



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

August 12, 2005

**RECEIVED**

AUG 15 2005

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

Todd Everts, Environmental Analyst  
Environmental Quality Council  
Legislative Environmental Policy Office  
P.O. Box 201704  
Helena MT 59620-1704

**Subject: Statewide Pavement Preservation Projects Concurrence**

**Project Name: Park City - Laurel**  
**Project Number: SFCX 81015(2)**  
**Control Number: 4389**

Dear Todd Everts:

The Environmental Services Bureau of the Montana Department of Transportation has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the above project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we have determined 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), the Checklist, and the Biological Resources Memorandum (including special provisions.)

If you have any questions or concerns, please contact me at [hbruner@mt.gov](mailto:hbruner@mt.gov) or 444-7203. I will be pleased to assist you.

Sincerely,

Heidi Bruner  
Billings District Project Development Engineer  
Environmental Services Bureau

HSB:S:\PROJECTS\BILLINGS\4389\4389ENEQCCSPPP.DOC

- cc: Bruce Barrett MDT, Billings District Administrator
- Jean A. Riley, P.E. MDT, Environmental Services Bureau Chief
- Paul Ferry, P.E. MDT, Highway Engineer
- Mark Wissinger, P.E. MDT, Construction Engineer
- Suzy Althof MDT, Contract Plans Section Supervisor
- Dave Jensen MDT, MDT Fiscal Programming Section Supervisor
- Alan Woodmansey, P.E. FHWA, Operations Engineer
- File

encl.



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

Memorandum

To: Paul Ferry, P.E.  
Highways Engineer

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

Date: July 19, 2005

Subject: **SFCX 81018(2)**  
**Park City - Laurel**  
**Control No. 4389**  
**Project Work Type - 181 - Resurfacing - Asphalt**

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

Approved *Paul R. Ferry* Date 7/19/05  
*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.

Distribution: (with attachment)

James Walther - Helena - Preconstruction Engineer	Mark Goodman - Helena - Hydraulics
Damian Krings - Helena - Road Design Engineer	Danielle Bolan - Helena - Traffic
Dave Jensen - Helena - Fiscal Programming	Jim Mullins - Helena - Right-of-Way
Bryce Larsen - Helena - Photogrammetry	Bonnie Steg - Helena - Environmental
Gary Larson - Helena - Planning	Walt Scott - Helena - Utilities
Pierre Jomini - Helena - Traffic-Safety	Jon Watson - Helena - Surfacing
Alice Flesch - Helena - ADA Coordinator	Pamela Langve-Davis - Helena - Planning
Greg Pizzini - Helena - Access Management	Sue Sillick - Helena - Research
Wayne Noem - Helena - Planning	Ben Juvan - Helena - EISS
Bill Henning - Billings District Materials	
Cameron Klobberdanz - Helena - Geotechnical Manager	
Highways File	

## Preliminary Field Review/Scope of Work Report

A preliminary field review for the subject project was held on April 21, 2005. The following personnel participated in this review.

Gary Neville	District Eng. Services Supv.	Billings
Ryan Dahlke	Project Design Engineer	Helena
Rodney Nelson	District Projects Engineer	Billings
Aaron Eschler	District Design Supervisor	Billings
Ed Shea	Pavement Analysis & Research	Helena
Wayne Noem	Transportation Planning	Helena
Chris Jones	Bridge Bureau	Helena
Ray Sacks	Constructability Reviewer	Butte

### Proposed Scope of Work

The proposed project was nominated as a resurfacing – asphalt – thin lift project (Pavement Preservation). The recommended treatment as stipulated in the MDT 2003 pavement conditions and 2004 pavement treatments report is not available for this roadway. Due to the narrow existing width and thin existing plant mix section, it is proposed to use foamed asphalt on this project. The proposed scope of work is summarized below.

- Cold-in-Place recycle with Foamed Asphalt
- Seal and Cover
- New pavement markings
- New bridge guardrail if deemed practical
- New bridge approach and terminal end section guardrail
- New chevrons, delineators and curve warning signs

### Project Location and Limits

This project is located in Stillwater and Yellowstone County on State Route X-81015. This project is classified as a major collector with the surrounding terrain generally level. This project is to begin near the Park City Interchange and end near the City of Laurel's urban limit.

The project limits are:            RP 0.0 to 6.7

### Physical Characteristics

#### 1. As-Builts:

RP 0.0 to 6.7            MDT does not have any as-builts for this location.

#### 2. Existing Surfacing Thickness according to the 2003 Montana Road Log:

RP 0.0 to 6.7            This roadway is not in the Road Log.

#### 3. Existing Roadway Geometrics:

RP 0.0 to 6.7            23.5 top surfacing width (Field Measurements)

4. Pavement Management System Recommendations:  
 RP 0.0 to 6.7 Not available

**Traffic Data**

2005	ADT (Present)=	1010
2006	ADT (Letting)=	1030
2026	ADT (Design) =	1470
	DHV =	180
	T =	1.4%
	EAL =	9
	AGR =	1.8%

**Accident History**

Data Time Frame: 1-1-1995 to 12-31-2004

	<u>Statewide*</u>	<u>Study Area</u>
All vehicles accident rate:	1.73	2.32
All vehicles severity index:	2.39	2.86
All vehicles severity rate:	4.16	6.64
Truck Accidents	1	
Total recorded accidents:	56	

\* Statewide average for Rural State Secondary

**Variation From Average Occurrence**

There were no significant variations from statewide average occurrences on rural state secondary roads.

**Accident Clusters or Safety Projects**

There were no accident clusters identified and no safety projects during the 10-year period.

**Remarks**

There was a concentration of crashes at the curve +/- 2.6 miles northeast of the Park City Interchange. All eight of the recorded crashes at this curve involved a single westbound passenger vehicle leaving the roadway and, in seven of the eight, the vehicle overturned. Six of the crashes occurred in daylight and two occurred at night. The eight crashes resulted in five injuries and one fatality. The advance warning signs for this curve should be checked and chevrons or additional delineation should be considered. Please let us know if the curve could be reconstructed in this project.

The remaining crashes were not concentrated at any one location and did not indicate any trends.

## **Major Design Features**

**Design Speed** - The design speed for this project is 60 mph as stipulated in the MDT Geometric Design Criteria for a rural major collector with level terrain.

**Horizontal and Vertical Alignments** – Given the scope of this project, the horizontal and vertical alignments will be used as is.

**Typical Sections** – The existing asphalt is not thick enough to allow a mill and overlay. In addition, the existing finished top width is less than 24 feet. Therefore, in order to maintain existing width without extensive inslope work, it is proposed that the existing typical section be treated with foamed asphalt. Leveling will be needed to correct minor dips that currently exist in the roadway. All public approaches are to be paved to the right of way. All private and field approaches are to receive a 3' wide plant mix strip adjacent to and parallel to the roadway.

**Grading**- No grading will be required on this project.

**Geotechnical Considerations**- No geotechnical issues are anticipated at this time.

**Hydraulics Considerations** - No hydraulic considerations are anticipated at this time.

**Bridges**- The condition of the existing concrete bridges is very poor. The proposed bridge guardrail upgrade would have to attach to this degraded concrete. At the time of this review, it is not known if it would be possible/practical to upgrade the bridge guardrail. Bridge Bureau will investigate the available options and provide further recommendations. The locations of the four bridges on this project are as follows.

RP 0.16 – A proposed bridge rail upgrade along with new bridge approach and terminal end sections. There are approaches and utilities that may conflict with these guardrail upgrades.

RP 0.20 – A proposed bridge rail upgrade along with new bridge approach and terminal end sections. There are utilities that may conflict with these guardrail upgrades.

RP 2.00 – A proposed bridge rail upgrade along with new bridge approach and terminal end sections. There are utilities that may conflict with these guardrail upgrades.

RP 3.80 - A proposed bridge rail upgrade along with new bridge approach and terminal end sections. There are approaches and utilities that may conflict with these guardrail upgrades.

**Traffic**- Pavement markings will be upgraded with this project. New chevrons, delineators and curve warning signs are proposed to be installed for the curve at RP +/- 2.6 where there is a concentration of crashes. The reconstruction of this curve is beyond the scope of this project.

**Guardrail**- New guardrail bridge approach and terminal end sections are proposed at four bridge locations. The use of longer than standard guardrail posts is also proposed for those locations that are impractical to install the standard guardrail widening.

Fencing- No fencing is anticipated on this project.

Rumble Strips –Shoulder rumble strips will not be installed on this project due to insufficient shoulder widths.

**Design Exceptions**

No design exceptions are anticipated for this project.

**Right of Way**

No new right of way will be required for this project.

**Utilities/Railroad**

There are potential utility conflicts at all four bridge locations with the installation of guardrail. A survey is being requested to locate all utilities and will be used to identify any conflicts. There are no railroad conflicts.

**Environmental Considerations**

A Statewide Programmatic Categorical Exclusion applies for this project. The checklist has been submitted.

**Traffic Control**

Traffic will be maintained through the construction project with the appropriate signing and flagging in accordance with the Manual of Uniform Traffic Control Devices.

**Survey**

A topography survey and cross sections are being requested for 200 feet on each end of all four bridges. The survey request is attached to this report.

**Public Involvement**

This project's public involvement plan will be level A.

1. A news release explaining the project that includes a department point of contact.

**Cost Estimate**

The nomination cost, which does not include indirect costs, to construct this project was estimated to be:

PE = \$	80,000
CN = \$	663,000
<u>CE = \$</u>	<u>66,000</u>
Total = \$	809,000

**Ready Date**

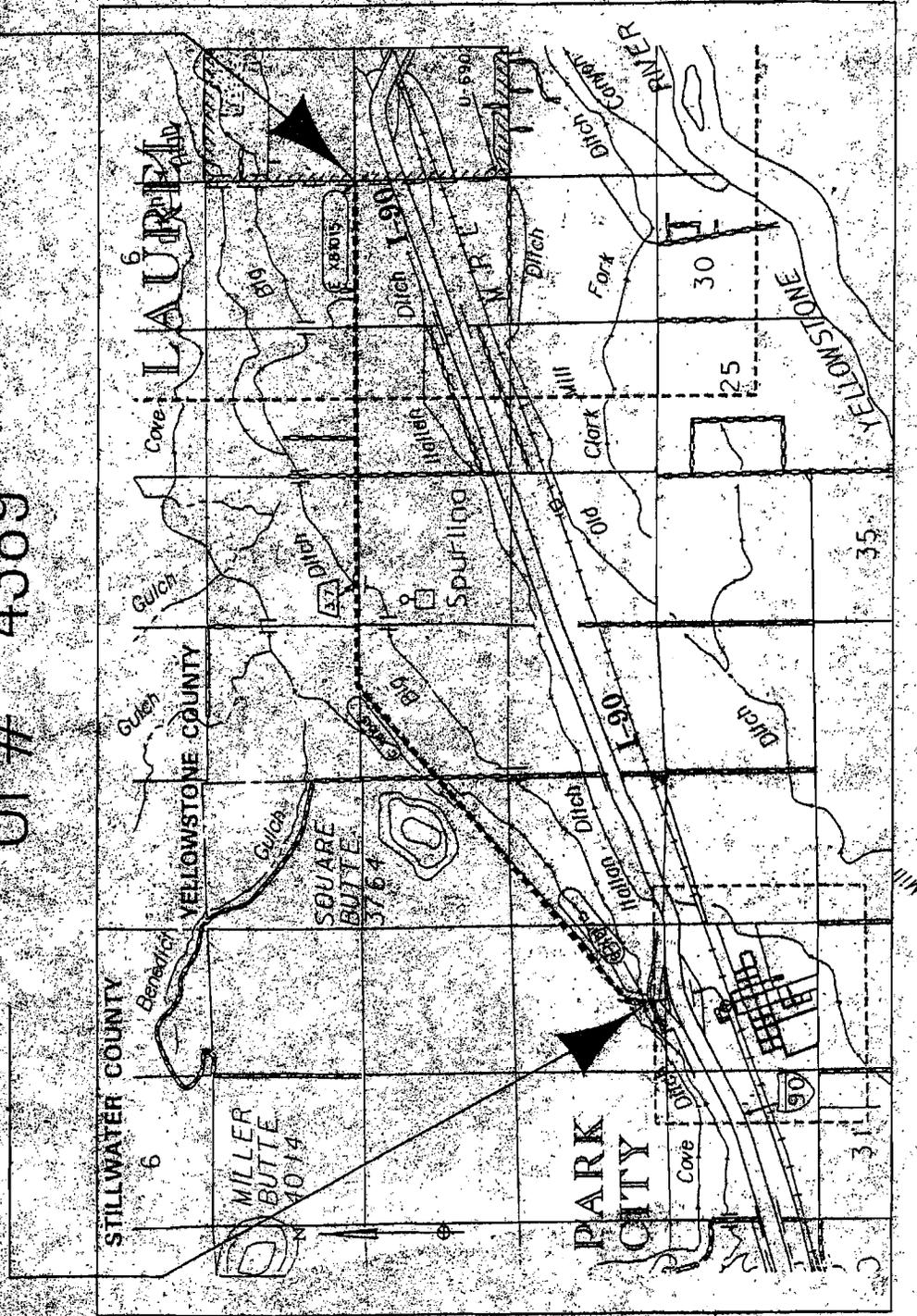
This project has a July 1, 2005 ready date listed in OPX2.

**Project Management**

The Billings District will be designing this project with Rod Nelson as the design project manager.

Attached: site map

UP# 4389



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

**Memorandum**

To: Bonnie Steg, Resources Bureau Chief  
From: Paul Sturm, Billings District Biologist  
Date: August 9, 2005  
Subject: Biological Resources Memorandum  
**Park City - Laurel**  
**SFCX 81018(2)**  
**Control Number - 4389**

**Project Location & Description**

This proposed project is nominated as a resurfacing – asphalt – thin lift project (Pavement Preservation). The proposed scope of work includes cold in-place recycle with foamed asphalt, seal and cover, new pavement markings, new bridge guardrail if deemed practical, new bridge approach and terminal end section guardrail, and new chevrons, delineators, and curve warning signs.

This project is located in Stillwater and Yellowstone Counties on State Route X-81015. The project begins at Route Post 0.0 (Section 29, Township 2 South, Range 23 East), and ends at Route Post 6.7 (Section 8, Township 2 South, Range 24 East).

**Biological Resources and Impact Analysis**

There are no records of any sensitive species within the vicinity of the proposed project. No threatened, endangered, proposed, or candidate species are known to be within the vicinity of the proposed project. Due to the location and limited scope and nature of this project, there are not expected to be any project-related impacts to biological resources.

This project will have **no effect** on any threatened, endangered, proposed, candidate, rare, or sensitive species.

No wetlands, streams, or other aquatic resources will be affected. Therefore, **a Stream Protection Act 124 permit and a Clean Water Act 404 permit are not required**. The attached special provision should be added to the Contract Bid Package.

As the project does not include any grading or removal of vegetation, the work will disturb very little ground or existing vegetation and therefore would not contribute to the spread of noxious weeds.

Copy: Bruce Barrett – Billings District Administrator  
Paul Ferry – Highways Engineer  
Heidy Bruner- Environmental  
Paul Sturm - Environmental  
File

1. 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 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.

(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.: SFCX 81015(2) ID: CN 4389 Project Name: Park City - Laurel

MASTER FILE COPY

Reference Post (Station) 0.0 to Reference Post (Station) 6.7

Applicants Name: MDT Address: PO BOX 201001, Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: OVERLAY, SEAL/COVER, GUARDRAIL,PAVE MARK,SIGNING

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, species, water quality, wetlands, hazardous waste, and Indian Reservations.

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

Checklist prepared by: Rod Nelson, P.E. Applicant

Billings District Projects Engineer Title 7/19/2005 Date

Approved by: [Signature]

ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Title 8/12/05' Date

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)