



**Montana Department of Transportation**

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

October 12, 2006

ENVIRONMENTAL QUALITY COUNCIL  
Legislative Environmental Policy Office  
P.O. Box 201704  
Helena, MT 59620-1704

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OCT 13 2006

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

Subject: **STPP 27-3(20)55**  
WIBAUX-SOUTH  
(PPMS-OPX2 C#5918000)

Attached is one (1) copy of the Programmatic Categorical Exclusion request for this proposed project as approved by the U.S. DEPARTMENT OF TRANSPORTATION'S Federal Highway Administration (FHWA) on September 13, 2006.

The attached also complies-with the *Montana Environmental Policy Act* "Actions that qualify for a Categorical Exclusion" as applicable to MDT.

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

JAR:TLH: [W] [S:\PROJECTS\GLENDIVE\5918000\A722\EQC-DST\_LET.DOC]

Attachment

copy: project main/"white label" file



Montana Department of Transportation

2701 Phyllis Avenue  
Box 201001  
Helena, MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

September 12, 2006

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SEP 13 2006

MONTANA DIVISION

Janice W. Brown, Division Administrator  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena, MT 59601-9785

Subject: **STPP 27-3(20)55**  
WIBAUX-SOUTH  
(PPMS-OPX2 Control #5918000)

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ENVIRONMENTAL

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its (combined) Preliminary Field Review/Scope-of-Work Report and Project Location Map are attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, M.C.A.**).

The following form provides the documentation required to demonstrate that all conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "x" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

**NOTE:** A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as-defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(concludes-on next page)

(3.A. – concluded:)

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
3. There is a high rate of commercial growth in this proposed project's area.	___	<u><b>x</b></u>	___	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	<u><b>x</b></u>	___	___
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land &amp; Water Conservation Fund Act (16 U.S.C. 460L, et seq.)</i> on or adjacent to the proposed project's area.	___	<u><b>x</b></u>	___	___
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies (e.g.: MDFW&P, local entities, etc.).	___	<input type="checkbox"/>	<u><b>x</b></u>	___
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act (16 U.S.C. 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	___	<u><b>x</b></u>	___	___
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation under <i>Section 4(f)</i> of the <i>1966 U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> within or adjacent-to the proposed project's area.	<u><b>x</b></u>	___	___	___
a. (A) "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation form(s) for this (these) site(s) would be attached.	___	<input type="checkbox"/>	<u><b>x</b></u>	___
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	___	<u><b>x</b></u>	___
B. The activity would involve work in (a) streambed(s), wetland(s), and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters").	___	<u><b>x</b></u>	___	___
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 U.S.C. 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 U.S.C. 1251 - 1376)</i> will be met.	___	<input type="checkbox"/>	<u><b>x</b></u>	___
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group.	___	<input type="checkbox"/>	<u><b>x</b></u>	___
3. A <b>124SPA</b> Stream Protection permit would be obtained from MFW&P?	___	<u><b>x</b></u>	___	___

(concludes-on next page)

YES    NO    N/A    UNK

(3.B. – concluded:)

4. There is a delineated floodplain in the proposed project's area under FEMA's Floodplain Management criteria.

  x         

The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.

        x         

5. Tribal Water Permit would be required.

         x  

6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in 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).

         x  

The designated National Wild & Scenic River systems in Montana are:

- a. Middle Fork of the Flathead River (headwaters to South Fork confluence).
- b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).
- c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).
- d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).

In accordance with *Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)*, this work would be coordinated and documented with either the USDA's Flathead National Forest (Flathead River), or USDOL's Bureau of Land Management (Missouri River).

               x  

- C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.

         x  

1. If yes, are there potential noise impacts?

                x  

2. A Noise Analysis would be completed.

               x  

3. There is compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.

  x               

- D. There would be substantial changes in access control involved with this proposed project.

         x  

If so, would they result in extensive economic and/or social impacts on the affected locations?

               x

YES    NO    N/A    UNK

(3. – continued:)

E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:

1. Provisions made for access by local traffic, and be posted for-same.
2. Adverse effects to through-traffic dependant businesses avoided or minimized.
3. Interference to local events (e.g.: festivals) minimized to all possible extent.
4. Substantial controversy associated with this pending action avoided.

x        \_\_\_  
x        \_\_\_  
x        \_\_\_  
x        \_\_\_

F. Hazardous wastes/substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent-to this proposed project.

\_\_\_    x    \_\_\_

All reasonable measures will be taken to avoid and/or minimize substantial impacts from same.

x        \_\_\_

G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction will be met.

x        \_\_\_

H. Permanent desirable vegetation with an approved seeding mixture established on exposed areas.

x    \_\_\_    \_\_\_

I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act (7-22-21, M.C.A.)*, including directions as-specified by the county(ies) wherein its intended work's done.

x        \_\_\_

J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the USDA's Natural Resources Conservation Service on or adjacent-to this proposed project's area.

x    \_\_\_    \_\_\_

The proposed work will affect Important Farmlands, and a CPA-106 Farmland Conversion Impact Rating form has been completed in accordance with the *Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)*.

x        \_\_\_

K. Features for the *Americans with Disabilities Act (P.L. 101-336)* compliance would be included.

\_\_\_        x

(concludes-on next page)

YES    NO    N/A    UNK

(3. – concluded:)

L. A written Public Involvement Plan has been completed in accordance with MDT's Public Involvement Handbook.

x   

4. This proposed project complies with the *Clean Air Act's* Section 176(c) [42 U.S.C. 7521(a), as amended] under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:

A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.

x          

and/or

B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ's Air Quality Division, etc.).

              x

C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?

          x

5. Federally listed Threatened or Endangered (T/E) Species:

A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.

          x

B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the USDOL's Fish & Wildlife Service on any Federally listed T/E Species?

   x          

The proposed project will not induce significant land use changes, nor promote unplanned growth. There are no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project does not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 U.S.C. 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action will not cause any significant individual, secondary, or cumulative environmental impacts. (concludes-on next page)

Janice W. Brown  
Page 6  
September 12, 2006

**STPP 27-3(20)55**  
WIBAUX-SOUTH  
(PPMS-OPX2 C#5918000)

Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Requested:  , Date: 9/12/06  
FOIA Thomas L. Hansen, P.E.  
Engineering Specialists Section Supervisor  
MDT Environmental Services Bureau

Concur:  , Date: 9/13/06  
Federal Highway Administration

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the DEPT. Alternative accessible formats of this document will be provided on request. For further information please call (406) **444-7228** or TTY (800) 335-7592, or the Montana Relay at 711.

JAR:TLH:asj:[S:\PROJECTS\GLENDDIVE\5918000\A722\PCE.DOC]

Attachments

- copies: Ray E. Mengel, Administrator - MDT Glendive District (No 4)  
Kent M. Barnes, P.E. - MDT Bridge Engineer  
Paul R. Ferry, P.E. - MDT Highways Engineer  
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief  
D. Suzy Price, Chief - MDT Contract Plans Bureau  
David W. Jensen, Chief - MDT Fiscal Programming Bureau  
Jean A. Riley, P.E. - MDT Environmental Services Bureau Chief



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

Memorandum

To: Distribution

From: Paul Ferry, P.E.  
 Highways Engineer

Date: May 22, 2006

Subject: **STPP 27-3(20)55**  
**Wibaux-South**  
**Control No. 5918000**  
**Work Type 180**

**RECEIVED**

MAY 26 2006

**ENVIRONMENTAL**

Attached is the **Combined Preliminary Field Review and Scope of Work Report** for the subject project, dated May 22, 2006. We request that those on the distribution review this report and submit your concurrence by June 8, 2006. **Concurrence will be assumed if signed approval is not received by the requested return date above.**

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have submitted their concurrence, this report will be submitted to the Engineering Division Administrator for final approval.

Distribution:

- |                                 |              |
|---------------------------------|--------------|
| J. H. Horton, R/W               | w/attachment |
| M. Strizich, Materials          | "            |
| K. M. Barnes, Bridge            | "            |
| D. J. Blacker, Maintenance      | "            |
| Sandy Straehl, Planning         | "            |
| J. Riley, Environmental         | "            |
| R. E. Mengel, Glendive District | "            |
| Mac McArthur, Construction      | " (2 copies) |
| D. E. Williams, Traffic         | "            |

I Recommend approval

*[Signature]*

for J.A. Riley  
 See attached e-mail sent 5/11/06

Date 6/11/06

cc:

- |                                  |              |
|----------------------------------|--------------|
| L. Frazier, Engineering          | w/attachment |
| FHWA,                            | "            |
| D. W. Jensen, Fiscal Programming | "            |
| Highways File,                   | "            |

Hansen, Thomas

COPY

To: Gilbert, Kevin  
Cc: Jacobsen, Art; Hansen, Thomas  
Subject: RE: STPP 27-3(20)55, Wibaux-South, CN 5918 SOW approval

Kevin,

This project will not be able to utilize the State Wide Programmatic Categorical Exclusion For a Pavement Preservation Projects.

Therefore you will need to either change the title of this report a "Combined Preliminary Field Review and Scope of Work Report" to a "Preliminary Field Review Report" or put exclusionary wording in the report in the "Scope of Work" section to the effect that "...the Scope of Work Report for this project will not be approved until the Environmental Document has been approved by FHWA".

We prefer that you simply eliminate the use of "Scope of Work in conjunction with Preliminary Field Review" in the title of the report and elsewhere to avoid potential confusion!

On Page 3 of the report, under Typical Section, Bullet No. 5 Please Note; "Sterilization should not be used on this project do to the close proximity of this project to Beaver Creek and the aquatic resources it sustains including a viable fisheries. Use instead "Roundup Herbicide or an approved weed suppression fabric"

Other than the items mentioned above the Environmental Bureau recommends approval of this report.

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

-----Original Message-----

From: Gilbert, Kevin  
Sent: Thursday, June 08, 2006 2:22 PM  
To: Mullins, James; Blacker, John; Riley, Jean  
Cc: Hansen, Thomas; Ferry, Paul; Krings, Damian  
Subject: STPP 27-3(20)55, Wibaux-South, CN 5918 SOW approval

We have not received your signed SOW report approval for this project. If we don't receive it by Tuesday, June 13, concurrence will be assumed and the SOW report will be turned in for approval. We also need approval of the e-doc.

Thanks, Kevin

Bill  
6/16  
JUN 08 AM 10  
3/31  
5/30/06  
6/1/06  
JUN 07 REC'D  
JUN 07 REC'D  
see attached  
ROUGH  
DRAFT  
MEMO  
Pg. 3  
X  
X



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

**Memorandum**

To: Paul Ferry, P. E.  
Highways Engineer

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

Date: May 22, 2006

Subject: **STPP 27-3(20)55**  
**Wibaux-South**  
**Control No. 5918000**  
**Work Type 180**

**This is a combined Preliminary Field Review and Scope of Work Report**

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

Approved *Paul Ferry* Date 5-24-06  
Paul Ferry, P.E.  
Highways Engineer

We are requesting comments from the following individuals, who have also received a copy of the Report. We will assume their concurrences if no comments are received by two weeks from the above, signed date. **The report is also being distributed under a separate cover as a Scope of Work Report for comments and approval.**

Distribution:

Damian Krings, Road Design	B. A. Larsen, Survey	Susan Sillick, Research
M. A. Goodman, Hydraulics	Susan Rowell, Proj. Mngmnt	Becky Duke, Planning
Danielle Bolan, Traffic	J. A. Walther, Engineering	
P. A. Jomini, Safety	R. Jackson, Geotechnical	

cc: D. W. Jensen, Fiscal Programming  
Highways File

DMK:kjg:5918000rdpfrsow.doc

**Combined Preliminary Field Review and Scope of Work Report**

**Combined Preliminary Field Review and Scope of Work Report**

A preliminary field review was held May 16, 2006 for this project. The following attended:

Ray Mengel, District Administrator-Glendive	Brandon Mattson, Pavement Management-Helena
Jack Peaslee, Miles City Maintenance Chief	Steve McEvoy, Surfacing Design-Helena
Jim Frank, P. E., Engineering Services Engineer-Glendive	Clay Blackwell, P. E., Construction-Miles City
Gary Lundman, Project Design Engineer-Glendive	Jim Flynn, Construction-Butte
Kevin Gilbert, P. E., Project Design Engineer-Helena	Clyde Mitchell, Maintenance-Glendive
Larry Sickerson, Environmental-Helena	Edward Bach, Maintenance- Glendive

**Scope of Work**

The scope of work is pavement preservation including: 0.15' thin lift overlay with a .07' isolation lift, minor shoulder widening, seal and cover (type 1), leveling, pavement markings, sign upgrades, and guardrail upgrades. The Glendive District Design Section will design this project. Gary Lundman will be the Project Manager. This project will be developed in English units.

**Project Location and Limits**

- Location: Wibaux County, State Primary Route 27/MT 7
- Begin: RP 54.746, as-built station 1014+87.5 on F 2(13), 1956
- End: RP 79.102, as-built station 2302+59.1 on F 2(11), 1955
- Length: 24.4 miles

See map at the end of this report.

**Physical Characteristics**

1. Existing width and pavement thickness according to the MDT Roadlog:

RP 54.746 to RP 79.102                      28 ft (measured 26' top, 30' to edge of shoulder break),  
4:1 in-slopes

Pavement thickness varies from 4.8" of plant mix.

2. Existing Geometrics: The terrain is rolling. Functional Classification: Minor Arterial. The horizontal and vertical alignments will be perpetuated for this project.

3. PvMS Index Numbers & Recommended Treatments for 2006:

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>	<u>Construction</u>	<u>Maintenance</u>
RP 54.746 to RP 65.000	76	70.9	99.4	90.7	AC Crack S& C	AC Crack S& C
RP 65.000 to RP 79.102	74.3	71.2	99.8	96.4	Do Nothing*	Do Nothing*

\*The ride, rut, and ACI for these two sections are almost identical. The pavement conditions are similar and the project review team agreed that a thin overlay is the appropriate treatment.

4. **As-Built Road Plans**

F 2(13), 1956  
F 2(11), 1955  
F 2(17), 1965  
RTF 27-3(5), 1992  
RTF 27-3(4), 1991

**STPP 27-3(20)55**  
**Wibaux-South**  
**Control No. 5918000**  
**Combined Preliminary Field Review And Scope of Work Report**

**Traffic Data**

**Note: one major traffic break at RP 69.739, Jct of S-413.**

<b>RP 54.75 to RP 69.739</b>		<b>RP 69.739 to RP 79.100</b>	
2006 ADT =	600 Present	2006 ADT =	730 Present
2007 ADT =	610 Letting Date	2007 ADT =	740 Letting Date
2027 ADT =	740 Design Year	2027 ADT =	980 Design Year
DHV =	110	DHV =	150
D =	%	D =	%
T =	13.1 %	T =	14.1 %
EAL =	47	EAL =	65
AGR =	1.0 %	AGR =	1.4 %

**Accident History**

**The following information is summarized from Safety Management’s memo dated March 27, 2006:**

The analysis is for State Primary 27 from reference points 54.7 to 79.1 for the dates January 1, 1996 to December 31, 2005.

**ENGINEERING STUDY EVALUATION**

DESCRIPTION: WIBAUX-SOUTH

ROUTE & MP: P-27 RP 54.7 TO 79.1

DATA TIME FRAME: 1-1-1996 to 12-31-2005

<u>STATEWIDE AVERAGE FOR RURAL STATE PRIMARY</u>	<u>STUDY AREA</u>
ALL VEHICLES CRASH RATE:	<u>1.45</u>
ALL VEHICLES SEVERITY INDEX:	<u>2.39</u>
ALL VEHICLES SEVERITY RATE:	<u>3.46</u>
TRUCK CRASH RATE:	<u>1.28</u>
TRUCK SEVERITY INDEX:	<u>2.22</u>
TRUCK SEVERITY RATE:	<u>2.85</u>
TRUCK CRASHES:	<u>13</u>
TOTAL RECORDED ACCIDENTS:	<u>66</u>

I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 66.7% clear weather vs. 52.2% statewide average for primary routes
- 31.8% overturn as most harmful event vs. 18.5% statewide average for primary routes

II. ACCIDENT CLUSTERS AND SAFETY PROJECTS:

The section of P-27 from reference point 71.9 to 72.4 was identified as an accident rate and severity rate cluster in 2004. No feasible countermeasures could be identified to address a specific crash trend.

III. REMARKS:

The majority of recorded crashes during this time period can be classified as single vehicle off road.

**Combined Preliminary Field Review And Scope of Work Report**

Upgrade guardrail end treatments to meet current standards. Check if the wood rail near reference points 67, 68.8, and 78.3 could be upgraded with this project.

Check the spacing and mounting heights of the chevrons on the curve at reference point 69.5 and 71.7.

Check if curves warrant warning signs and advisory speed plates and delineate curves.

Check pavement edges and in-slopes.

*Guardrail will be upgraded with this project. Bridge will provide the design for replacing the existing wood rail on the structures. Traffic will investigate; the spacing and mounting height of the chevrons, warrants for warning signs on curves, advisory speed plates, and delineation on the curves. The pavement edges and in-slopes will not be adjusted as they are beyond the scope of this pavement preservation project. Minor widening will be needed to maintain existing width.*

**Major Design Features:**

This roadway's functional classification is Minor Arterial.

Design Speed

According to Geometric Design Criteria for Minor Arterials in rolling terrain the design speed is 55 mph. The posted speed limit is 70-mph/65 mph night and 60-mph/55 mph night for trucks.

Horizontal and Vertical Alignments

There are 8 horizontal curves and one horizontal angle point on the project. All curves meet the minimum radius of 960 ft and the angle point is six minutes, which is less than 0.5 degrees. There are 80 vertical curves and eight vertical angle points. Eight sags and one crest do not have a vertical curve. The longest calculated minimum length of curve for the sag is only 21 feet and the crest is 17'. One crest curve and one sag curve do not meet minimum length based on a two-foot high object height. There are three grades that exceed the maximum grade on the project. The steepest grade is 5.60%. There are three grades that equal the maximum grade, which is 4% for Minor Arterials in rolling terrain. Both the horizontal and vertical alignments will remain as-is on this project.

Typical Sections

The typical section will include the following:

1. Maintain 26' top width, 4:1 surfacing in-slopes
2. 0.15' overlay, seal & cover (type 1)
3. 0.07' isolation lift
4. Leveling, 50 tons/mile
5. Shoulder sterilization will be used instead of blading the vegetation in most areas
6. Shoulder gravel will be used to maintain existing width in limited areas
7. Connections at the south and north ends of the project



No. 1

**Combined Preliminary Field Review And Scope of Work Report**Cold Millings

The bridge ends and connections will be milled. Use millings for minor widening on the shoulders and for guardrail widening. Mill off excess plant mix from bridge decks, see recommended milling depths in the Bridge Section of this report.

Guardrail

All existing guardrails are associated with bridges. There are 24 BCTs on this project. All existing guardrail will be replaced with box beam rail and new terminal end sections. Long posts will be needed in some areas due to steep slopes. New warrants will not be investigated. The contractor will dispose of existing end treatments and salvage the w-beam and the block-outs to the MDT Maintenance Wibaux Yard. Bridge will provide recommendations for bridge rail upgrades.

Rumble Strips

The roadway is too narrow for rumble strips. Rumble strips will not be included in this project.

Geotechnical Considerations

There will be no Geotechnical involvement in this project.

Hydraulics

There will be no Hydraulic involvement in this project.

Bridges

The following bridges are on this project:

Bridge Number	Milepost	Station	Crossing	Length	Deck Surf.	Mill Depth
P00027054+09931	54.99	1027+98	Ash Creek	75'	Bituminous	0.40'
P00027057+04111	57.41	1155+90	Rattlesnake Creek	38'	Bituminous	0.30'
P00027060+08081	60.80	1335+29	Drainage	45'	Bituminous	0.40'
P00027061+09791	61.97	1396+72	Drainage	57'	Bituminous	0.40'
P00027065+06001	65.60	1577+24	Stckpss, Drainage	21'	Bituminous	0.30'
P00027067+02001*	67.20	1663+09	Drainage	19'	Bituminous	0.30'
P00027068+00271**	68.02	1715+90	Drainage	45'	Bituminous	0.40'
P00027072+05891	72.58	1957+96	Drainage	76'	Bituminous	0.40'
P00027078+03151*	78.31	2261+47	Beaver Creek	150'	Bituminous	0.20'

\*need guardrail widening, \*\* shift road approach to the south to eliminate need for IRT

Bridge will provide recommendations for all bridge rail upgrades.

Traffic & Safety

The existing pavement marking layout will be used to re-stripe the roadway. New delineators, mileposts, and all signs (as needed) will be upgraded with this project. Traffic will investigate; the spacing and mounting height of the chevrons (chevrons are too low), warrants for warning signs on curves, advisory speed plates, and delineation on the curves. The contractor will salvage the existing aluminum signs and deliver them to the MDT Maintenance Wibaux yard.

There is an ATR, automated traffic recorded at RP 79.2. This is outside the project limits and there will be no impacts to this ATR.

**Combined Preliminary Field Review And Scope of Work Report**

Pedestrian/Bicycle/ADA

This project is on a rural major collector overlay project and will not include pedestrian, bicycle, or ADA facilities.

Miscellaneous

Approaches: Public = 27, pave to right of way  
Private = 21, pave to right of way  
Farm/Field = 100, pave 12' strip  
Blade off grass covered approaches before paving.

Public road approach at RP 68±, Horse Point Road, will be shifted to the south to accommodate a box beam bridge approach section and box beam terminal end section instead of a w-beam IRT. An approach pipe will be needed at this location. All work will be done within MDT right-of-way.

**Design Exceptions**

As mentioned in the Horizontal and Vertical Alignment section of this report there are two vertical curves that do not meet minimum length, and three grades that exceed the maximum of 4%. No design exceptions will be requested for this pavement preservation project.

**Right-of-Way**

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

**Utilities/Railroads**

There are overhead and underground utilities, but as this is a PMS overlay project there will be no utility impacts or involvement. There are no railroads within the project limits.

**Environmental Considerations**

A Programmatic Categorical Exclusion may be the appropriate Level of Environmental Document for this pavement preservation project. (The Statewide Programmatic Categorical Exclusion environmental checklist will not be used because the approach at RP 68 is being shifted and an approach pipe will be required.) If situations are observed during construction that may potentially impact water quality, including wetland areas, then Best Management Practices (BMP) for temporary erosion control will be implemented as necessary to protect the resource. Refer to Section 208 of the MDT Detailed Drawings (2005 English edition) for erosion and sediment control Best Management Practices. The installation of temporary erosion control measures will be paid as "Miscellaneous Work." No water quality permits are anticipated for this project.

The Environmental Bureau will provide environmental "Special Provisions" for this project as necessary.

**STPP 27-3(20)55**  
**Wibaux-South**  
**Control No. 5918000**  
**Combined Preliminary Field Review And Scope of Work Report**

**Traffic Control**

A traffic control plan will be developed as the design of the project progresses. Traffic will be maintained during construction activities throughout the project.

Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*.

**Survey**

The District will request survey for the following:

Guardrail stationing, cross sections 100' from bridge ends for guardrail widening and at the bridge ends (on the bridges noted in the bridge section for guardrail widening), cross sections at Horse Point Road approach, RP 68 ±, for shifting the approach to the south to accommodate box beam guardrail instead of an IRT.

**Public Involvement**

This will be Level A public involvement. A news release to the appropriate newspapers explaining the project and including a point of contact will be distributed.

**Cost Estimate & Ready Date**

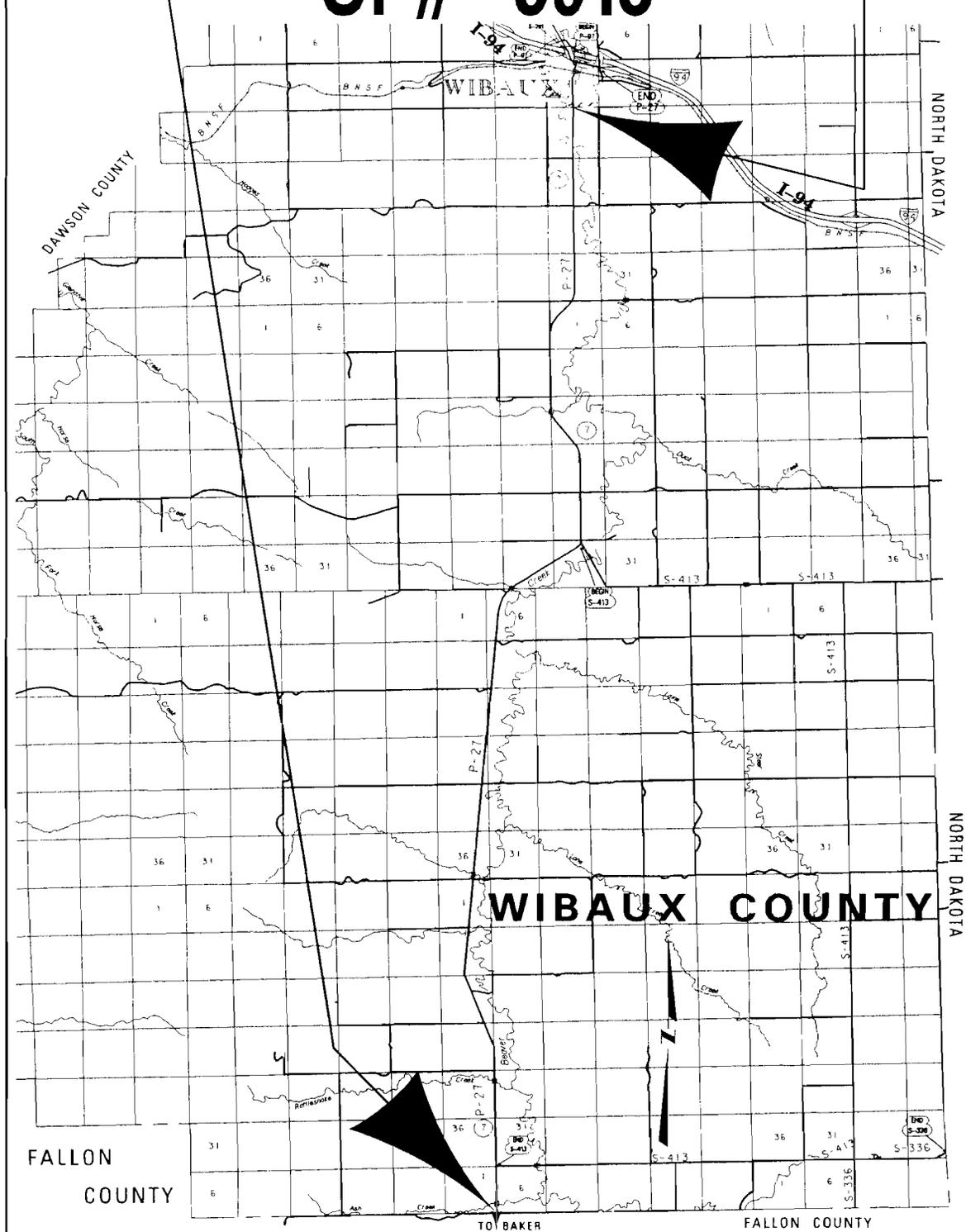
New Structure	\$	-
Remove Structure	\$	-
Road Work	\$	2,437,000
Traffic Control (10 %)	\$	<u>244,000</u>
Subtotal	\$	2,681,000
Mobilization (15%)	\$	<u>403,000</u>
Subtotal	\$	3,084,000
Contingencies (10%)	\$	<u>309,000</u>
Subtotal	\$	3,393,000*
Inflation (3%, 1 years; 1.03)	\$	<u>102,000</u>
<b>Total CN</b>	<b>\$</b>	<b>3,495,000</b>
<b>CE (10%)</b>	<b>\$</b>	<b>350,000</b>

\*based on \$139,000/mile from Circle-SE project let in November 2005.

This cost estimate does not include indirect costs. The ready date is July 2006.

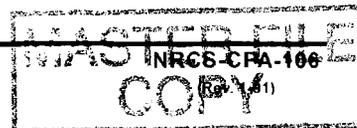
# WIBAUX - SOUTH

## UP# 5918



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**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**



<b>PART I (To be completed by Federal Agency)</b>		3 Date of Land Evaluation Request	4 Sheet 1 of <u>1</u>
1. Name of Project <b>WIBAUX-SOUTH</b>	5 Federal Agency Involved <b>Dept. of Transportation-Federal Highway Administration</b>		
2. Type of Project <b>PAVE.PRES.w/Shoulder widen.+app.realign.</b>	6 County and State <b>Wibaux and Montana</b>		

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.)		YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size
5. Major Crop(s)	6 Farmable Land in Government Jurisdiction Acres: %	7 Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A Total Acres To Be Converted Directly	0			
B Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C Total Acres In Corridor	75±			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points			
1 Area in Nonurban Use	15	15		
2. Perimeter in Nonurban Use	10	10		
3. Percent Of Corridor Being Farmed	20	0		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	0		
8. On-Farm Investments	20	0		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>25</b>		

<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	100	100		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	25		
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>125</b>		

1. Corridor Selected: <b>A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>0</b>	3. Date Of Selection: <b>23-Aug-06</b>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:  
**Under the provisions of 7 CFR 658.4(c), part (2) "(s)ites receiving a total score of less than 160" (will) "be given a minimal level of consideration for protection and no additional sites" (need) "be evaluated." Note: acerage amounts for "Part III. A." & "C." are estimated.**

Signature of Person Completing this Part: *Ann J...* DATE **23-Aug-06**

NOTE: Complete a form for each segment with more than one Alternate Corridor

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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