



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

June 6, 2006

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

**RECEIVED**

JUN 09 2006

**Subject: MEPA for Statewide Pavement Preservation Project**

**Project Name: 5<sup>th</sup> AVE. - HAVRE**  
**Project Number: SFCU 5708(6)**  
**Control Number: 5953000**

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

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 subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we have determined that a Statewide Programmatic Categorical Exclusion would cover this project. As a result, the subject project qualifies as a Categorical Exclusion under the provisions of Administrative Rules of Montana (ARM) 18.2.261(1), which is codified at Montana Code Annotated (MCA) 75-1-103 and MCA 75-1-201.

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 phone me at 444-7203. I will be pleased to assist you.

Sincerely,

Heidi Bruner  
Great Falls District Project Development Engineer  
Environmental Services Bureau

- cc: Mick Johnson MDT, Great Falls District Administrator
- Jean A. Riley, PE MDT, Environmental Services Bureau Chief
- Paul Ferry, PE MDT, Highway Engineer
- Mark Wissinger, PE MDT, Construction Engineer
- Suzy Price MDT, Contract Plans Section Supervisor
- Dave Jensen MDT, MDT Fiscal Programming Section Supervisor
- Bob Seliskar FHWA, Operations Engineer
- Dustin Rouse, PE MDT, Road Design
- File

encl.

HSB:S:\PROJECTS\GREAT-FALLS\5953000\5953ENPCE001.DOC

(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.: 5953000 ID: SFCU 5708(6) Project Name: 5th Ave. - Havre

Reference Post: 0.0 to Reference Post: 2.0

Applicants Name: Montana Department of Transportation Address: 2701 Prospect Ave., Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Resurfacing- Asphalt Thin Lift 0.15' including Safety Improvements

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)

Table with 3 columns: Impact Questions, [Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s), and Comment or List Documentation, Evaluation, Mitigation Measure, and/or (a) Permit(s) Required for Items 1 through 7. Rows include questions about river impacts, endangered species, water quality, wetlands, hazardous waste, and Indian Reservations.

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

Checklist prepared by: Christie McOmber Applicant Title Project Manager Date May 2, 2006

Approved by: [Signature] Environmental Services Title ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date 6/6/06

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



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

MASTER FILE  
 COPY

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

**RECEIVED**

From: Christie McOmber, P.E. *CWM*  
 Projects Engineer, Great Falls

MAY 10 2006

Date: May 8, 2006

**ENVIRONMENTAL**

Subject: SFCU 5708(6)  
 5<sup>th</sup> Ave. - Havre  
 Control No. 5953000  
 Work Type 180: Resurfacing- Asphalt (Thin Lift <=0.15')(including safety improvements)

We request that you approve the **Preliminary Field Review** for the subject project.

Approved *Paul R. Ferry* Date 5/9/06  
 Paul R. Ferry, P.E.  
 For 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: (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  
 Dan Bisom, Traffic Data & Collection - Planning  
 ✓ Jean Riley, Environmental  
 Highways File

Dustin Rouse, 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.  
 Paul Sturm, District Biologist

Hill County Commissioners  
 Courthouse- 315 4<sup>th</sup> St.  
 Havre, MT 59501-3999

City of Havre  
 Attn: Mayor of Havre  
 520 4<sup>th</sup> St.  
 P.O. Box 231  
 Havre, MT 59501

**Preliminary Field Review/Scope of Work Report**

SFCU 5708(6)

5<sup>th</sup> Ave.- Havre

Control No. 5953000

**I. Introduction:**

This report was developed from information taken from the preliminary field review conducted on April 11, 2006 with the following personnel in attendance:

Steve Prinzing, P.E.	Engineering Services Supervisor	MDT – Great Falls
Christie McOmber, P.E.	Projects Engineer	MDT – Great Falls
Dustin Rouse, P.E.	Area Engineer	MDT - Helena
Jeania Cereck	Design Supervisor	MDT - Great Falls
Scott Bunton	Design	MDT – Great Falls
Gerry Brown	Engineering Oversight	MDT – Lewistown
Jim Cornell	Traffic	MDT – Helena
Dennis Cline	Maintenance	MDT- Havre
Gary Berg	EPM	MDT- Havre
Ed Shea	Pavement Management	MDT – Helena
Alice Flesch,	ADA Coord.	MDT – Helena
Dave Peterson	Havre Public Works Director	City of Havre
Tom Gocksch, P.E.	Environmental	MDT - Helena

**II. Proposed Scope of Work:**

- A. This project is nominated as a resurfacing project including safety improvements without added capacity. The intent is to overlay the existing roadway with 0.15' plant mix bituminous surfacing (Grade S) and apply a seal and cover. The safety improvements on this project will include upgrading sidewalks and ramps to meet ADA standards.
- B. The project is State Funded and was nominated for \$1,628,000. An updated estimate is provided at the end of the document.
- C. The project schedule and ready date will be developed through the overrides process in OPX2. The project will be designed by the Great Falls District in English units.

**III. Project Location and Limits:**

- A. This project is located in Hill County on State Urban Route 5708 beginning at RP 0.000± (the alley along 5<sup>th</sup> Ave. between 1<sup>st</sup> and 2<sup>nd</sup> St.) and proceeding south approximately 2.0 miles to RP 1.994± (Urban Limits/Junction S-234).

Roadway is curbed between RP's 0.000 and 1.578±; un-curbed between RP's 1.578± and 1.994. With mileposts running north to south and stationing running the opposite direction, the project will be designed north to south using mileposts rather than stationing.

- B. Routes crossed by this project include the following: Begin project at 1<sup>st</sup> St. (N-1), 2<sup>nd</sup> St. (U-5701), 3<sup>rd</sup> St. (U-5703), 6<sup>th</sup> St. (U-5705), 10<sup>th</sup> St. (U-5707), 13<sup>th</sup> St. (U-5709), end project at S-234.
- C. The roadway functional classification for this project is Urban Minor Arterial.

**IV. Physical Characteristics:**

- A. The proposed project traverses level terrain through the town of Havre. The adjacent properties are predominantly residential and commercial.

The following table identifies the as-built projects and construction activities prior to this project:

RP to RP	As-Built Proj	Year	Activity	Remarks
0.000 - 0.732	US-70(4)	1965	Constructed	PMS/Widening/Curb&Gutter
0.000 - 0.732	RTM-5708(5)	1988	*	*
0.732 - 1.573	M-5708(1)	1976	Improvement	PMS/Grade/Gravel/Sidewalk/Curb&Gutter
1.573 - 1.962	RS 70 10	1975	Improvement	PMS Reconstruct
1.962 - 10.127	RS 70 11	1975	*	*

\* Denotes that plans were unavailable for reference.

- B. Project History:

RP 0.000 – 0.732

According to the TIS Roadlog this section of roadway shows a surface depth of 3.8" and a base depth of 18".

The as-builts for the US 70(4) project show the surfacing consists of 0.25' PMBS; 0.15' Comp. Cr. Top Surf.; 0.50' Comp. Cr. Base Surf.; and 0.90' Comp. Select Surf.

No as-built data is available for RTM 5708(5).

RP 0.732 – 1.573

According to the TIS Roadlog this section of roadway shows a surface depth of 2.4" and a base depth of 18.6".

The as-builts for the RTM-5708(5) project show the surfacing consists of 0.20' PMBS; 0.15' Comp. Cr. Top Leveling Course Type 'A' Gr. 2; 1.40' Comp. Cr. Base Course Type 'A' Gr. 4.

RP 1.573 – 1.962

According to the TIS Roadlog this section of roadway shows the surface depth of 3" and a base depth of 12".

The as-builts for the RS 70 10 project show the surfacing consists of 0.20' PMBS; 0.15' Comp. Cr. Top Leveling Course Type 'A' Gr. 2; 1.40' Comp. Cr. Base Course Type 'A' Gr. 4.

RP 1.962 – 10.127

According to the TIS Roadlog this section of roadway shows the surface depth of 3" and a base depth of 12".

No as-built data is available for the RS 70 11.

C. Horizontal Alignment:

The existing horizontal alignment is composed of five simple curves with tangent sections at both the beginning and end of project. The existing horizontal alignment meets current geometric design standards for 30, 40 and 50 mph urban minor arterial design criteria. Current design standards requirements for minimum radius lengths include 300', 565', and 930' for posted routes of 30 mph, 40 mph, and 50 mph respectively. Changes to the alignment are not anticipated on this project.

1. The project begins at the intersection of the alley between 1<sup>st</sup> and 2<sup>nd</sup> St. and 5<sup>th</sup> Ave. A tangent section of 4,103' leads into the first curve at RP 0.777±. The radius of this curve is 2,865', meeting the minimum requirements here for urban minor arterial at 30 mph.
2. The radius of the second curve at RP 0.931± is 5,730', meeting the minimum requirements here for urban minor arterial at 30 mph.
3. The curve at RP 1.237± has a radius of 955', meeting the minimum requirements here for urban minor arterial at 40 mph.
4. The fourth curve at RP 1.378± also has a radius of 955', meeting the minimum radius requirements here for urban minor arterial at 40 mph.
5. The fifth curve at RP 1.728± has a radius of the curve is 5,730', meeting the minimum radius requirements here for urban minor arterial at 50 mph.

D. Vertical Alignment:

The existing vertical alignment consists of a series of curves varying from 100' to 700' in length. The vertical alignment is composed of four curves according to the as-built plans for projects RS 70(10) and M-5708(1). All the

vertical curves meet the requirements for stopping sight distance (SSD) with the exception of the curve at RP 0.980±. With an existing vertical curve of 100', it fails to meet the minimum SSD requirements for urban minor arterial of 190' at 30 mph. The vertical grades included within this project meet the minimum design criteria for maximum grades for urban minor arterial of 7%. Existing grades along the alignment vary from -5.23% to -0.23%.

- E. **PVMS Data:** The recommended treatment in the Pavement Analysis Section's 2004 Pavement Conditions/2005 Pavement Treatment Report is Major Rehabilitation for RP's 0.000 to 0.732, and Engineered Thin Overlay for RP's 0.732 to 1.994. The indices and condition levels for the 2004 survey year are given in the following tables:

RP 0.000 to 0.732

PVMS INDICES	
Ride	49.3 (Poor)
Rut	53.8 (Fair)
Alligator Cracking	100 (Good)
Miscellaneous Cracking	51 (Poor)

RP 0.732 to 1.994

PVMS INDICES	
Ride	56.1 (Poor)
Rut	58 (Fair)
Alligator Cracking	94 (Good)
Miscellaneous Cracking	73.4 (Fair)

**V. Traffic Data:**

The traffic data as provided by the Traffic Data and Collection Section is as follows:

There is a traffic break at the junction of Bull Hook Road and 5<sup>th</sup> Ave., RP 1.255±.

RP 0.00 to 1.25

2006 ADT	8,220 Present
2006 ADT	8,220 Letting
2026 ADT	10,030 Design
DHV	1000
Com Trks	1.6%
ESAL	39
AGR	1.0%

RP 1.25 to 1.994

2006 ADT	1,050 Present
2006 ADT	1,050 Letting
2026 ADT	1,280 Design
DHV	130
Com Trks	12.8%
ESAL	31
AGR	1.0%

**VI. Accident History:**

- E. A computer accident analysis was conducted for the project. The analysis was performed on 5<sup>th</sup> Avenue (U-5708), RP 0.0 to RP 2.0 for the dates July 1, 2000 through July 30, 2005. The following table shows the study area averages:

	Statewide Average for Urban Minor Arterials (Small Towns)	Study Area
All Vehicles Accident Rate:	*	7.37
All Vehicles Severity Index:	*	1.35
All Vehicle Severity Rate:	*	9.91
Truck Accidents	*	4
Total Recorded Accidents	*	171

\* Statewide averages are not available for comparison.

**B. Variations from Average Occurrence:**

95.9% on roadway crashes vs. 73.4% statewide average for city streets.  
84.2% property damage only vs. 75.9% statewide average for city streets.  
70.1% clear weather conditions vs. 58.7% statewide average for city streets.  
67.3% rear end collisions vs. 27.9% statewide average for city streets.

12.3% right angle collisions vs. 31.6% statewide average for city streets.  
90.6% motor vehicle in transport as most harmful event vs. 76.5% statewide average for city streets.

**C. Accident Clusters and Safety Projects:**

The section of US Highway 2 from reference point 382.2 to 382.63 (1<sup>st</sup> Avenue to 7<sup>th</sup> Avenue) was identified as crash cluster in 2001. Project STPHS 1-6(43)382, UPN 5023 was identified to provide signals and channelization along this route. Construction costs for this safety project were transferred to the project NH 1-6(52)381, UPN 4321, US 2 Havre Reconstruction. This project is currently scheduled to be let in late 2006.

Project STPHS 5701(4), UPN 5017, 2001 Safety Improvements – 2<sup>nd</sup> Street – Havre proposed to install a traffic signal at 2<sup>nd</sup> Street and 5<sup>th</sup> Avenue. Due to the close proximity to the signal at 1<sup>st</sup> Street (US 2), this signal will not be installed. Check sight distances.

**D. Remarks:**

The majority of crashes within this section are rear end collisions between multiple vehicles at the intersections along 5<sup>th</sup> Avenue. Fifty-two of the 171 crashes occurred at the four existing signalized intersections at 1<sup>st</sup> Street (US 2), 6<sup>th</sup> Street, 10<sup>th</sup> Street, and 13<sup>th</sup> Street. Check if signal progression is feasible. Ensure adequate sight distances at all intersections. Review signing and striping and cut branches obstructing traffic control devices.

**VII. Major Design Features:**

**A. Design Speed:**

The project passes over mostly level grades and therefore will be designed for the "level" terrain category for urban minor arterial, 30 mph for curbed, 40 mph for un-curbed roadway sections and 50 mph in areas approaching rural limits. The 30 mph design speed was chosen for the residential areas of town, from RP 0.000 to RP 1.504. At RP 1.504 the design speed is changed to 40 mph, leaving the residential area and curbed roadway and also traversing a 400' vertical curve at RP 1.806. At the crest of this vertical curve, the design speed is changed to 50 mph as rural areas approach. Three different posted speed limits currently exist within the project limits: 25 mph between the intersection of 1<sup>st</sup> St. & 5<sup>th</sup> Ave, RP 0.000 and the intersection of Sagebrush Dr. & 5<sup>th</sup> Ave., RP 1.448±; 35 mph between the intersection of Sagebrush Dr. & 5<sup>th</sup> Ave., RP 1.448±, and RP 1.672±; and 45 mph approximately between 1.672±, and RP 1.994. Existing posted speed limits are 25 and 35 mph for curbed areas and 35 and 45 mph for un-curbed areas.

**B. Horizontal & Vertical Alignment**

1. This project has been scoped as a resurfacing project including safety improvements without added capacity. The existing horizontal alignment meets current geometric design standards for 30, 40 and 50 mph urban minor arterial design criteria. The existing vertical alignment also meets current geometric design standards with the exception of the curve at RP  $0.980\pm$ , which does not meet the design criteria for SSD at 30 mph. The existing horizontal and vertical alignments are adequate for a preventative maintenance overlay.

**C. Typical Section:**

1. Overlay in-slopes of 4:1 will be used on top of the existing roadway surface in un-curbed areas from RP  $1.578\pm$  to RP 1.994. 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 through the un-curbed areas of the overlay between RP  $1.578\pm$  to RP 1.994.
3. According to the Roadlog, the existing roadway width varies from 60' to 32'. The minimum roadway width requirements for urban minor arterial for curbed sections is 26' and 30' for un-curbed and 28' for the rural portion.

The typical widths according to the Roadlog are listed in the table below:

From RP to RP	Width (ft.)	Curbed/Un-Curbed	Posted Speed Limit	Design Speeds
0.000 - 0.066	58'	Curbed	25 MPH	30 MPH
0.066 - 0.214	44'	Curbed	25 MPH	30 MPH
0.214 - 0.305	58'	Curbed	25 MPH	30 MPH
0.305 - 0.732	44'	Curbed	25 MPH	30 MPH
0.732 - 1.448	60'	Curbed	25 MPH	30 MPH
1.448 - 1.504	60'	Curbed	35 MPH	30 MPH
1.504 - 1.573	60'	Curbed	35 MPH	40 MPH
1.573 - 1.578	34'	Curbed	35 MPH	40 MPH
1.578 - 1.672	34'	Un-curbed	35 MPH	40 MPH
1.672 - 1.814	34'	Un-curbed	45 MPH	40 MPH
1.814 - 1.962	34'	Un-curbed	45 MPH	50 MPH
1.962 - 1.994	32'	Un-curbed	45 MPH	50 MPH

**D. Surfacing Design:**

1. We request that the data from the cores taken by the Great Falls District Materials Lab on October 20, 2004 between RP's 0.025 and 1.594, be investigated by the Surfacing Design Section to determine which type of surfacing will be sufficient for this section of roadway.
2. Milling is required on the connections to the P.T.W., connections to the bridge ends and along the curb line between RP 0.000 to RP 1.578±, left and right, to tie the overlay into the existing curb.
3. The removed cold milled material will be utilized as a shoulder dressing within the project limits to correct surface irregularities, and create a smoother transition into the alleyways between the curb and sidewalk. Excess will be used in place of shoulder gravel first, if any surplus remains, it will be offered to the City of Havre.

**E. Geotechnical Considerations:**

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

**F. Hydraulics:**

Curb inlets exist throughout the project at locations where ADA upgrades are

proposed. All attempts will be made to limit construction activities in these areas to leave the existing curb inlets undisturbed. Drop inlets are located at various locations and will be adjusted to grade. There are no other drainage related issues within this project.

**G. Bridges:**

1. According to the Bridge Log there is one bridge located in the project area. The bridge is 100' in length and consists of one pre-stressed concrete main span and a cast-in-place deck. Constructed in 1976, the bridge was last inspected in August of 2004 and given a Sufficiency Rating of 97.3, a Health Index of 92.9, and given a Not Deficient status under Structure Sufficiency. This project will not overlay the bridge deck, plant mix will taper into both bridge ends to meet existing deck grade.
2. A silane treatment may be applied to the bridge deck as a preventative measure. Bridge rail and guardrail at the bridge will not be impacted with this project.

**H. Traffic and Safety:**

1. Sight distances at the intersection of 2<sup>nd</sup> Street and 5<sup>th</sup> Ave. were investigated, as well as the remaining intersections on the project, during the field review on April 11, 2006. It was determined that on the northwest corner of 2<sup>nd</sup> Street and 5<sup>th</sup> Ave. a tree will be removed to increase sight distance. Tree branches will be trimmed and landscaping obstructions removed as needed to increase site distance.
2. Parking along side streets is also causing visibility problems at intersections. The construction of new ADA ramps will decrease the parking lane east and west along side streets, improving sight distance at the street corners.
3. The majority of crashes within this section are rear end collisions between multiple vehicles at the intersections along 5<sup>th</sup> Avenue. Fifty-two of the 171 crashes occurred at the four existing signalized intersections at 1<sup>st</sup> Street (US 2), 6<sup>th</sup> Street, 10<sup>th</sup> Street, and 13<sup>th</sup> Street. Most of these crashes can be attributed to inattentive drivers. This route is sometimes used as a drag strip by teenage drivers after school.
4. We request that Traffic and Safety determine if there are any striping or signing changes that should be included with this project to address crash concerns. We also request they provide signing and striping plans for any recommend changes. The District Traffic Engineer may be available to assist in any investigation necessary.
5. It is requested that Traffic – Electrical investigate the feasibility of installing video detection with this project for the west leg of the 5<sup>th</sup>

Ave. & 13<sup>th</sup> St. intersection. The existing traffic control loop(s) are not working for the right turning lane. If video detection is not feasible, other alternatives for perpetuating signal detection will have to be considered, including the removal and installation of new loop.

**I. Pedestrian/Bicycle/ADA:**

New ADA ramp designs are proposed at each intersection between RP 0.000 and RP 1.578± that do not meet current design standards. ADA upgrades will end at the northwest corner of the intersection 5<sup>th</sup> Ave. and South Dell. An ADA ramp will be considered at the northeast corner of the intersection of Sagebrush Dr. and 5<sup>th</sup> Ave. for pedestrian access to the 5<sup>th</sup> Ave. Christian Church. Comments made at the field review stated there is considerable pedestrian activity at this intersection going to and from the church. All ADA upgrade work will be to existing sidewalk.

**J. Context Sensitive Design Issues:**

No comments at this time.

**VIII. Other Projects:**

Project NH 1-6(28)382, US-2 - Havre, UPN 4321, is a reconstruction project on US-2 through the City of Havre. This project begins at the intersection 1<sup>st</sup> Ave and US-2, and continues easterly 2.256 miles to the beginning of the reconstruct project Havre-East, NH 1-6(24)384, 0.5 miles east of the east city limits. This project includes new P.C.C.P. pavement for the length of project.

**IX. Design Exceptions:**

No design exceptions are anticipated for this project.

**X. Right-of-Way:**

The Right-of-Way limits are listed in the table below:

RP	ROW	
	LT	RT
0.000 to 0.775	45'	45'
0.775 to 1.378	52' - 60'	40' - 30'
1.378 to 1.994	80' - 50'	80' - 50'

Acquisition of new right-of-way for sidewalk connections at ADA ramps is not anticipated at this time.

**XI. Access Control:**

Access control is not being implemented on this project.

**XII. Utilities/Railroads:**

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

**XIII. Survey:**

Survey has been previously requested, and is located on DMS under the file name 5953000RDREQ001.DOC.

**XIV. Public Involvement:**

Based on the presently anticipated scope of work, a Level B public involvement plan is appropriate. The proposed plan will include:

- A. Based on the presently anticipated scope of work, an expanded Level B public involvement plan is appropriate. The proposed plan is briefly described below:
  - 1. A news release describing the proposed scope of work and need for the project will be sent to the local media, with a department point of contact.
  - 2. Adjacent landowners along the project will be contacted at the time of right of entry and preliminary right-of-way report. Landowner concerns and local knowledge will be gathered.
  - 3. When the design is well along and plans are available, right-of-way agents will contact and visit all of the landowners adjacent to the project to explain the work to be performed and the overall design of the project.
- B. The public involvement plan may be adjusted if controversial issues are identified.

**XV. 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.

**XVI. Traffic Control:**

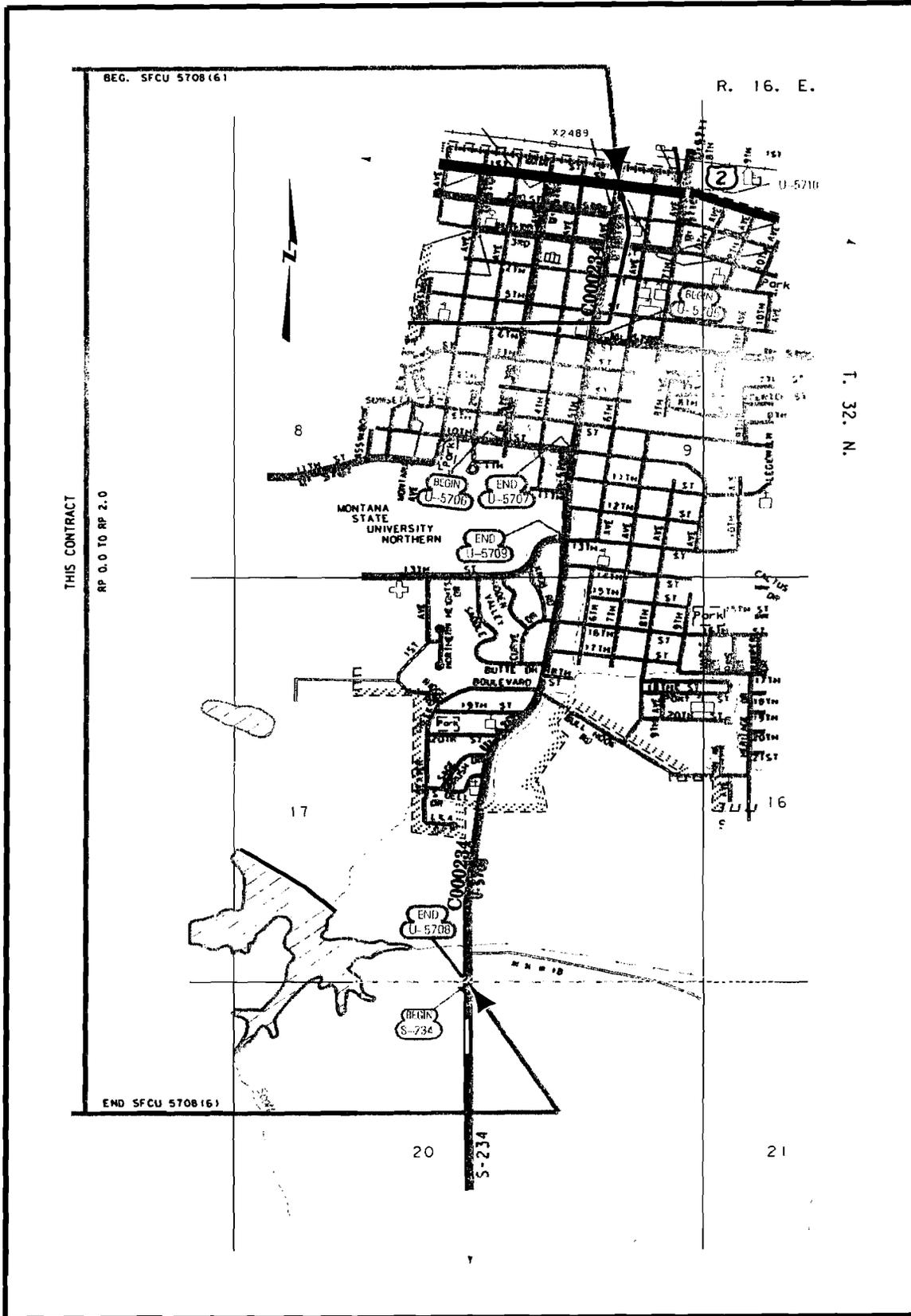
Traffic will be maintained throughout the project during construction with the appropriate signing, flagging, detours, etc. All signing will be in accordance with the Manual on Uniform Traffic Control Devices. Local access will be maintained to the maximum extent possible. The MUTCD will be utilized to guide the application of all traffic control plans. If the US-2 – Havre project happens to be in construction at the same time as this project, the projects will be coordinated together to decrease the impact to the traveling public.

**XVII. Ready Date:**

A ready date of July 2006 is anticipated for this project.

**XVIII. Preliminary Cost Estimate:**

Road Work	\$907,000
Traffic Control (10%)	\$91,000
<b>Subtotal</b>	<b>\$998,000</b>
Mobilization (18%)	\$179,000
<b>Subtotal</b>	<b>\$1,177,000</b>
Contingencies (10%)	\$118,000
<b>Subtotal</b>	<b>\$1,295,000</b>
Inflation 3% for 1 years	\$120,000
<b>CN</b>	<b>\$1,415,000</b>
CE (15%)	\$213,000
<b>Total Project Estimate</b>	<b>\$1,628,000</b>



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

**Memorandum**

To: Bonnie Steg, Resources Bureau Chief 

From: Paul Sturm, Great Falls District Biologist 

Date: May 23, 2006

Subject: Biological Resources Memorandum  
SFCU 5708(6)  
5<sup>th</sup> Ave. - Havre  
Control Number - 5953000

**Project Description and Location**

This proposed project is nominated as a resurfacing project including safety improvements without added capacity. The intent is to overlay the existing roadway with 0.15' plant mix bituminous surfacing (Grade S) and apply a seal and cover. The safety improvements on this project will include upgrading sidewalks and ramps to meet ADA standards. At Route Post (RP) 1.504 the project leaves the residential area and curbed roadway. Overlay in-slopes of 4:1 will be used on top of the existing roadway surface in un-curbed areas from approximately RP 1.578 to RP 1.994. Except for minor shaping of shoulders and approaches, there will be no disturbance to slopes outside of the existing finished top surface. All disturbed shoulder areas should be revegetated.

This project is located in Hill County partially within and near the town of Havre on State urban Route 5708. The project begins at RP 0.00 (the alley along 5<sup>th</sup> Ave. between 1<sup>st</sup> and 2<sup>nd</sup> St.) and proceeds south approximately 2 miles to RP 1.994 (Urban limits/Junction Secondary-234). The project lies within Township 32 North, Range 16 East, Sections 8 and 17.

**Biological Resources and Impact Analysis**

There are records of two bird species, both Montana Species of Concern, in the project vicinity, the lark bunting (*Calamospiza melanocorys*) and chestnut-collard longspur (*Calcarius ornatus*). Due to the location and limited scope and nature of this project, there are not expected to be any project-related impacts to these species or any biological resources.

No threatened, endangered, proposed, or candidate species are known to be in the vicinity of the project. There would be **no effect** on any threatened, endangered, proposed, candidate, rare, or sensitive species.

No wetlands, streams, or other aquatic resources would 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 includes only minor shaping of shoulders and approaches, the work would disturb very little ground or existing vegetation and therefore would not contribute to the spread of noxious weeds. The disturbed areas should be reseeded as recommended by the MDT Agronomist.

Copy: Mick Johnson – Great Falls District Administrator  
Paul Ferry – Highways Engineer  
Tom Hansen - Environmental  
Paul Sturm - Environmental  
Suzy Price – Contract Plans (Special Provision Only)  
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.

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 Erosion Control and Construction Permitting Engineer at 454-5896, 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.