



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

County GRANITE

March 18, 2005

**RECEIVED**

MAR 22 2005

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

To Whom It May Concern:

Subject: Cooperating Agency Environmental Documentation

As a Cooperating Agency under the provisions of 23 CFR 771.111 the Montana Department of Transportation (MDT) is providing you a copy of this project's environmental documentation.

This environmental documentation complies with the provisions of 23 CFR 771.117(a) and (d) for categorically excluding this proposed project from further National Environmental Policy Act (NEPA) (42 U.S.C. 4321, et seq.) documentation requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM 18.2.237 and 18.2.261, MEPA "Actions that qualify for a Categorical Exclusion" as applicable to the MDT).

If you have any questions concerning the attached environmental documentation please call the MDT Environmental Services Division at (406) 444-7228.

Sincerely,

Jean A. Riley, P.E.  
Engineering Bureau Chief  
Environmental Services Division

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Attachment



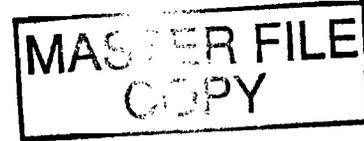
Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

March 1, 2005

Janice W. Brown, Division Administrator  
Federal Highway Administration (FHWA)  
2880 Skyway Drive  
Helena, MT 59602



Subject: **STPS 348-1(5)7**  
**West of Phillipsburg - West**  
**UPN 5087**

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its combined Preliminary Field Review/Scope of Work Report (January 6, 2005) and Project Location Map are attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, MCA**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "X" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

**NOTE:** A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as-defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<u>X</u>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<u>X</u>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<u>    </u>		<u>X</u>	
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<u>    </u>	<u>X</u>	
2. There is a high rate of residential growth in this proposed project's area.	<u>    </u>	<u>    </u>	<u>X</u>	<u>    </u>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
3. There is a high rate of commercial growth in this proposed project's area.	___	___	<u>X</u>	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	<u>X</u>	___	___
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land &amp; Water Conservation Fund Act (16 U.S.C. 460L, et seq.)</i> on or adjacent to proposed the project area.	___	<u>X</u>	___	___
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).	___	<input type="checkbox"/>	<u>X</u>	___
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act (16 U.S.C. 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	___	<u>X</u>	___	___
7. There are parks, recreation sites, schoolgrounds, wild-life refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the <i>1966 U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> on or adjacent to the project area.	___	<u>X</u>	___	___
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	___	<input type="checkbox"/>	<u>X</u>	___
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	___	<u>X</u>	___
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters").	___	<u>X</u>	___	___
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 U.S.C. 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 U.S.C. 1251-1376)</i> would be met.	___	<input type="checkbox"/>	<u>X</u>	___
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group.	___	<input type="checkbox"/>	<u>X</u>	___

YES    NO    N/A    UNK

3. A 124SPA Stream Protection permit would be obtained from the MDFW&P?

\_\_\_    \_\_\_      X  

4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.

\_\_\_      X  

The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.

   \_\_\_      X  

5. Tribal Water Permit would be required.

\_\_\_      X  

6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the U.S. Department of Agriculture, or the U.S. Department of the Interior.

\_\_\_      X  

The designated National Wild & Scenic River systems in Montana are:

- a. Middle Fork of the Flathead River (headwaters to South Fork confluence).
- b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).
- c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).
- d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).

\_\_\_  
 \_\_\_  
 \_\_\_  
 \_\_\_

In accordance with *Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)*, this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).

\_\_\_          X  

C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.

\_\_\_      X  

1. If yes, are there potential noise impacts?

\_\_\_    \_\_\_      X  

2. A Noise Analysis would be completed.

\_\_\_          X  

3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.

  X          \_\_\_

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
D. There would be substantial changes in access control involved with this proposed project.	___	<u>X</u>		
If yes, would they result-in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	___		<u>X</u>
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for-same.	___	<input type="checkbox"/>		<u>X</u>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	___	<input type="checkbox"/>		<u>X</u>
3. Interference to local events( e.g.: festivals) would be minimized to all possible extent.	___	<input type="checkbox"/>		<u>X</u>
4. Substantial controversy associated with this pending action would be avoided.	___	<input type="checkbox"/>		<u>X</u>
F. Hazardous wastes /substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	___		<u>X</u>	
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	___	<input type="checkbox"/>		<u>X</u>
G. The Montana Pollutant Discharge Elimination System's conditions ( <u>ARM 16.20.1314</u> ), including temporary erosion control features for construction would be met.	<u>X</u>	<input type="checkbox"/>		___
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<u>X</u>	___		___
I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the <i>County Noxious Weed Control Act (7-22-21, M.C.A.)</i> , including directions as specified by the county(ies) wherein its intended work would be done.	<u>X</u>	<input type="checkbox"/>		___

YES    NO    N/A    UNK

- J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.

\_\_\_    X

If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)*.

\_\_\_        X

- K. Features for the *Americans with Disabilities Act (P.L. 101-336)* compliance would be included.

\_\_\_        X

- L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.

X   

4. This proposed project complies with the *Clean Air Act's Section 176(c) (42 U.S.C. 7521(a))*, as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:

- A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.

X    \_\_\_

and/or

- B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies: (Metropolitan Planning Organizations, MDEQ's Air Quality Division, etc.).

\_\_\_        X

- C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?

\_\_\_    X

5. Federally listed Threatened or Endangered (T/E) Species:

- A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.

\_\_\_    X

Janice W. Brown  
Page 6  
March 1, 2005

West of Phillipsburg - West  
STPS 348-1(5)7  
UPN 5087

YES   NO   N/A   UNK

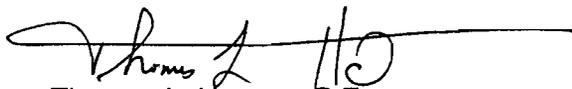
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

             X  

The proposed project would not induce significant land-use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 2000d**) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

  
Thomas L. Hansen, P.E.  
Engineering Section Supervisor  
MDT Environmental Services Bureau

Concur  \_\_\_\_\_, Date: 3/11/05  
Federal Highway Administration

**"ALTERNATIVE ACCESSIBLE FORMATS OF  
THIS DOCUMENT WILL BE PROVIDED ON  
REQUEST."**

Attachments

cc: Dwane Kailey, P. E. MDT Missoula District Administrator (acting)  
Paul R. Ferry, P.E. - MDT Highways Engineer  
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief  
Suzy Althof, - MDT Contract Plans Section Supervisor  
David W. Jensen, Supervisor - MDT Fiscal Programming Section  
Susan Kilcrease - MDT Environmental Services  
Environmental Quality Council



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

MASTER FILE  
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JAN 12 2005

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Memorandum

To: Distribution

ENVIRONMENTAL

From: Paul R. Ferry, PE  
Highways Engineer

Date: January 6, 2005

Subject: STPS 348-1(5)7  
West of Phillipsburg - West  
UPN 5087  
Work Type 181 Asphalt (Thin Lift <= 0.2 ft.) (Scheduled Maintenance)

The attached **Combined Preliminary Field Review/Scope of Work Report** was signed on Jan 10, 2005. We request that those on the distribution review this report and submit your concurrence within three weeks of the signed date.

Your comments and recommendations are also requested if you do not concur, or concur subject to certain conditions. When all the personnel on the distribution list have submitted their concurrence, this Report will be submitted to the Chief Engineer, Engineering Division for final approval.

I Recommend approval \_\_\_\_\_

Distribution (with attachment)

- D. M. Kailey, Missoula
- K. Barnes, Bridge
- M. Strizich, Materials
- J. H. Horton, Right-of-Way
- D.J. Blacker, Maintenance
- S. Straehl, Planning
- ✓ J.A. Riley, Environmental
- M. MacArthur, Construction Engineering Services
- D.E. Williams, Traffic & Safety

Copy (w/attachment): D. W. Jensen                      S. Rowell



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

STPS 348-1(5)7  
West of Phillipsburg – West UPN 5087  
Work Type 181 Asphalt (Thin Lift  $\leq$  0.2 ft.) (Scheduled Maintenance)

Preliminary Field Review/Scope of Work Report

An on site field review was held on November 5, 2003. The following people attended:

Bill Squires P.E., Area Engineer, MDT Helena  
Blair Nordhagen P.E., Civil Engineer Specialist IV, MDT Helena  
K.C. Yahvah P.E., Civil Engineer IV, Hydraulic Section, MDT Helena  
Shane Stack P.E, District Design Project Manager, MDT Missoula  
Kevin Brown, MDT Maintenance. Phillipsburg

1. **Scope of Work**-The project has been nominated to extend the life of the pavement by placing a full width plant mix overlay for the length of the project, followed by seal and cover and striping. Other work will include guardrail improvements and some ditch grading.
2. **Project Location and Limits**-The project is located in Granite County on Secondary Highway 348 (S-348). The project begins at Reference Post (RP) 7.167, which is 7.167 $\pm$  miles northwest of the S-348 junction with Montana Highway 1 (P-19) near Phillipsburg. The project extends southwesterly 6.812 miles to the end of the pavement at RP 13.979, 179 feet southwest of the Rock Creek Bridge at RP 13.935.

The project stationing is English Station 60+00 (RP 7.167) on S-127(1) to Station 18+85.65 $\pm$  (RP 13.979) on S-127(3). Stationing increases from west to east, while mile post signing increases east to west.

(Note: The equivalent station to MP 14 is Station 17+75.3, about 340 feet southwest of the bridge. The true mileage log and the bridge log used a different as-built Station 17+75.3 that is 1,377.9 feet northeast of the bridge to determine the milepost/stationing equivalent. Therefore, the bridge is actually at RP 13.935, not RP 14.26. The physical location of Milepost 14 is about 190 feet west of the bridge because Station 17+75.3 is within a public approach.)

Adjacent land use is rural including rangeland, hayfields, and forest with some home sites. The project is located within rolling terrain.

3. **Physical Characteristics** - S-348 is functionally classified as a rural major collector. This segment of road was constructed under S 127 (1) and S 127 (3) and improved under project RS-348-1(2)7. The adjacent terrain is steeply rolling, and is mostly used for farming and grazing.

The segment from the beginning of the project to RP 7.914 was constructed in 1950 under project S 127(1). The gravel road was generally built 24 ft. wide, with incremental widening of 2 to 3 feet as fill heights increased to 5 to 10 feet. The road surfaced consisted of 0.5 ft. of crushed compacted select surface material, with 4:1 inslopes.

Existing fill slopes are: 0 to 5 feet - 4:1, 5 to 10 feet - 1½:1 w/2' fill widen, and > 10 feet - 1½:1 w/3' fill widen.

The ditch section has a 4:1 inslope that extends 14 feet beyond the edge of driving lane, and a flat-bottom ditch 10+ feet wide. Backslopes are 0 to 5 feet - 5:1, 5 to 20 feet - 3:1, and > 20 feet - ½:1.

The segment from RP 7.914 to the end of the route at RP 14.298 was built under project S 127(3) in 1959. Similar to S 127 (1), the gravel road was generally 24 ft. wide, becoming incrementally wider with increasing fill heights. The surfacing consisted of 0.5 feet of crushed selected base borrow course, with 5:1 inslopes.

Existing fill slopes are: 0 to 5 feet - 5:1, 5 to 10 feet - 3:1, 10 to 15 feet - 2½:1 w/3' fill widen, 15 to 20 feet - 2:1 w/3' fill widen, and > 20 feet - 1½:1 w/3' fill widen.

The ditch section has a 5:1 inslope that extends 20+ feet beyond the edge of driving lane. Backslopes of the v-ditch are 0 to 5 feet - 5:1, 5 to 10 feet - 4:1, 10 to 15 feet - 3:1, 15 to 20 feet - 2:1, and > 20 feet - ½:1.

In 1981 the section from RP 7.914 to RP 13.96 was improved under project RS-348-1(2)7. The project included a chip seal, 0.5 ft. plant mix base, and 0.2 ft. of crushed top surface upon the existing gravel road. The paved surface was 24 feet wide, with surfacing 4:1 inslopes.

In 1994, pavement cracks were sealed under RTS 348-1(3)0, Phillipsburg - Rock Creek [2504].

There are seven horizontal curves that do not meet the 50 mph design speed minimum radius of 755± feet. The radii of the seven curves range from 409.3 ft. to 716.3 ft.

There are three vertical curves that do not provide desirable stopping sight distance at

the 50 mph design speed. These curves are located at RP 7.5±, 7.8±, and 8.0±. They provide desirable (minimum) stopping distance at 43 (49), 40 (45), and 45 (50) mph, respectively.

All grades meet the 7% maximum grade criteria. The two steepest grades are located at RP 7.3± and RP 7.7± with 7% and -7% grades, respectively.

There is guardrail located throughout the project. All guardrail end sections consist of break-away cable terminal (BCT) end sections.

4. Traffic Data - The Traffic Data Collection Section provided the information summarized below:

2003 ADT = 120  
2005 ADT = 130 (Letting Year)  
2025 ADT = 190 (Design Year)  
DHV = 20  
T = 28.3%  
EAL = 19  
AGR = 1.9  
20-Year Design EAL = 135,581

5. Accident History - An accident history was completed for the ten-year period of January 1, 1993 through December 31, 2002 between RP 7.160 to 14.298. There were three investigated accidents. Two of the crashes resulted in three non-incapacitating injuries. There were no accidents involving trucks. Crash indices are summarized in the following table:

	Statewide Averages – Rural	
	Secondary System	Study Area
All Vehicle Accident Rate	1.71	0.96
All Vehicle Severity Index	2.40	2.33
All Vehicle Severity Rate	4.12	2.24

There is an insufficient amount of crashes to make comparisons to statewide average occurrences.

There are no HES clusters or safety projects within the project limits.

All three of the reported accidents occurred when road conditions were icy or wet.

Safety Management recommends that the signing and delineation along the route be reviewed.

6. **Major Design Features**- This project will be developed in accordance with the **Guidelines for Pavement Preservation Projects**. The project is considered to be preventative maintenance by means of scheduled treatment. Glen Cameron will be the design project manager, and the Missoula Road Design crew will develop the plans.
- a. **Design Speed** – The existing road generally meets 50 mph design speed criteria. Design speed is not an applicable design criteria for preventative maintenance type projects.
  - b. **Horizontal Alignment**-The existing horizontal alignment is adequate for proposed preventative maintenance resurfacing.
  - c. **Vertical Alignment**-The existing vertical alignment is adequate for the proposed preventative maintenance resurfacing.
  - d. **Typical Sections**- We propose to place a 0.20 -ft. plant mix overlay and chip seal atop the existing pavement. The majority of the existing pavement is wider than the as-built width of 24.0 ft., with steep inslopes. We propose to maintain a minimum 24.0 ft. top width, with 6:1 inslopes.

The connection to the PTW at RP 7.194 and the connections to Rock Creek bridge ends will be cold milled on a 100 ft. taper. We also propose to mill the pavement a minimum of 0.1 ft. deep between runs of guardrail at Stations 197+64 to 203+75, 221+00 to 248+00 and 274+00 and 284+25. Milling at these locations will maintain adequate guardrail height after the overlay, and eliminate the need for raising the existing guardrail.

- e. **Surfacing**- Due to the nature of the project, a surfacing design was not requested. The plant mix surfacing quantity will exceed 10,000 tons. We propose a 0.20 ft. Grade S plant mix overlay. The Surfacing Design Section recommended a 64-28 PG asphalt binder. We propose a Seal Coat – Type I (grade 4A cover material), with CRS-2P seal oil.

The 2004 Pavement Management System (PvMS) recommendation (based on 2003 data) for the segment from RP 7.17 to 14.30 is “AC Minor Rehabilitation”. The performance indexes were Ride – 55.0, Rut – 63.4, Alligator Cracking Index (ACI) – 71.5, and Miscellaneous Cracking Index (MC1) – 98.0. The indices correlate to condition ratings of Poor, Fair, Fair, and Good, respectively.

Funding for a Minor Rehabilitation project would likely not be available for several years. The proposed treatment (0.20' overlay) is appropriate given the available funding, the low ESAL's (19), and the expected delays that a minor rehabilitation project would entail. An overlay placed in

2007 should extend the service life of the pavement long enough to develop a more comprehensive project that addresses other concerns on this corridor.

To address the poor ride, we propose a leveling quantity of 450 tons per mile, which is close to the maximum considered appropriate for a pavement preservation project.

- f. **Slope Design:** The existing cut and fill slopes will not be disturbed.
- g. **Grading:** Minor grading will be required at RP 9.5 and 9.6 to provide adequate drainage grades in the right roadside ditch.
- h. **Hydraulics** – At RP 9.5± and 9.6± there are 24” culverts draining from the northerly roadside to the southerly side. During runoff events, particularly the spring snowmelt, water from these pipes erodes the outlet channels within the right-of-way and on private land beyond.

MDT maintenance crews have tried to mitigate the problem by dumping riprap over the guardrail onto the problem area but this has not been successful. To eliminate the damage, we propose to plug and abandon the 24” culverts and grade the ditch to drain to a 30” culvert located in a natural drainage channel at RP 9.7±. The drainage ditch on the right roadside slopes at 6% from the 24” culverts to the 30” culvert.

- i. **Geotechnical Considerations** - An eroding area is present in a steep fill slope on the southerly side of the road near station 230+00. The area is approximately 10 ft. x 20 ft. and extends up under the edge of the plant mix, beneath the guardrail. MDT maintenance crews have dumped rocks into the area, but the erosion is continuing and could become a significant problem. Roadway runoff appears to be causing the erosion.

If the Geotechnical Section determines the erosion is due to runoff, we will consider the placement of bituminous curb. If they determine more extensive work is required to stabilize the slope, the district will consider a separate project to complete the work.

- j. **Bridges-** There is one bridge within the project limits. The bridge is over Rock Creek, Bridge Number S00348014+02001, located at RP 14.2±. The structure was built in 1959 and was inspected in November 2002 and found to be “Not Deficient.” See **Other Projects** for additional information.

- k. **Safety Enhancements**- Major safety upgrades are beyond the intent and available funding for this scheduled maintenance project. The new chip seal should provide increased skid resistance. The longer-lasting epoxy pavement markings will also be an inherent enhance safety.

We propose to upgrade the bridge approach rail on all four corners of the Rock Creek Bridge. The BCT terminals on the rest of the project will be replaced with Optional Terminal Sections.

- l. **Traffic Engineering**- 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.

We recommend that the roadside be delineated, as suggested by Safety Management. We also recommend the signing be reviewed and upgraded where appropriate.

- m. **Miscellaneous Features**- No features are proposed to accommodate pedestrians or bicyclists. No features considered to be context sensitive are proposed.

- 7. **Design Exceptions**- - The design exception process does not apply to pavement preservation projects.
- 8. **Right-of-Way**- There will be no right-of-way involvement .
- 9. **Utilities/Railroad**- There will be no railroad or utility involvement.
- 10. **Survey**- No survey is required.
- 11. **Environmental Considerations** - No significant environmental impacts or issues were identified. No significant environmental impacts or issues were identified. Environmental Services will prepare the environmental evaluation and documentation appropriate for a programmatic categorical exclusion. This report will not be submitted for final scope approval until the FHWA has approved the environmental document.
- 12. **Other Projects** - The only MDT project in the vicinity is BH 348-1(7)14, Rock Creek - W. of Philipsburg [5597000]. It is scoped to repair and extend the riprap on the west bank of the bridge at RP 14.2±. The project is currently in the override process, so a ready date has not been established. The anticipated construction date could be 2006.
- 13. **Traffic Control**- Traffic will be maintained through the construction of the project with appropriate signing, flagging, detours, etc., in accordance with the Manual on

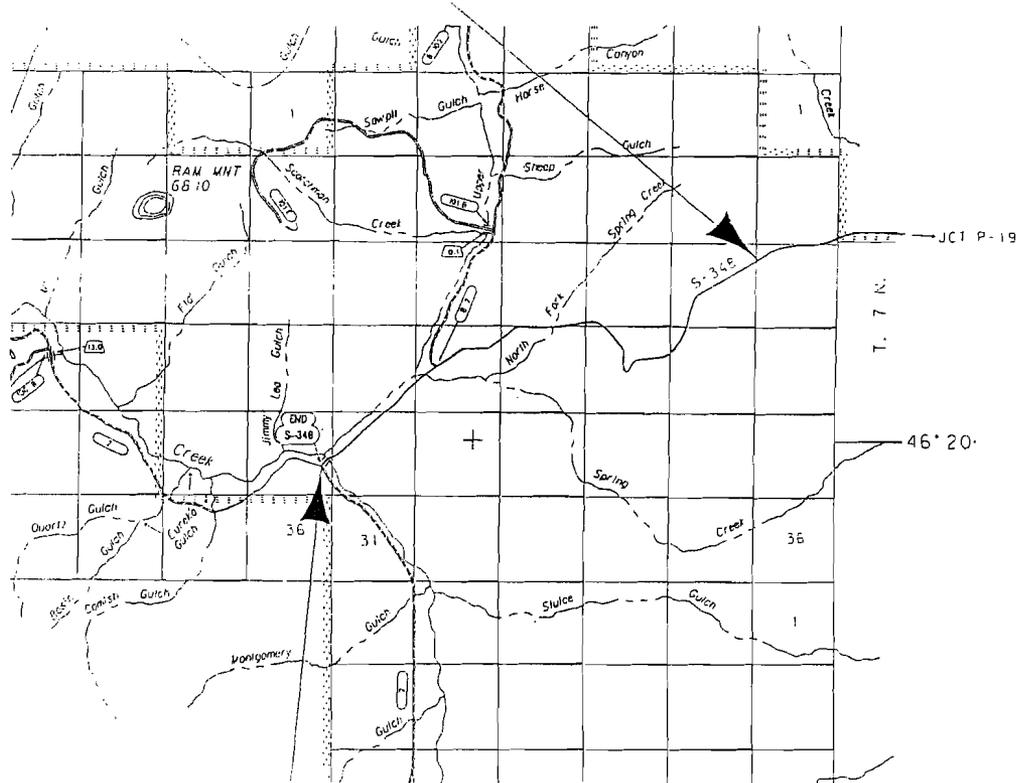
Uniform Traffic Control Devices. There may be periods of single lane closures during working hours.

14. **Public Involvement**- A Level A public involvement plan is appropriate. News releases will be distributed to the local media in January 2005.
15. **Cost Estimate** - The project estimate was \$588,000 when nominated in 2001. The current estimate is \$823,000, which inflates (at 3% annually) to \$ 860,000 at the proposed 12/2006 letting date. All estimates include 8% construction engineering. This estimate does not include indirect costs.
16. **Ready Date** -- The ready date is July 2006.

# FEDERAL AID PROJECT STPS 348-1(5)7 WEST OF PHILIPSBURG - WEST [5087000] GRANITE COUNTY OVERLAY, SEAL AND COVER

LENGTH 6.812 Miles  
NO SCALE

R.P. 7.167 +/- BEGIN STPS 358-1(5)7  
STA 60+00 ON S-127(1)



STA 18+85.7 ON S-127(3)  
R.P. 13.979 +/- END STPS 358-1(5)7