



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

Memorandum

To: Lisa Hurley
Fiscal Programming Section Supervisor

From: Heidi Bruner, P.E.
Engineering Services Supervisor
Environmental Services 

Date: December 15, 2014

Subject: Categorical Exclusion (C) Determination
SF 139-Kalispell Signals SFTY
HSIP STWD(283)
Control Number: 8628 000

Environmental Services has reviewed the proposed project and concluded that it will not involve unusual circumstances as described under 23 CFR 771.117(b). As a result, the project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8) which describes installation of fencing, sign, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

The proposed project is has been nominated to provide area-wide reflective back plate tape to the signal heads on various state and city signals in the greater Kalispell area. The project intent is to complete the tape installation on the remaining signals not covered under UPN 8066 Kalispell Sig Borders project which was let in 2014. The attached PFR Report provides a location map and a more complete scope of work description. This proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, M.C.A.).

In accordance with the Federal Highway Administration's (FHWA) letter of March 29, 1999, please notify FHWA that the proposed action is being processed in accordance with 23 CFR 771.117(c).

e-copies: Ed Toavs, District Administrator- Missoula
Roy Peterson, P.E., Traffic and Safety Engineer
Gabe Priebe, P.E., Traffic Project Engineer
Robert Stapley, Right-of-Way Bureau Chief
Suzy Price, P.E., Contract Plans Bureau chief
Tom Martin, P.E., Environmental Services Bureau Chief
Susan Kilcrease, Missoula Project Development Engineer
Gene Kaufman, P.E., FHWA Operations Engineer
Tom Erving - Fiscal Programming Section
Environmental Services Bureau File

copy: Montana Legislative Branch Environmental Quality Council



Memorandum

To: Distribution

From: Roy Peterson, P.E. [RAP]
Traffic & Safety Engineer

Thru: Ivan Ulberg, P.E. [IBU]
Traffic Design Engineer

Date: October 22, 2014

Subject: SF 139-KALISPELL SIGNALS SFTY
HSIP STWD(283)
UPN 8628000
Work Type 310 – ROADWAY & ROADSIDE SAFETY IMPROVEMENTS

Attached is the Project Report which was approved on [10/27/14]. We request that those on the distribution review this report and submit your comments within two weeks of the approval date. Due to the limited nature of the project, MDT desires to deliver this safety project on an abbreviated schedule; the report will only address necessary features specific to this project.

Your comments and recommendations are also requested if you are not on the direct distribution list. When the environmental documentation is approved, we will finalize design and prepare to let the project to contract. No right-of-way will be required for this project.

Distribution:

Ed Toavs, District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, Highways Engineer
Robert Stapley, Right-of-Way Bureau Chief

Tom Martin, Environmental Services Bureau Chief
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer

cc:

Gabe Priebe, Project Design Engineer
Traffic and Safety file

Dawn Stratton, Fiscal Programming Section
Mike Brown, CSKT Roads

e-copies:

Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
KC Yahvah, District Hydraulics Engineer
Bill Semmens, Env. Resources Section Supervisor
Joseph Weigand, Missoula District Biologist
Susan Kilcrease, District Project Development Engineer
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
William Squires, Project Engineer
Kraig McLeod, Safety Engineer
Chris Hardan, Bridge Area Engineer, Missoula District
Mike Grover, Engineering Cost Analyst
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Alyce Fisher, Fiscal Programming Section
Mark Keeffe, Bicycle/Pedestrian Coordinator
Suzy Price, Contract Plans Bureau

Jake Goettle, Construction Bureau – VA Engineer
Shane Stack, District Preconstruction
Ben Nunnallee, District Projects Engineer
Mike Dodge, District Materials Lab
Gary Engman, District Maintenance Chief - Kalispell
Maureen Walsh, District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Jim Davies, Pavement Analysis Engineer
Bret Boundy, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Dawn Stratton, Fiscal Programming Section
Matt Maze, ADA Coordinator
Doug McBroom, Maintenance Division Operations

Introduction

A preliminary field review was held on August 27, 2014. The following attended the field review.

Susie Turner, Kalispell City Public Works Director (Office only)

Daryl Pliley, Kalispell City (Office only)

Montie Reynolds, Kalispell City (Office only)

Gary Engman, Kalispell Maintenance – Kalispell (Office only)

Tim Seelye, Communications – Kalispell (Office only)

Shane Stack, Missoula District (Office only)

Ben Nunnallee, Missoula District (Office only)

James Freyholtz, Traffic Engineer – Kalispell

Gabe Priebe, Traffic Project Engineer, Traffic & Safety – Helena

Dan Cunningham, Electrical, Traffic & Safety – Helena

Daniel Birlut, Safety Designer, Traffic & Safety – Helena

Proposed Scope of Work

The proposed project has been nominated to provide area-wide reflective back plate tape to the signal heads on various state and city signals in the greater Kalispell area. The project intent is to complete the tape installation on the remaining signals not covered under UPN 8066 Kalispell Sig Brdrs project which was let in 2014.

Purpose and Need

The purpose of this project is to enhance traffic signal visibility and conspicuity. Retroreflective borders can also be advantageous during periods of power outages when the signals would otherwise be dark; the retroreflective sheeting continues to provide a visible cue for travelers to take note of the dark signal and adjust their actions accordingly.

Project Location and Limits

This project is located in Flathead and Lake Counties at the 39 signalized intersections shown below.

Route	Reference Post Limits	Number of intersections	Description
N-5 (US-93)	59.0 to 59.5	1	South of Polson
N-5 (US-93)	104.2 to 116.3	22	Somers - Kalispell
P-52 (MT-35)	44.8 to 50.7	2	East of Kalispell
N-1 (US-2)	129.1 to 129.5	1	Airport Signal
U-6701 (Meridian Road)	0.1 to 1.0	3	City Signals
U-6714 (Center Street)	0.3 to 1.0	3	City Signals
U-6715 (2 nd Street)	0.6 to 1.0	2	City Signals
U-6716 (4 th Street)	0.2 to 0.5	2	City Signals
Hutton Ranch Road	N/A	1	Walmart Signal
S-548 (Reserve Drive)	4.2 to 5.1	2	W Reserve Signals

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. Although the project has locations on Level 1 Corridors, it is anticipated the impacts to the traveling public will be limited to very short durations during off-peak

hours. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Transportation Operations (TO) component and a limited Public Information (PI) component to address short-term lane closures. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The existing terrain within this location is generally flat, in an urban setting. The functional classifications vary from urban principal arterials to urban collectors.

Traffic Data

Traffic data is not applicable for this project.

Crash Analysis

This project is a proactive effort to reduce crashes at intersections. Because it is a systematic, proactive project installing a proven safety countermeasure, crash analysis or benefit-cost calculations at each intersection will not be performed.

Major Design Features

- a. **Design Speed.** The design speed for the project (various route classifications in level or rolling terrain) varies between 30 mph and 55 mph; the posted speed varies between 25 mph and 65 mph.
- b. **Horizontal Alignment.** The horizontal alignment will not be changed for this project.
- c. **Vertical Alignment.** The vertical alignment will not be changed for this project.
- d. **Typical Sections and Surfacing.** Typical sections and surfacing will not change with this project.
- e. **Geotechnical Considerations.** No Geotechnical involvement.
- f. **Hydraulics.** No Hydraulic involvement.
- g. **Bridges.** No Bridge involvement.
- h. **Traffic.** Proposed enhancements include installing retroreflective back plate tape around the borders of the signal head back plates. The back plates will need to be painted prior to the tape installation for increased conspicuity as well as improved adhesion. The bid package is anticipated to be limited to special provision(s).
- i. **Pedestrian/Bicycle/ADA.** There is no ADA involvement.
- j. **Miscellaneous Features.** There are no miscellaneous features.
- k. **Context Sensitive Design Issues.** There are no known context sensitive design issues.

Other Projects

No other project will affect the delivery of this project.

Maintenance Items

No maintenance involvement.

Intelligent Transportation Systems (ITS) Features

No ITS features will be included in this project.

Public Involvement

Level A public involvement is required. A news release will be sent to the local media which identifies an MDT point-of-contact.

Environmental Considerations

No significant environmental impacts or issues were identified. A Categorical Exclusion is anticipated for this project. The environmental document will be completed before installation.

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. The final traffic control plan (TCP) will be discussed at the plan-in-hand with district personnel and Kalispell City staff in attendance. The TCP may include a sequencing special provision that will provide a safe route for the travelling public at all times. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices.

Preliminary Cost Estimate

The following information is from information developed by Safety during nomination and is subject to change following design.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Electrical & Signing	\$183,655		
Traffic Control	\$18,365		
Subtotal	\$202,020		
Mobilization (10%)	\$20,202		
Subtotal	\$165,509		
Contingencies (8%)	\$13,241		
Total CN	<u>\$178,750</u>	<u>\$26,613</u>	<u>\$224,092</u>
CE (15%)	<u>\$26,813</u>	<u>\$3,992</u>	<u>\$33,617</u>
TOTAL CN+CE	<u>\$205,563</u>	<u>\$30,605</u>	<u>\$257,709</u>

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.

Preliminary Engineering

It is not anticipated the project will require a significant addition or reduction to the nominated PE amount.

Project and Risk Management

Gabe Priebe will be the Project Design Engineer. This project is not a PoDI project by FHWA.

Given the limited scope, it is expected the overall level of risk is small to project costs and schedule.

Ready Date

Ready and letting dates will be established after OPX-2 over-rides have been completed.

Project Site Map

The Project Site Map is attached.

