



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

August 10, 2005

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

RECEIVED

AUG 15 2005

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

MASTER
FILE
COPY

Subject: Statewide Pavement Preservation Projects Concurrence
STPS 365-1(7)14
23 KM EAST OF BRADY - EAST
CN 5773000

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 provision will be included in this project:

- 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 provision listed above.

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

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

Attachments:

TLH:tgg: S:\PROJECTS\GREAT-FALLS\5509000\5509ENCSPFW01.DOC

copies: Michael P. Johnson – District Administrator-Great Falls
Loran Frazier, P.E. – Chief Engineer
Paul Ferry, P.E. – Highway Engineer
Jean A. Riley, P.E. – Environmental Services
Mark Wissinger, P.E. – Construction
Suzy Althof – Contract Plans
✓ Dave Jensen – Fiscal Planning
✓ Environmental Quality Council
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.: 5773000 ID:STPS 365-1(7)14 Project Name: 23 km East of Brady - East

Reference Post (Station) 14.3 to Reference Post (Station) 17.3

Applicants Name: Montana Department of Transportation Address: 200 Smelter Ave., Great Falls, MT 59403

Type of Proposed Pavement Preservation Activity: Plant Mix Overlay, Leveling, Seal & Cover

Table with 3 columns: Impact Questions, Yes, No. 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. Due to the location and limited scope and nature of this project, there is not expected to be any project related impacts to biological resources.

Checklist prepared by: Damian Krings, Billings District Project Design Manager Applicant (Design Project Manager) Title 04/19/04 Date

Approved by: [Signature] Environmental Services Title ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date 8/10/05'

(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

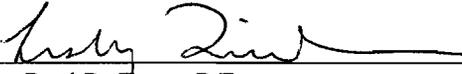
To: Paul R. Ferry, P.E.
Highways Engineer

From: Damian Krings, P.E. 
Road Design Engineer

Date: July 25, 2005

Subject: STPS 365-1(7)14
23 km East of Brady - East
Control No. 5773000
Work Type 181 Resurfacing – Asphalt (Thin Lift<=60 mm)(Scheduled Maintenance)

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

Approved  Date 7/25/05
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 approval date.

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

Distribution: (all with attachment)

Jim Walther, Engineering
Ivan Ulberg, Traffic & Safety
Mark Goodman, Hydraulics
Pierre Jomini, Safety Mgmt.
Sue Rowell, E.I.S.S.
Greg Pizzini, Access Management-R/W
Becky Duke, 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.



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

Preliminary Field Review/Scope of Work

STPS 365-1(7)14

23 km East of Brady - East

UPN 5773000

I. Proposed Scope of Work:

- A. This project is nominated as a preventative maintenance overlay. The intent is to overlay the existing roadway with (0.15 ft.) of Plant Bituminous Surfacing Grade S (NV), 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 \$300,000. The cost of the proposed project is estimated to be \$325,000. The complete estimate breakdown is at the end of this report.

II. Project Location and Limits:

- A. This project is located in Pondera County on Secondary Route 365 beginning at RP 14.31 and proceeds easterly for approximately 2.96 miles ending at RP 17.27.
- 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 level/rolling terrain and is used primarily for farm and range land.
- B. The following table identifies the as-built projects and construction activities prior to this project:

RP to RP	As-Built Project	Year	Activity
14.306 – 17.265	County Construction	1973	N/A*

* Denotes that plans were unavailable for reference.

- C. The existing vertical and horizontal alignments meet current design standards for preventative maintenance overlays.
- D. **PVMS Data:** This project was proposed as a thin overlay in the 2005 STIP. The following year 2004 indices for the roadway are listed in the PVMS database:

RP 14.306 TO RP 17.265
 C_AC Minor Rehabilitation

PVMS INDICES	
Ride	47.5 (Poor)
Rut	51.9 (Fair)
Alligator Cracking	73.6 (Fair)
Miscellaneous Cracking	60.8 (Fair)

Even though the PVMS recommendation calls for a Minor Rehabilitation in the project area, a field review revealed that an overlay is the warranted method of treatment. This is due to the fact that the project area has a low ADT and is located at the end of a roadway section, connecting to a gravel roadway.

IV. Traffic Data:

The Traffic Data for this project is as follows:

2005 ADT = 280 Letting Year
2025 ADT = 340 Design Year
DHV = 50
T = 10.4%
ESAL = 17
AGR = 1.0%

V. Accident History:

- A. The accident analysis for this project was taken from October 1, 1994 through September 30, 2004, from MPs 14.3 to 17.3.
- B. The average accident rate of 0.48 for this project is **below** the statewide average of 1.73 for Rural State Interstate.
- C. The severity index is 3.00 compared to the statewide average of 2.39.
- D. The severity rate is 1.44 compared to the statewide average of 4.16.
- E. Accidents: 1 Total
- F. Variations from Average Occurrence:
There was insufficient accident history for comparison to statewide average occurrences.
- G. Clusters:
There were no accident clusters identified and no safety projects within the 10-year study period from 1994 to 2004.
- F. Remarks:
There was one (1) injury accident reported on S-365 from RP 14.3 to 17.3 during the 10-year study period.

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

C. Typical Section:

The existing surface width according to the survey is 26 feet. The proposed overlay will result in a finished roadway width of 24 feet, providing 12-foot travel lanes with no shoulders.

There is some existing additional width outside of the plant mix edge of the roadway that can be used as needed to ensure a 24.0 ft. top.

D. Although the project is over 20 years old, it 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. Milling is required on the connections to the P.T.W at the beginning of the project only.
2. A leveling course will be required on this project.
3. 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 6:1 will be used on top of the existing roadway surface. 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:

There are no bridges located in this project area.

K. Traffic and Safety:

New pavement markings will be required. No signing or rumble strips are proposed on this project.

L. 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 impacts 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.

XIII. Cost Estimate

Roadwork	\$220,000
Traffic Control (8%)	<u>\$ 22,000</u>
Subtotal	\$242,000
Mobilization (15%)	<u>\$ 36,000</u>
Subtotal	\$278,000
Contingency (5%)	<u>\$ 14,000</u>
Subtotal	\$292,000
Inflation (3%/yr. for 1 yr.)	<u>\$ 8,800</u>
Total CN:	\$300,800
CE (10%)	\$ 24,000

FEDERAL AID PROJECT NO. STPS 365-1(7)14
WORK TYPE 181 RESURFACING - ASPHALT (THIN LIFT)
23 km EAST OF BRADY - EAST
PONDERA COUNTY
UPN 5773000
3.0 Miles

