



October 15, 2014

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
Plains - NW
STPP 6-1(146)65
Control Number: 8733000

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
- 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
- Donny Pfeifer, P.E., Project Design Manager
- Montana Legislative Branch Environmental Quality Council

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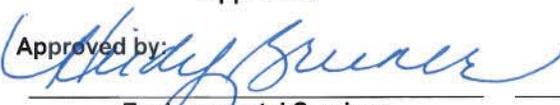
(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

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: STPP 6-1(146)65 Control No 8733000 Project Name: Plains - NW
 Reference Post (Station): 64.9 (161+29.13) To Reference Post (Station): 75.7 (165+87.00)
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Work Type 183 – Resurfacing – Seal & Cover

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)			
Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
	Yes	No	Comment (Use attachments if necessary)
1. Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See http://www.rivers.gov/wildriverslist.html)	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	Bull trout and bull trout critical habitat occur in the project vicinity but the project will have NO IMPACT on bull trout or bull trout critical habitat.
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"/> Unknown
3. Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	<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 type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See http://deq.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 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 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/deq/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 type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deq.mt.gov/AirQuality/Planning/AirNonattainment.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: Ben Nunnallee Project Design Engineer 9/23/2014
 Applicant Ben Nunnallee Title Project Design Engineer Date 9/23/2014
 Approved by:  Title ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date 10/9/14
 Environmental Services Title ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date 10/9/14
Click here to enter a date.



Memorandum

To: Distribution

From: Paul Ferry, P.E.
 Highways Engineer

Date: September 25, 2014

Subject: STPP 6-1(146)65
 Plains - NW
 UPN 8733000
 Work Type 183 – Resurfacing – Seal & Cover

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. 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 |
| Paul Ferry, 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 | Jon Swartz, Maintenance Administrator |

cc:

- | | |
|---|--|
| Dawn Stratton, Fiscal Programming Section | Bill Squires, District Road Design Area Engineer |
| Donny Pfeifer, Project Design Manager | |

e-copies:

- | | |
|---|---|
| Jim Walther, Preconstruction Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Lesly Tribelhorn, Highways Design Engineer | Shane Stack, District Preconstruction Engineer |
| Mark Goodman, Hydraulics Engineer | Ben Nunnallee, District Projects Engineer |
| K.C. Yahvah, District Hydraulics Engineer | Mike Dodge, District Materials Supervisor |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Steve Felix, Dist. Maintenance Chief (Missoula) |
| Joe Weigand, District Biologist | Maureen Walsh, District R/W Supervisor |
| Susan Kilcrease, Dist. Environmental Project 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, District Bridge Area Engineer | Jim Davies, Pavement Analysis Engineer |
| Vacant, Engineering Cost Analyst | Darin Reynolds, Surfacing Design Supervisor |
| Vacant, Engineering Information Services | Jeff Jackson, Geotechnical Engineer |
| Paul Grant, Public Involvement Officer | Bret Boundy, Missoula 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 | Glen Cameron, District Traffic Engineer (Missoula) |
| Dawn Stratton, Fiscal Programming Section | Patricia Hogan, District Utility Engineering (Missoula) |
| Bob Vosen, District Construction Engineer | Suzan Foley, R/W Design Supervisor |
| Dean Jones, Asst. District Construction Engineer | Angela Zanin, Bicycle/Pedestrian Coordinator |
| Ray Sacks, Construction Bureau | Matt Maze, ADA Coordinator |



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: September 24, 2014

Subject: STPP 6-1(146)65
Plains - NW
UPN 8733000
Work Type 183 – Resurfacing – Seal & Cover

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

Preliminary Field Review/Scope of Work Report

UPN 8733000, STPP 6-1(146)65, Plains - NW
Project Manager: Donny Pfeifer, P.E.

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Introduction

An onsite field review was held on August 28, 2014. The following people attended:

Ben Nunnallee – Missoula District Projects Engineer
Donny Pfeifer – Missoula District Design Supervisor
Jim Davies – Pavement Analysis Engineer
Dave Krause – Missoula District Road Design
Tanya Gates – Missoula District Road Design
Nate Walters – Missoula District Road Design

Proposed Scope of Work

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadway. A seal & cover is proposed for this project. Replacement of the pavement markings will also be included.

Purpose and Need

The purpose of this project is to maintain the existing pavement to extend the service life of the existing asphalt surfacing. This section of highway is due for a seal & cover before the deterioration of the pavement begins to accelerate.

Project Location and Limits

This project is located in Sanders County, beginning approximately 10.8 miles northwest of the town of Plains, MT on P-6 (U.S. Hwy 200). The project begins at Reference Post (RP) 64.9±, English Station 161+29.13, converted from Metric Station 49+16.16 on As-Built plans STPP 6-1(76)65. The project extends southeasterly 10.8 miles to RP 75.7±, English Station 165+87.00, converted from Metric Station 50+55.72 on As-Built plans SFCP 6-1(93)69, approximately on the west edge of the town of Plains, MT at the intersection of Central Ave. On this project, existing stationing increases from west to east along with the reference posts but there is a section in the middle of the project where the stations increase in the reverse direction, from east to west. This project will be designed using new temporary stationing through this section to match the direction of the other as-built stations and reference posts. This segment of road is located in the following Townships, Ranges, and Sections:

- T 21 N, R 27 W, Sections 32, 33, 34.
- T 20 N, R 27 W, Sections 4, 3, 2, 1.
- T 20 N, R 27 W, Sections 12, 7, 8, 9, 16, 21, 22, 27.

P-6 is on the Non-NHS - Primary System and is functionally classified as a Rural Minor Arterial. See the attached location map.

Work Zone Safety and Mobility

At this time, Level 3 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 2 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 3 project. The plans package will include a Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address public notification will also be included. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Preliminary Field Review/Scope of Work Report

UPN 8733000, STPP 6-1(146)65, Plains - NW
 Project Manager: Donny Pfeifer, P.E.

Physical Characteristics

The existing rural terrain within the project limits varies from level to rolling. The roadway travels through river frontage, steep cut/fill embankments, timber, farm, private land and occasional commercial land. There are several sections of existing guardrail. Private and farm field approaches are located throughout the project length.

This section of P-6/ U.S. Hwy 200 was constructed by several projects.

As-Built Road Plans:

Reconstruction (2007)	STPP 6-1(76)65	RP 64.904 – RP 68.732
Original Construction (1938)	FAP 202-2	RP 68.732 – RP 72.578
Original Construction (1934)	FAP 223-B	RP 72.578 – RP 75.7
Reconstruction (1998)	BR 6-1(79)74	RP 73.000 – RP 73.300

Roadway Improvements:

Overlay (1986)	F-HES 6-1(18)68	RP 69.7 – RP 75.7
Seal & Cover (1996)	RTF 6-1(74)69	RP 68.7 – RP 75.7
Overlay/Seal & Cover (2003)	SFCP 6-1(93)69	RP 68.7 – RP 75.7

Summary of Existing Surface:

RP		Station		Widths	P.M.S. (thickness)	CBC	Project	Remarks
From	To	From	To					
64.904		49+16.16						
		91+08.82 BK	91+09.25 AH					
	68.732		112+31.55	31.5 ft	0.30 ft	0.7 ft	STPP 6-1(76)65	Metric – Built 2007
68.732		* 62+38.06						
		24+70.89 BK	24+09.66 AH					
		14+58.62 BK	14+10.83 AH					
			0+00.00*	24.3 ft	0.21 ft	0.54 ft		
		0+00.00	5+96.00	24.3 ft	0.21 ft	0.54 ft		
		5+96.00	9+84.00	29.5 ft	0.46 ft	0.54 ft		
		9+84.00						
		50+45.17 BK	50+47.15 AH					
	75.7		50+25.72	24.3 ft	0.21 ft	0.54 ft	SFCP 6-1(93)69	Metric – Built 2003

* Stations run from East to West *

Surfacing depths were determined from As-Builts and the Montana Road Log 2011.

The existing fill and cut slopes vary from 6:1 to ¼:1. The in-slope through the reconstruction section (RP 64.9 to RP 68.7) are on a 6:1 and have some sections that have guardrail with steeper in-slopes. Cut sections through the reconstruction section are moderate and have some steep (¼:1) cliff sections. All cliff face sections are outside of the clear zone.

The section of the alignment from RP 68.7 to RP 72.6 has in-slopes mainly on a 4:1 with sections of steeper slopes with guardrail. Cut slopes are 1 ½:1 to 2:1 and have some cliff sections on the north side of the roadway. There are high (20 ft – 50 ft) fill sections that go down to the adjacent railroad where it is adjacent to the Clark Fork River.

Preliminary Field Review/Scope of Work Report

The last section from RP 72.6 to RP 75.7 is fairly flat and has in-slopes of 4:1 and cut slopes of 4:1.

The existing horizontal and vertical alignment from RP 64.9 to RP 68.7 that was reconstructed in 2007 meets all design criteria. The existing horizontal and vertical alignment from RP 68.7 to RP 75.7 is still the originally constructed alignment (1934, 1938) with the exception of a small section from RP 73.0 to RP 73.3 that was reconstructed in 1998 to replace a bridge with a box culvert. The horizontal alignment from RP 68.7 to RP 72.6 (As-Built FAP 202-2) meets the minimum radius of 1200 feet based on a 60 mph design speed but doesn't list enough information regarding the superelevations of the curves to determine if they meet the design criteria or not. The horizontal alignment from RP 72.6 to RP 75.7 was not evaluated because the As-Built plans could not be found (As-Built FAP 225-B). RP 72.6 to RP 75.7 from a visual report has only slight horizontal curves and is primarily straight. The vertical alignment from RP 68.7 to RP 72.6 (As-Built FAP 202-2) has 13 vertical curves through this section. Ten out of the 13 meet the design criteria. The summary below shows the three curves that did not meet the vertical curvature design criteria.

RP	PI Station	As-Built VC Length	Grade In	Grade Out	Req'd Vertical Curvature (K-value)		Minimum VC Length Needed
					Crest	Sag	
69.2	186+50	500'	+2.32%	-1.06%	151		510.4'
70.5	114+00	400'	-3.60%	-0.18%		136	465.1'
72.2	23+50	800'	+3.01%	-4.00%	151		1058.5'

There are no locations where the existing grade exceeds the maximum allowable. The maximum gradient on the project is 4.0% which equals the maximum allowable for rolling geometric design criteria for rural minor arterials.

The Pavement Management System generated the following performance indices for the survey year 2013 and treatment recommendations for the years 2014 and 2016:

TREATMENT YEARS 2014 & 2016

BEG RP	END RP	RIDE	RUT	ACI	MCI	CONST. TREAT. REC.
64.90	68.70	87.1 (good)	70.7 (good)	100.0 (good)	100.0 (good)	Crack Seal & Cover ('14), Crack Seal & Cover ('16)
68.70	75.70	82.8 (good)	70.3 (good)	99.9 (good)	99.8 (good)	Do Nothing ('14), Crack Seal & Cover ('16)

Traffic Data

Project specific traffic data is not required for this seal & cover project. According to the 2013 Traffic By Sections Report, the ADT on P-6 in 2013 between RP 56.02 and 68.49 was 1,730 (136 of which were commercial vehicles). The ADT between RP 68.49 and 73.87 was 1,620 (136 of which were commercial vehicles). The ADT between RP 73.87 and 75.70 was 3,160 (136 of which were commercial vehicles).

Crash Analysis

A crash analysis is not required for this seal & cover project.

Preliminary Field Review/Scope of Work Report

Major Design Features

This project will be developed in accordance with the latest Guidelines for Nomination and Development of Pavement Projects. The plans will be developed in English units.

- a. **Design Speed.** The geometric design criteria for Rural Minor Arterials (Non-NHS – Primary) indicate that the design speed should be 60 mph based on the level terrain. The posted speed limit at the beginning of the project is 55 mph and increases at RP 69.0 to 70 mph and 65 mph at night and for trucks it is 60 mph and 55 mph at night. The posted speed limit decreases four times through the rest of the project as the roadway enters Plains, 55 mph at RP 74.4, 45 mph at RP 75.3, 35 mph at RP 75.5, and 25 mph at RP 75.6. 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 preservation project.
- c. **Vertical Alignment.** The existing vertical alignment will not be changed with this pavement preservation project.
- d. **Typical Sections and Surfacing.** The current typical section widths will remain unchanged. A full width chip seal (Cover Type 1 and CRS-2P seal oil) will be placed across the entire roadway. An additional fog seal (SS-1) will be placed over the chip seal from RP 73.2 to RP 75.7 at the request of the Materials Bureau in order to create a “test section” and evaluate how this type of surfacing treatment performs as compared to the regular chip seal on the rest of the project.
- 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 no bridges on this segment of P-6.
- 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.
- i. **Pedestrian/Bicycle/ADA.** There are no dedicated pedestrian or bicycle facilities. The sections of this roadway that have paved shoulders could be used by bicyclists. Due to the nature of this preventative maintenance project, no new accommodations will be added.
- j. **Miscellaneous Features.** The sections of the road that have 4’ wide paved shoulders also have rumble strips. They will be perpetuated and chip sealed over with this project. The rest of the project is too narrow for rumble strips.
- k. **Context Sensitive Design Issues.** There are no special context sensitive design issues identified for this pavement preservation project.

Other Projects

Currently, there are several other projects in the vicinity of this project.

- UPN 4039001, East of Thompson River – East, P-6, RP 56.8 – 59.1, Reconstruction (2015)
- UPN 2014001, Eddy – East, P-6, RP 62.2 – 64.9, Reconstruction (Beyond 2018)
- UPN A011, Paradise – East (East Section), P-6, RP 85.4 – 90.6, Reconstruction (Beyond 2018)
- UPN 8735000, Plains – S of Hot Springs, P-36 (MT 28), RP 0 – 16.2, Microsurfacing (2016)
- UPN 8776000, Jct MT 28 - South, S-382, RP 10.5 – 15.6, Mill/Fill and S&C (2017)
- UPN 8775000, Jct MT 200 - South, P-35 (MT 135), RP 17.5 – 21.5, Hot-in-Place-

Preliminary Field Review/Scope of Work Report

UPN 8733000, STPP 6-1(146)65, Plains - NW
Project Manager: Donny Pfeifer, P.E.

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Recycle and S&C (2017)
Depending on funding and project delivery schedules, the Plains – NW project could be tied to other projects.

Location Hydraulics Study Report

A Location Hydraulics Study Report will not be needed for this pavement preservation project.

Design Exceptions

The design exception process does not apply to pavement preservation projects. However, as previously noted, three of the vertical curves do not meet current design standards.

Right-of-Way

There will be no right-of-way involvement on this pavement preservation project.

Access Control

This section of highway is not an access controlled facility. This project will not include access control.

Utilities/Railroads

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

Railroads – There is a railroad that is parallel to MT 200 on the south side, and there are several sections where the highway gets within 50’ of the railroad tracks. Railroad Insurance will be required.

Maintenance Items

Maintenance forces will need to complete the following tasks:

- Perform crack sealing prior to the seal & cover

Intelligent Transportation Systems (ITS) Features

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

Survey

Survey will not 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 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

No energy savings/eco-friendly considerations are proposed for this pavement preservation project.

Preliminary Field Review/Scope of Work Report

UPN 8733000, STPP 6-1(146)65, Plains - NW
Project Manager: Donny Pfeifer, P.E.

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Experimental Features

There are no specific experimental features identified for this pavement preservation project. However as noted previously, a fog seal will be placed over the chip seal on a segment of the project in order to evaluate the effectiveness of this type of surfacing treatment as compared to a regular chip seal.

Traffic Control

Traffic will be maintained through the construction of the project with appropriate signing, flagging, pilot cars, etc., in accordance with the Manual on Uniform Traffic Control Devices. The work zone will require single lane closures during construction operations. A minimum of one lane will remain open for traffic at all times during the construction of this project. Possible stipulations governing the time of year, the days of the week during which construction activities may take place, time of day, and maximum length of roadway that may be under construction at a time may be specified in the contract in order to minimize public impact.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project. Due to the relatively simple nature of the work, the TCP will consist of only special provisions.

Project Management

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

Donny Pfeifer, P.E.
Montana Department of Transportation
2100 West Broadway, PO Box 7039
Missoula, MT 59807-7039
(406) 523-5833
e-mail: dpfeifer@mt.gov

This project is not considered a Project of Division Interest (PoDI) by FHWA.

Preliminary Construction Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$580,000 (CN = \$527,000 and CE = \$53,000). The total nomination cost estimate including IDC was \$671,439 (includes 2 years of inflation).

Current Cost Estimate:

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$345,000		
Traffic Control	28,000		
Subtotal	\$375,000		
Mobilization (10%)	\$37,000		
Subtotal	\$412,000		
Contingencies (8%)	\$33,000		
Total CN	\$445,000	\$65,446	\$557,049
CE (10%)	\$45,000	\$6,618	\$56,330
TOTAL CN+CE	\$490,000	\$72,064	\$613,379

Preliminary Field Review/Scope of Work Report

UPN 8733000, STPP 6-1(146)65, Plains - NW
Project Manager: Donny Pfeifer, P.E.

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 9.13% as of FY 2015. The Inflation costs currently shown are based on the 5 year maximum because a Let Date has not yet been entered into PPMS.

Preliminary Engineering

The anticipated level of Preliminary Engineering for this project will be fairly minimal seeing as this chip seal pavement preservation project is relatively simple to design and does not have any complex design issues. It is possible the nominated PE amount will be reduced upon the completion of the PE phase.

Project and Risk Management

There are no current risks to the project cost and schedule. This is a simple design project and there is no active management strategy.

Ready Date

This project has a Ready Date of March 1, 2015. The Letting Date has not yet been established but the project was originally nominated and programmed for construction in 2016. The project is currently about a month ahead of schedule in OPX2.

Site Map

The project site map follows.

