



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

April 21, 2005

RECEIVED

APR 25 2005

Carl James
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena MT 59602

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE



Subject: Statewide Pavement Preservation Projects Concurrence
NH 24-3(28)68
LINCOLN – EAST & WEST
CN 5485000

The Environmental Services Bureau of the Montana Department of Transportation has reviewed the Preliminary Field Review/Scope of Work Report and the Environmental Checklist for Pavement Preservation Projects. We have determined that the Statewide PCE for these types of projects would cover this project.

The following special provisions will be included in this project:

- Environmental Mitigation and Coordination Measures for Grizzly Bears
- Environmental Mitigation and Coordination measure for Bald Eagles
- Large Carnivores and other Mammals
- Protection of Wetland Areas and Other Drainages

I have attached the Preliminary Field Review/Scope of Work Report, location map, Environmental Checklist for Pavement Preservation Projects, and the special provisions listed above.

If you have any questions concerning this letter, please contact me at 444-0456, or Tom Gocksch at 444-9412.

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

Attachments:

TLH:tg: S:\PROJECTS\GREAT-FALLS\5485\5485ENCSPFW01.DOC

copies: Michael P. Johnson - District Administrator-Great Falls
Jean A. Riley, P.E. – Environmental Services
Joel Marshik, P.E. - Engineering Division
Paul Ferry, P.E. - Highway Engineer
Mark Wissinger, P.E. - Construction
Suzy Althof - Contract Plans
Dave Jensen - Fiscal Planning
✓ Environmental Quality Council
Bob Seliskar - FHWA
File

(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 No.: NH 24-3(28)68 ID: UPN 5485000 Project Name: Lincoln - East & West

Reference Post (Station) RP 67.7 to Reference Post (Station) RP 75.8

Applicants Name: Montana Department of Transportation Address: PO Box 201001, Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Work Type 181 Resurfacing - Asphalt (Thin Lift <= 0.2')

Table with 2 main columns: Impact Questions and [Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s). Rows include questions about river impacts, threatened species, water quality, wetlands, hazardous waste, and Indian Reservations.

8. Magnitude and significance of potential impacts: To be completed by applicant.

Checklist prepared by: Jere Stoner Area Engineer April 1, 2005 Applicant Title Date

Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR 1/22/05 Environmental Services Title Date

(when items 1, 2, 3, 3a, 4, 4a, 4b, 5, 6, 6a, or 7 are checked "Yes")

- A. The applicant shall complete the checklist indicating a "Yes" or "No" for each item, except number 8 which may require a narrative response.
- B. When a "Yes" is indicated on any number of items 1 through 7, MDT 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.
- 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. 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 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.

Montana's Wild and/or Scenic Rivers system as published by the U.S. DEPARTMENT OF AGRICULTURE (USDA), or the U.S. DEPARTMENT OF THE INTERIOR (USDol)

1. Middle Fork of the Flathead River (headwaters to South Fork of the Flathead River confluence)
2. North Fork of the Flathead River (Canadian Border to Middle Fork of the Flathead River confluence)
3. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir)
4. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge)



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

Memorandum

To: Paul R. Ferry, P.E.
Highways Engineer

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

Date: April 1, 2005

Subject: NH 24-3(28)68
Lincoln – East & West
UPN 5485000
Work Type 181 Resurfacing – Asphalt (Thin Lift≤60 mm)(Scheduled Maintenance)

We request that you approve the **Preliminary Field Review/Scope of Work Report** for the subject project.

Approved *Lindy Quirk* Date 4/4/05
for Paul R. Ferry, P.E.
Highways Engineer

We are requesting comments from those on the distribution list. We will assume their concurrences if no comments are received within **two weeks** of the Engineering Information Services Section release date: _____

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

DMK:CM:KO:server:5485000RDSOW001.DOC

Distribution: (all with attachment)

Jim Walther, Engineering
Ivan Ulberg, Traffic & Safety
Mark Goodman, Hydraulics
Pierre Jomini, Safety Mgmt.
Ben Juvan, E.I.S.S.
Greg Pizzini, Access Management-R/W
Dan Bisom, Traffic Data & Collection - Planning
Highways File

Jere Stoner, Road Design
Bret Boundy, Geotechnical
Dave Jensen, Fiscal Programming
Walt Scott, Utilities
Alice Flesch, Acting ADA Coord.
Pamela Langve-Davis, Bicycle & Peds
Drew Livesay, M.C.S.

Eric Griffin, Public Works Director
Lewis & Clark County
3402 Cooney Drive
Helena, MT 59601



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

Preliminary Field Review/Scope of Work

**NH 24-3(28)68
 Lincoln – East & West
 UPN 5485000**

I. Proposed Scope of Work:

- A. This project is nominated as a preventative maintenance overlay. The intent is to overlay the existing roadway with 0.20 ft. of Plant Bituminous Surfacing Grade S ¾”, and apply a seal and cover.
- B. The existing horizontal and vertical alignment will be used throughout the project.
- C. The project was originally nominated for \$850,000. The cost of the proposed project is estimated to be \$1,116,929. This figure was determined by utilizing calculated quantities and Average Bid prices. The estimate includes mobilization (10%), traffic control (8%), construction engineering (10%), and contingency (5%).

II. Project Location and Limits:

- A. This project is located in Lewis & Clark County on Primary Route 24 beginning at MP 67.71 and proceeds easterly for approximately 8.1 miles ending at MP 75.76. The project area proceeds through the town of Lincoln from MP 70.68 to MP 72.21.
- B. The Mile Posts have been measured using a distance meter from a recorded point of origin from the road log, and may not match the image viewer.

III. Physical Characteristics:

- A. The P.T.W. traverses relatively level terrain that consists of forested land and some rangeland. Private and public entities consisting of mainly commercial developments exist within the town of Lincoln.
- B. The following table identifies the as-built projects and construction activities prior to this project:

RP to RP	As-Built Project	Year	Activity
67.709 – 75.760	NH 24-3(20)68	1992	PMS/Grade/Gravel

The as-built project shows that the existing surfacing from MP 67.71 to MP 75.76 consists of 2.00’ of select surfacing, 0.15’ crushed top surfacing and 0.40’ of plant mix surfacing (2 lifts).

- C. The existing horizontal and vertical alignments meet current design standards for preventative maintenance overlays.

- D. **PVMS Data:** The following year 2004 indices for the roadway are listed in the PVMS database:

RP 67.71 TO RP 75.76

None

PVMS INDICES	
Ride	74.5 (Fair)
Rut	76.2 (Fair)
Alligator Cracking	99.5 (Good)
Miscellaneous Cracking	99.6 (Good)

Although the current recommended treatment is to do nothing, we are proposing a thin lift overlay based upon the recommendation from the 2003 indices, which indicated that the Ride was 69.3 (Fair) and the Rut was 74.9 (Fair). There was a recommendation for a thin lift overlay in 2004 and since no improvements have been made to the project since the 2003 indices, we believe that the recommendation based on the 2003 indices is still applicable.

IV. Traffic Data:

The Traffic Data for this project is as follows:

2006 ADT = 2350 Letting Year
2026 ADT = 3360 Design Year
DHV = 500
Com Trks = 8.8%
ESAL = 130
AGR = 1.8%

V. Accident History:

- A. The accident analysis for this project was taken from January 1, 1993 through December 31, 2002, from MP 67.71 to MP 75.76.
- B. The average accident rate of 2.32 for this project is above the statewide average of 1.31 for Rural Non-Interstate NHS.
- C. The severity index is 2.10 compared to the statewide average of 2.34.
- D. The severity rate is 4.87 compared to the statewide average of 3.08.
- E. Accidents: 119 Total
- F. Variations from Average Occurrence:
30.3% wild animal (most harmful event) vs. 19.0% statewide rural non-interstate national highway system.
- G. Clusters:

In 2002 the section between mileposts 67.4 and 67.8 was identified as an accident cluster area. No feasible countermeasures to address a specific accident trend were identified. (This section is not located in the urban area of Lincoln.)

In 2001 the section between mileposts 71.4 and 72.1 was identified as an accident cluster area. No feasible countermeasures to address a specific accident trend were identified. (This section is located in the urban area of Lincoln.)

H. Remarks:

The accident rate for this section is approximately 1.71 times greater than the statewide average for rural non-interstate national highway systems. The severity rate for this section is approximately 1.58 times greater than the statewide average for rural non-interstate national highway systems. This section of roadway had 119 recorded accidents between the dates 01-01-1993 and 12-31-2002. Of these 119 accidents, 36 resulted in most harmful events of collisions with wild animals. In addition, there were 10 sideswipe same direction collisions and 5 sideswipe opposite direction collisions recorded in this section of roadway.

VI. Major Design Features:

A. **Design Speed:**

Design speed is not an applicable design criterion since this project is a preventative maintenance overlay.

B. **Alignment:**

The existing horizontal and vertical alignments are adequate for a preventative maintenance overlay.

C. **Typical Section:**

The existing surface widths according to the survey are as follows:

<u>MP</u>	<u>to</u>	<u>MP</u>	<u>Length/mi</u>	<u>FTW/ft</u>
67.71		67.72	0.01	32.2
67.72		75.76	8.04	33.8

The new designed widths will be as follows:

<u>MP</u>	<u>to</u>	<u>MP</u>	<u>FTW/ft</u>	<u>Work Performed</u>
67.71		67.72	30.2	Overlay, leveling, S. & C.
67.72		71.09	32.0	Overlay, leveling, S. & C.
71.09		71.88	28.8	Overlay, leveling, S. & C.
71.88		75.76	32.0	Overlay, leveling, S. & C.

D. This project has been nominated for the Pavement Preservation Program due to the relatively good condition of the overall roadway.

E. **Surfacing Design:**

1. Due to the nature of this project, no surfacing design was requested.
2. Milling is required on the connections to the P.T.W.
3. A leveling course is required at 615 tons per 2-lane mile.
4. The removed cold milled material will be utilized within the vicinity of the milled areas on public approaches as a surface dressing to correct surface irregularities.

F. **Slope Design:**

1. Generally, the existing surfacing in-slopes will not be altered. Overlay in-slopes of 4:1 will be used on top of the existing roadway surface from MP 67.71 to MP 71.09 and from MP 71.86 to MP 75.76. Overlay in-slopes of 10:1 will be used on top of the existing roadway surface through the town of Lincoln from MP 71.09 to MP 71.86. There will be no disturbance to slopes outside of the existing finish top surface, except for minor shaping of shoulders and approaches. All disturbed shoulder areas will be revegetated where necessary.
2. Shoulder gravel will be used as a shoulder dressing throughout the overlay sections.

G. **Grading:**

There is no grading involved with this project.

H. **Hydraulics:**

Due to the nature of this project, hydraulic considerations will not be addressed.

I. **Geotechnical Considerations:**

Due to the nature of this project, Geotechnical recommendations are not necessary.

J. **Bridges:**

According to the Bridge Log there are two culverts located in the project area. The first is located at MP 69.50 and the second is located at MP 69.71.

K. **Safety Enhancements:**

1. No trends or clusters were identified that require a safety upgrade.
2. There are no "blunt end" guardrail ends on this project.

3. No revisions to existing fill slopes or clear zone encroachments will be made.

VII. Design Exceptions:

No design exceptions are anticipated for this project.

VIII. Right-of-Way:

No new Right-of-Way will be required for this project.

IX. Utilities/Railroad:

- A. Due to the nature of this project, no utility involvement is anticipated.
- B. There are no railroads in the vicinity of the project.

X. Environmental Considerations:

No apparent significant environmental concerns or issues were identified. We believe the project meets the criteria for the Programmatic Agreement as a Categorical Exclusion. The appropriate environmental documentation will be provided in order to comply with NEPA regulations.

XI. Traffic Control:

Traffic will be maintained throughout the project during construction with the appropriate signing, flagging, etc. All signing will be in accordance with the Manual on Uniform Traffic Control Devices.

XII. Public Involvement:

There will be a news release in the local newspaper .

FEDERAL AID PROJECT NO. NH 24-3(28)68

WORK TYPE 181 RESURFACING - ASPHALT (THIN LIFT)

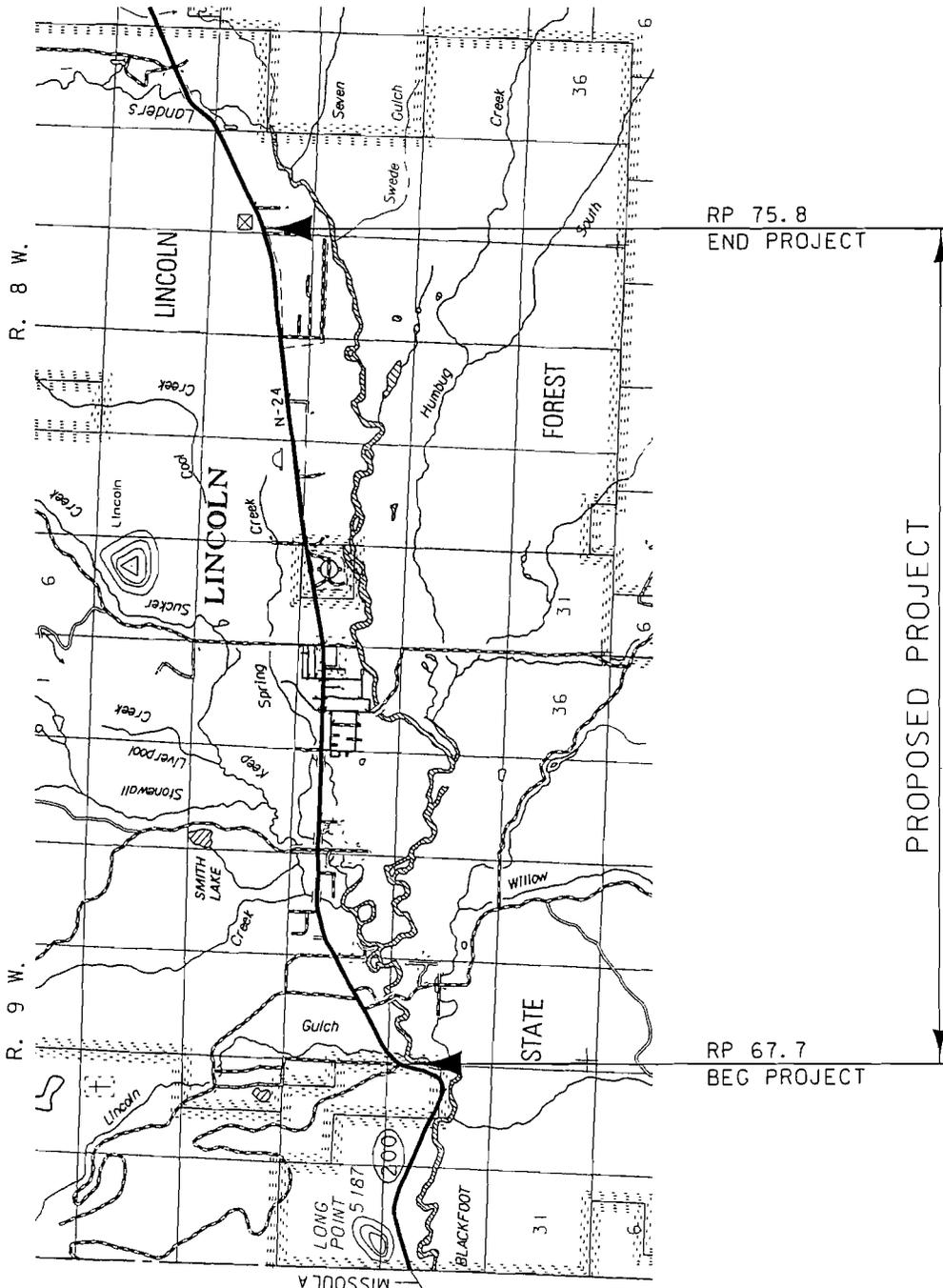
LINCOLN - EAST & WEST

LEWIS & CLARK COUNTY

UPN 5485000

8.1 miles

T. 14 N.



Environmental Services
Montana Department of Transportation
Helena, Montana 59620-1001

MASTER FILE
COPY

Memorandum

To: Bonnie Steg, Resources Section Supervisor

From: Paul Sturm, Great Falls District Biologist

Date: April 20, 2005

Subject: Control No. 5485
NH 24-3(28)68
Lincoln - East and West
Addendum - Biological Resources Report

Attached are special provisions that will be added to the Biological Resources Report and included in the Contract Bid Package for the above listed project. These specials are intended to reduce or eliminate any impacts to threatened and endangered species and to avoid impacts to streams, wetlands, and water quality. If you have any questions please call the Great Falls District Biologist at (406) 444-9438.

Cc: M. Johnson – Great Falls District
Paul Ferry – Highway Engineer
Tom Gocksch – Environmental Services

Paul Sturm – Envir. Services
File

1. ENVIRONMENTAL MITIGATION AND COORDINATION MEASURES FOR GRIZZLY BEARS

A. Description. This project is located within grizzly bear habitat. Grizzly bears are known to use the project area. Transient grizzly bears may infrequently occur within the vicinity of the project throughout the construction season but particularly during the spring. To reduce the chance of bear-human conflicts and to minimize impacts to grizzly bears adhere to the following requirements:

1) Keep all areas in a neat condition; promptly clean up any spills, litter, garbage, etc.

Keep all food and food related items inside a closed, hard-sided vehicle or special bear resistant container (see Note below) except when preparing or eating food.

Store personal items such as deodorants, toothpaste, soap and lotions in the same manner as food, as these products may attract bears.

Deposit garbage and waste items in grizzly bear-resistant containers. Remove the accumulated garbage and waste from the project site daily and dispose of in accordance with all Tribal, Federal, State and local laws, regulations and ordinances.

No overnight camping within the project vicinity by any crew member or other personnel associated with this project.

Note: A bear-resistant container is a securable container constructed of solid material capable of withstanding 200 foot-pounds of energy applied by direct impact. The container, when secured and under stress, will not have any openings greater than 6.35 mm (¼ inch), that would allow a bear to gain entry by biting or pulling with its claws.

2) Promptly notify the Project Manager of any road killed game animals found in the vicinity of the project. The Project Manager will arrange to have the animals picked-up and disposed of.

Promptly notify the Project Manager of any grizzly bears observed in the vicinity of the project, or contact Environmental Services District Biologist at 444-9438 or 444-7228.

B. Basis of Payment. Consider all costs associated with this provision incidental to performance of the work. Include the cost in the cost of other items.

2. ENVIRONMENTAL MITIGATION AND COORDINATION MEASURES FOR BALD EAGLES

A. Description. There is a bald eagle nest site along the Blackfoot River. Although this nest site will not be impacted by the project, to minimize impacts to grizzly bears adhere to the following requirements:

1) Do not locate any intense localized activity associated with the construction of this project, including but not limited to any new aggregate borrow source, gravel, crushing, storage or staging areas, or processing plants within 0.5 miles of Township 14 North, Range 9 West, Section 26.

2) Promptly notify the Project Manager of any bald eagle nest or nesting pair is observed in the vicinity of the project at the time of construction. Contact Environmental Services District Biologist at 444-9438 or 444-7228 prior to commencing work.

B. Basis of Payment. Consider all costs associated with this provision incidental to performance of the work. Include the cost in the cost of other items.

3. LARGE CARNIVORES AND OTHER MAMMALS

A. Description. Large carnivores such as wolves, lynx and other cats, or bears may occupy some areas in the vicinity of this project. Ungulates such as elk and deer may also inhabit the project vicinity.

1) If you suspect that any new aggregate borrow source, gravel, crushing, storage or staging areas, or processing plants may potentially be located

within one mile of an actively occupied area, such as any creek along the project, submit the location of such site(s) to MDT-Environmental Services Bureau District Biologist at 444-9438 or 444-7228 for review, prior to commencing operation.

2) If you observe any of these species to be occupying habitat in the close proximity of the construction activity, notify the Environmental Services Bureau District Biologist at 444-9438 or 444-7228 immediately for further review.

B. Basis of Payment. Consider all costs associated with this provision incidental to performance of the work. Include the cost in the cost of other items.

4. PROTECTION OF WETLAND AREAS AND OTHER DRAINAGES

Impacts to any and all wetland areas and other drainages, including spring drainages, located adjacent to the project are not anticipated in association with this project. MDT has NOT acquired any water quality permits, including a Clean Water Act Section 404 permit, a Stream Protection Authorization 124 permit, or a 318 Authorization permit. Therefore, impacts to any and all wetland areas and other drainages, including spring drainages, located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to the wetland areas and other drainages. If situations are observed during construction that may potentially impact water quality, including wetland areas, utilize Best Management Practices (BMP) and/or Temporary Erosion Control measures as necessary to protect the resource. Refer to Section 208 of the MDT Detailed Drawings (2004 metric edition) for Erosion and Sediment Control Best Management Practices.

Install Temporary Erosion Control measures as deemed necessary by the Engineer. Payment to be determined using the Erosion and Sediment Control rate schedule and paid under Miscellaneous Work.

If complete avoidance of all impacts to these areas is not possible, contact the Billings District Biologist at 444-9438 or the Construction Permit Coordinator at 444-7648, so that the proper permits can be secured prior to working in these areas. Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor.