	**$471**	**$57,598**
TOTAL CN+CE	**$706,159**	**$6,360**	**$777,573**

Note: Inflation is calculated in PPMS to the letting date. IDC is calculated at 9.13% as of FY 2015.

Project and Risk Management

The Consultant Design Bureau is responsible for the plans and Fred Bente serves as the Project Design Manager. This project is not considered a Project of Division Interest (PoDI) by FHWA.

The project had a MDT risk-assessment completed in July 2013 which identified the timing of R/W acquisition and funding availability as critical factors. These are still the main risk factors involved, although the right-of –way acquisition schedule for Segment B is currently the major concern. Splitting the project would provide the ability to ensure that the segment without R/W issues (Segment A) meets the project Letting Date. Additionally, the District has proposed to tie Segment A with the Letting of two larger Bypass construction projects which is expected to result in cost savings to Segment A.

Segment B (which has the potential R/W concerns) would be continued as a separate project. Segment B could then either also be tied with the Kalispell Bypass project if the R/W is acquired in time and if there are no funding issues, or otherwise would proceed and be let to construction as a separate project at a later date (if Segment B cannot meet the February 2015 ready date, it would likely be let after the Kalispell Bypass construction is completed in 2017).

This split would give the best chance of having most, if not all, of the Four Mile Drive project ready by the ready date of February 26, 2015 to tie to the Kalispell Bypass projects.

Ready Date

The Four Mile Drive – Kalispell project (covering both Segments A and B) currently has a ready date of February 26, 2015 and a letting date of May 28, 2015. The current latest finish in OPX-2 is April 27, 2015. Once the project is split, a separate schedule and ready date/letting date would be prepared for each segment. As noted above, it is currently anticipated that Segment A will still meet the existing ready date of February 26, 2015, while Segment B is more uncertain.

Agreement/MOU's

A separate Construction Agreement with the City of Kalispell will need to be prepared for each segment.