



March 4, 2009

Alan Woodmansey  
Operations Engineer  
Federal Highway Administration  
585 Shepard Way  
Helena, MT 59601-9785

Subject: Recertify environmental documentation  
IM 90-8(156)453  
Pinehills Intch - West  
Control Number: 5572

Dear Alan,

Environmental Services has reviewed the above proposed project's impacts and has determined that this proposed project still qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.129(c). The original Statewide Programmatic Categorical Exclusion Checklist was approved and sent to FHWA on February 22, 2005 and should be in your files. This proposed action also continues to qualify as a categorical exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, M.C.A.). This determination is based on the following information.

The revised Scope-of-Work for the proposed project has been reviewed and has changed. It is now proposed that the beginning project limit be changed from RP 453.29 to RP 445.97. The ending project limit will remain the same at RP 456.58. Additionally, between RP 445.97 and RP 446.38 a 0.2' mill/overlay full width (on the mainline only) is being proposed. The new project limits includes an additional set of side by side bridges, but no work is proposed on the structures. As a result of these changes, we have reviewed the biological, cultural, hazardous waste etc. reports and found that in accordance with 23 CFR 771.117(a), this action will still neither individually or cumulatively, have any significant environmental impacts.

In accordance with the Federal Highway Administration's (FHWA) concurrence letter of April 15, 1999, this notification documents that this proposed action is still properly classified as a CE under the provisions of 23 CFR 771.117(d).

Sincerely,

Heidy Bruner, P.E.  
Engineering Section Supervisor  
Environmental Services Bureau

March 4, 2009  
Alan Woodmansey  
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Pinehills Intch - West  
IM 90-8(156)453  
CN 5572

Copy:      Stefan Streeter, P.E.                      Billings District Administrator  
              Paul R. Ferry, P.E.                      Highway Engineer  
              Tom S. Martin, P.E.                      Chief, Environmental Services Bureau  
              Heidy Bruner, P.E.                      Environmental Services Bureau  
              Suzy Price                                      Contract Plans Bureau Chief  
              Dave Jensen                                    Fiscal Programming Section Supervisor  
              Alan Woodmansey, P.E.                      FHWA Operations Engineer  
              Tom Gocksch, P.E.                      Environmental Services  
              Environmental Services File  
              Montana Legislative Branch Environmental Quality Council (EQC)

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

A preliminary field review for the subject project was held on November 18, 2004. The following personnel participated in this review.

Gary Neville	District Eng. Services Supv.	Billings
Rodney Nelson	District Projects Engineer	Billings
Aaron Eschler	District Design Supervisor	Billings
Jackie Miller	District Road Design	Billings

### **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 “Do Nothing”. The proposed scope of work is summarized below.

#### ***East & West Bound RP 445.97 to 446.38***

- ***0.2' Mill/Overlay full width Mainline only***
- ***Seal and Cover Full width Mainline and Interchange Ramps***
- ***New pavement markings***
- ***Rumble Strips***

#### ***East & West Bound RP 446.38 to 456.58***

- ***Seal and Cover Full width Mainline and Interchange Ramps***
- ***New pavement markings***
- ***Guardrail updates***

### **Project Location and Limits**

This project is located in Yellowstone County on Interstate 90. The project limits are from RP ~~453.29~~ 445.97 to RP 456.58. It is classified as a principal arterial-interstate. The surrounding terrain is generally rolling and is in both an urban and rural environment.

### **Physical Characteristics**

#### **1. As-Built:**

RP 453.29 to 456.58

Reconstruction in 1967

Project Number I 90-8(26)

RP 453.29 to 455.307

Improvement in 1991

Project Number IR 90-8(118)

RP 455.307 to 456.58

Improvement in 1986

Project Number IR 94-1(47)

RP 453.29 to 456.58

Improvement in 1998

Project Number IM 90-8(140)453

#### **2. Existing Surfacing Thickness:**

According to the 2003 Montana Road Log:

RP 453.29 to 456.58

7.8 inches of plant mix bit. surf.

24 inches of base

3. Existing Roadway Geometrics:

According to the 2003 Montana Road Log:

RP 453.29 to 456.58

38 foot top surfacing width

According to the 2003 pavement conditions and 2004 pavement treatments report:

RP 453.29 to 456.58

39 foot top surfacing width

4. Pavement Management System Recommendations:

The 2003 pavement conditions and 2004 pavement treatments report lists the following information:

RP 453.29 to 456.58

Performance indexes:

Ride – 81.9

Rut – 73.7

ACI – 100.0

MCI – 99.6

Recommended Treatment - "Do Nothing"

*The 2008 pavement conditions and 2009 pavement treatments report lists the following information.*

*AC Crack Seal and Cover BOP to RP 446.70 & 449.69 to 453.29*

*Do Nothing RP 446.70 to 449.69 & 453.29 to EOP*

**Traffic Data**

2004	ADT (Present)=	20650
2024	ADT (Design)=	41090
	DHV	= 4110
	T	= 12.9%
	EAL	= 1565
	AGR	= 3.5%

**Accident History**

*Variation From Average Occurrence*

- 69.7 % dry road conditions vs. 52.8 % statewide average for rural interstate.
- 67.3 % daylight vs. 56.3 % statewide average for rural interstate.
- 20.6 % rear-end collisions vs. 6.8 % statewide average for rural interstate.
- 42.4 % collisions between motor vehicles in transport vs. 15.0 % statewide average for rural interstate.

*Accident Clusters or Safety Projects* – In May of 1996 maintenance forces removed a median crossover between reference posts 453.5 and 453.9 as a result of a 1994 accident cluster review. The section of I-90 between reference posts 455.0 and 455.5 (the vicinity of the Johnson Lane Interchange) has been identified as an accident cluster location in the 2004 Safety Engineering Improvement Program and review is pending.

Bridge deck improvements were made at the Pinehills Interchange in project IM-0(420), D5-BR Deck Skid Resistance, UPN 3165, completed in January of 2000, as the result of a 1993 safety improvement recommendation.

Safety improvements will be made at the Lockwood Interchange in pending project STPHS 1099(42), 2002-Safety Improvement-Billings, UPN 5390 as the result of a 2002 safety improvement recommendation.

Remarks - Note that the engineering firm of Short Elliot Hendrickson, Inc., is conducting an interchange study in the project CM 1099(42), I-90 Interchange Study-Billings, UPN 4917 that includes the Lockwood and Johnson Lane Interchanges. While the percentage of collisions between moving vehicles and the percentage of rear-end collisions exceed the statewide averages, the only concentration observed was in the vicinity of the Johnson Lane Interchange at reference post 455.307. Within this concentration, most of the crashes occurred at the intersections of the on/off ramps and Johnson Lane. As noted above, the Safety Management Section will review this concentration in 2004, in conjunction with the interchange study.

### **Major Design Features**

Design Speed- The design speed for this project is 60 mph as stipulated in the Montana Road Design Manual for a NHS Interstate with rolling terrain.

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

Typical Sections- This is a pavement preservation project in which cores will be taken of the in place asphalt plant mix. It is anticipated the appropriate treatment will be a 0.2' mill and fill with Grade S plant mix. However, it is recognized this may change pending the results of the in place asphalt plant mix cores. The existing roadway width is 38 feet and will remain at 38 feet with the mill and fill depths being the same.

Grading- No grading work is planned for this project.

Geotechnical Considerations- Plant mix cores will be required due to high ESAL's. No geotechnical considerations are anticipated at this time.

Hydraulics- No hydraulics issues or work are planned for this project.

Bridges- The Pinehills Interchange structures are not within the boundary of this project. Therefore, there ~~is are only one~~ **two sets** of side by side bridges on this project. No work is anticipated on these bridges at this time.

**RP 455.308 (Johnson Lane Interchange - East & West Bound)**

Sufficiency Rating = 92

Deck Rating = 7

Roadway Width = 37.0 feet

**RP 446.158 (West Billings Interchange - East & West Bound)**

Sufficiency Rating = 96

Deck Rating = 7

Roadway Width = 37.3 feet

Traffic- Pavement markings will be upgraded with this project.

Guardrail- Some of the existing terminal end sections do not meet current standards and will be replaced with this project. There are also "bullnose" sections of guardrail that will be replaced with this project.

Fencing- No fencing is planned on this project.

Rumble Strips - Rumble strips will be installed on this project in accordance with our current design policy.

### **Design Exceptions**

No design exceptions are anticipated for this project.

**Right of Way**

No new right of way is anticipated for this project.

**Utilities/Railroad**

No utility or railroad conflicts are anticipated.

**Environmental Considerations**

A Statewide Programmatic Categorical Exclusion ~~will be~~ *has been* prepared for this project as categorized in Paul Ferry's memo dated September 3, 2004. *FHWA will need to be notified of the changes to the project limits and scope of work.*

**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 detailed survey will not be required for this project.

**Public Involvement**

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

1. A news release ~~will be~~ *has been prepared sent* explaining the project and ~~will~~ includes a department point of contact.

**Cost Estimate**

~~The cost to construct this project when it was nominated was estimated to be:~~  
(This does not include indirect costs)

~~PE = \$ 35,000  
CN = \$ 908,000  
CE = \$ 50,000  
Total = \$ 993,000~~

*W/ 14.06% IDC*

<i>Road Items</i>	<i>\$ 1,350,000</i>	
<i>Bridge Items</i>	<i>\$ 0</i>	
<i>Traffic Control</i>	<i>\$ 200,000</i>	
<i>Subtotal</i>	<i>\$ 1,550,000</i>	
<i>Mobilization (8%)</i>	<i>\$ 124,000</i>	
<i>Subtotal</i>	<i>\$ 1,674,000</i>	
<i>Contingencies (5%)</i>	<i>\$ 84,000</i>	
<i>Subtotal</i>	<i>\$ 1,758,000</i>	
<i>Inflation (1 years at 3%)</i>	<i>\$ 53,000</i>	
<i>TOTAL CN</i>	<i>\$ 1,811,000</i>	<i>\$ 2,066,000</i>
<i>CE (10%)</i>	<i>\$ 181,000</i>	<i>\$ 207,000</i>

**Ready Date**

The current ready date for this project is scheduled for ~~April 2005~~ *February 1, 2009*.  
~~This project is currently being reviewed and may be delayed several years.~~

**Project Management**

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

Attached: site map

