



Environmental Services
MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana 59620

Memorandum

**MASTER FILE
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To: David W. Jensen, Supervisor
Fiscal Programming Section

From: Thomas L. Hansen, PE 
Engineering Services Supervisor
Environmental Services Bureau

Date: June 6, 2006

**Subject: Categorical Exclusion
SIGNAL-MIDLAND RD-BLGS
STPU 1033(1)
CN 5574**

RECEIVED

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LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

Environmental Services has determined that this proposed project will not involve unusual circumstances as described under 23 CFR 771.117(b). The project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8). The proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

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

- cc: Bruce Barrett MDT Billings District Administrator
- John H. Horton MDT Right-of-Way Bureau Chief
- Suzy Price MDT Contract Plans Section Supervisor
- David W. Jensen MDT Fiscal Programming Section Supervisor
- Jean Riley, PE MDT Environmental Services Bureau Chief
- FILE MDT Environmental Services
- Montana Legislative Branch Environmental Quality Council (EQC)
- Heidy Bruner MDT Environmental Services
- Roy Peterson MDT Helena Traffic Safety
- Blair Nordhagen MDT Consultant Design
- Tom Martin, PE MDT Consultant Design



ENGINEERING INC.

Consulting Engineers and Land Surveyors

W.O. 04-35

South Billings Blvd – Midland Rd Traffic Signal

Kick-off Meeting Minutes

February 13, 2006

Meeting Attendees:

Blair Nordhagen, MDT-Helena

Bruce Barrett, MDT-Billings

Terry Smith, City of Billings

Ken Hein, Marvin & Associates

Danielle Reagor, Engineering, Inc.

Roy Peterson, MDT-Helena

Gary Neville, MDT-Billings

Bob Marvin, Marvin & Associates

Michael Sanderson, Engineering, Inc.

Project Description

The kickoff meeting began with a brief description of the project. It was described as being a signal design project for the existing intersection of South Billings Boulevard, Midland Road, and South Frontage Road. The project will require very little, if any, road construction. The scope of the project is mostly made up of the signal design and signing and striping. An important consideration in the project will be the existing signal at the intersection of South Billings Boulevard and the I-90 eastbound ramps, located less than 400 feet north of the project intersection. This project is being funded by MDT and administered by the City of Billings.

Schedule

A project schedule should be developed ASAP. Blair will develop a draft schedule and send it to Engineering, Inc. for review.

Project Communication

The consultant should copy MDT (Blair) on all correspondence with the City (Terry) and vice versa.

Coordination with Nearby Signals

Coordination with the three existing signals north of the project intersection is not part of the scope of this project. Steve Keller would likely prefer to do the interconnect design himself. However, it would be feasible to lay conduit between the controllers as part of this project. Blair will check with Steve to see what he would prefer.

There is existing interconnect cable between the two intersections with the I-90 ramps, but no existing connection to the intersection at King Avenue East. It was discussed whether or not laying conduit for a future connection to King Avenue East would be within the scope of this project. Blair said he would talk to Steve Keller and have him contact Terry to discuss this issue. It may be easier to just have the City install the conduit on the north side of I-90.

Bob Marvin noted that a design option for this project would be to control the project intersection and the next intersection to the north (eastbound ramps) with a single controller. It was also noted that the pull box in front of the controller at the intersection of the eastbound ramps is very full and that there wouldn't be room for additional cables or wire.

Environmental Document

The environmental document required for this project will be a Categorical Exclusion. Terry will refer back to the agreement between MDT and the City of Billings to determine who is responsible for preparing the document.

Public Involvement

The scope of this project does not include any public meetings. According to the contract the consultant shall, "Prepare and publicize a news release explaining the project, including points of contact for both the Engineer and Billings."

Geometrics

A roundabout was briefly discussed as a design option for the intersection. It was quickly determined that it would not be a viable option because of the close proximity to the signalized intersection to the north.

Survey

A topographic survey of the area surrounding the intersection was conducted by Engineering, Inc. last spring, using control from the recent Midland Road Project (City of Billings Work Order 02-23), also performed by Engineering, Inc. The issue of the whether or not this survey needs to be tied into MDT's control was discussed. It was determined that it would most likely not be necessary, as long as we don't need to acquire any additional right of way. Blair will coordinate with Dave Davis from MDT's Survey Department to determine whether or not we need to tie into MDT's control (mile post location). The consultant should also match MDT stationing for the project, or at least show some sort of equivalent stationing to MDT as-builts.

ADA Requirements

The issue of whether or not we will need to install ADA accessible ramps as part of this project was discussed. In general, the consensus was that wherever we are installing any pedestrian treatments (sidewalks, ped signals, etc.), we will need to comply with ADA requirements. Details of the required treatments will be figured out during the design process.

Storm Drain

No storm drain issues are expected. Because existing inlets on Midland Road are located a substantial distance west of the intersection, it is not expected that they would conflict with the ADA ramps.

Railroad Involvement

There would not be an issue with railroad involvement on this project.

Geotech

It was discussed whether or not any geotechnical analysis would be required for the signal pole foundation design. Although geotechnical analysis is not typically required for MDT's standard foundation, Blair will do some checking to verify whether or not it would be required on this project.

Utilities

Potential utility conflicts were discussed. There are potential conflicts with existing gas and telephone lines in the northwest corner of the intersection. We don't know for sure yet if we will have a conflict with these utilities. Power service to the signal will be provided via a connection to the lighting on Midland Road. An electrical service with breakers for the signal has already been installed. Overhead power lines are located on the west side of South Billings Boulevard, with which there are no known conflicts at this time. Two new luminaires will be installed on the east side of the intersection.

Reimbursement

The City of Billings shall submit reimbursement requests to MDT on a monthly basis. Each request shall include an invoice (2 copies) and a progress report (5 copies). Engineering, Inc. will re-invoice the City for work already completed (including progress report) and Terry will submit invoice to MDT through Blair.

Ready Date

The ready date will be determined once the schedule has been developed.

Miscellaneous

The design will be done in English units on MDT border sheets. Border sheets for English units have been updated and are available for the consultant's use.

The design process was discussed and it was decided that it would be broken down into the following steps:

1. PFR/Scoping Meeting
2. Scope of Work
3. Plan-in-hand

Minutes from the PFR and Scoping Meeting would be combined into one document. It was noted that Dave Jensen would be the only one that may have an issue with skipping the formal PFR. Blair will check with Dave to make sure he's ok with this.

Danielle will be the primary point of contact for the consultant team. Her contact info is as follows:

Danielle Reagor, PE
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Billings, MT 59102
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