



September 16, 2009

Lloyd Rue
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
Chinook-Dodson
NH 1-7(37)404
Control Number: 6954000

Dear Lloyd Rue:

The MDT Environmental Services Bureau 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 conclude 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) and the signed Environmental Checklist. Environmental-related Special Provisions will be included in the contract plans.

If you have questions or concerns, please contact Eric Thunstrom at 444-7648. He will be pleased to assist you.

Sincerely,

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

Attachments: Environmental Checklist, PFR/SOW Report

copies with attachment (Checklist only, unless noted):

Michael P. Johnson	Great Falls District Administrator
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Eric Thunstrom	Environmental Services Bureau Project Development Engineer
Paul Ferry, P.E.	Highways Engineer
Christie McOmber, P.E.	Great Falls District Projects Engineer
Kevin Christensen, P.E.	Construction Engineer
Suzy Price	Contract Plans Bureau Chief
David Jensen	Fiscal Programming Section Supervisor
Montana Legislative Branch	Environmental Quality Council (w/ PFR/SOW also)
File	Environmental Services Bureau

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(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.: NH 1-7(37)404 ID: UPN 6954000 Project Name: Chinook-Dodson

Reference Post (Station) RP 404.6 to Reference Post (Station) RP 446.27

Applicants Name: Montana Department of Transportation Address: PO Box 201001, Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Work Type 185 Resurfacing - Crack Sealing

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

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). Includes rows 1-7 with checkboxes and a 'MASTER FILE COPY' stamp.

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

Checklist prepared by: Christie McOmber Applicant District Project Engineer Title September 1, 2009 Date

Approved by: [Signature] ENVIRONMENTAL SERVICES ENGINEERING SECTION SUPERVISOR Title SEP 16 2009 Date

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

Project Number: UPN 6954000 ID: NH 1-7(37)404 Designation: Chinook-Dodson

- 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)



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

Memorandum

To: Distribution

From: Paul R. Ferry, P.E.
Highways Engineer

Date:

Subject: NH 1-7(37)404
Chinook-Dodson
UPN 6954000
Work Type 185 – Resurfacing – Crack Sealing

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

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 concurred, and the environmental documentation is approved, we will submit this report to the Chief Engineer for approval.

I recommend approval:

Approved _____ Date _____

Distribution:

Michael Johnson, District Administrator	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Tom Martin, Environmental Services Bureau Chief	Jake Goettle, Construction Engineering Services Bureau
Duane Williams, Traffic and Safety Engineer	Matt Strizich, Materials Engineer
John Horton, Right-of-Way Bureau Chief	Jon Swartz, Maintenance Administrator
Paul Ferry, Highways Engineer	Alan Woodmansey, Operations Engineer (full oversight)
Kent Barnes, Bridge Engineer	

cc:

Damian Krings, Road Design Engineer	Dustin Rouse, Road Design Area Engineer
Dave Jensen, Fiscal Programming Section Supervisor	
County Commissioners, Blaine County, 420 Ohio, P.O. Box 278, Chinook, MT 59523-0278	
Julia Doney, President Ft. Belknap Community Council, RR 1, Box 66, Harlem, MT 59526-9705	

e-copies:

Jim Walther, Preconstruction Engineer	Jake Goettle, Construction Engineering Services Bureau
Lesly Tribelhorn, Highways Design Engineer	Steve Prinzing, District Preconstruction Engineer
Mark Goodman, Hydraulics Engineer	Matt Strizich, Materials Engineer
Kurt Marcoux, District Hydraulics Engineer	Michael MacDonald, Havre Maintenance Chief
Tom Martin, Environmental Services Bureau Chief	Walt Scott, R/W Utilities Section Supervisor
Bonnie Steg, Env. Bureau Resources Section Supervisor	James Mullins, R/W Design Manager
Paul Sturm, District Biologist	Jean Riley, Planner
Eric Thunstrom, G.F. District Environmental Eng.	Greg Pizzini, Acquisition Manager
Danielle Bolan, Traffic Engineer	Joe Zody, Access Management Section Manager
Ivan Ulberg, G.F. District Traffic Project Engineer	Marty Beatty, Engineering Information Services
Pierre Jomini, Safety Management Engineer	Paul Grant, Public Involvement Officer
Jon Watson, Pavement Engineer	Gary Larson, Project Analysis Bureau Chief
Lee Grosch, District Geotechnical Manager	Susan Sillick, Research Section Supervisor
Dan Hill, Pavement Design Engineer	Jason Sorenson, Engineering Cost Analyst
Doug Wilmot, G.F. District Construction Engineer	Dennis Ghekiere, District Utility Agent
Jerilee Weibel, District R/W Supervisor	Christie McOmber, District Projects Engineer
James Combs, District Traffic Engineer	Linda Cline, District R/W Design
Stan Kuntz, G.F. District Materials Lab	Jim Lynch, Tribal Coordinator
Kevin McCray, Bridge Area Engineer, G.F. District	



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

Memorandum

To: Paul R. Ferry, PE
Highways Engineer

From: Christie W. McOmber, PE 
District Projects Engineer

Date: (Date delivered to Road Design Engineer)

Subject: NH 1-7(37)404
Chinook-Dodson
UPN 6954000
Work Type 185 – Resurfacing – Crack Sealing

Please approve the attached Preliminary Field Review Report/Scope of Work Report.

Approved _____ Date _____
Paul R. Ferry
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):
Damian Krings, Road Design Engineer
County Commissioners, Blaine County, 420 Ohio, P.O. Box 278, Chinook, MT 59523-0278
Dustin Rouse, Road Design Area Engineer

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 3 of 14

Introduction

This report was derived from information taken from the Preliminary Field Review conducted on July 22, 2009 with the following individuals in attendance:

Mick Johnson	District Administrator	Great Falls
Christie McOmber	District Projects Engineer	Great Falls
Steve Prinzing	District Preconstruction Engineer	Great Falls
Ed Shea	Pavement Analysis	Helena
Paul Sturm	District Biologist	Helena
Jeania Cereck	District Design Supervisor	Great Falls
Bryce Hove	District Designer	Great Falls

Proposed Scope of Work

The proposed project has been nominated to provide crack sealing to the existing surface. This pavement preservation project is to complete crack sealing along a corridor in preparation for a future seal and cover. Due to the large number of miscellaneous cracks, part of this project will also receive a seal and cover from RP 414.015 to 421.341. A portable scale site type B is located at approximately RP 427.15. In order to use this site, a quantity of plant mix surfacing will be included in this project to create a level surface for weighing trucks.

The existing horizontal and vertical alignments will be used throughout the project.

Purpose and Need

Significant transverse and longitudinal cracks are present along this project. It is necessary to provide crack sealing to prevent future pavement deterioration. A seal and cover for the majority of the project is not essential at this time; however, a seal and cover should be completed in another year or two.

Project Location and Limits

This project is located in Blaine County on US-2 (N-1) beginning at RP 404.6 (changed from the nominated RP 404.1), just east of Chinook, and proceeding east for approximately 41.7 miles to RP 446.3, just west of Dodson at the Blaine and Phillips County line. The functional classification of this route is a Principal Arterial – Non Interstate.

This project includes the towns of Zurich, Harlem, and Fort Belknap. A portion of this project is located within the Fort Belknap Indian Reservation (from RP 427.939 to 446.274).

MT 66 intersects this route near Fort Belknap. The BNSF Railway tracks parallel and near US-2 in a few places. Numerous bridges are located throughout this project. The Milk River and several drainages cross US-2 within the limits of this project.

Begin: RP 404.6, Section 26, T. 33 N., R. 19 E., Blaine County

End: RP 446.3, Section Corner of 25, 30, 31, & 36, T. 30 & 31 N., R. 25 & 26 E., Blaine County

Length: 41.7 miles

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 4 of 14

The following table identifies original as-built project location and year built:

Original As-Built Project ID	From		To		Year Built
	Station	RP	Station	RP	
FAP 23 3	28+15.2	404.601	79+72.7	405.751	1944
FAP 23 2	79+72.7	405.751	224+17.1	408.325	1940
F 101 3	224+17.1	408.325	359+00.0	413.431	1940
FAP 81 3	16+79.7	413.431	60+19.9	414.015	1949
F 101 5	60+19.9	414.015	434+46.8	421.341	1956
FAP 101 2	144+00.0	421.341	317+08.2	423.924	1939
F 152(9)	0+00.0	423.924	263+63.2	429.077	1968
F 1-7(9)430	1000+00.8	429.077	1864+48.2	446.274	1992

The following table identifies improvement as-built project location and year built:

Improvement As-Built Project ID	From RP	To RP	Year Built
SFCN 1-7(29)405	404.601	413.972	2000
FR 1-7(1)404 *	413.972	414.015	1982
SEE CONST. B *	414.015	421.341	1973
RTF 1-7(7)421 *	421.341	428.052	1986
NH 1-7(26)428	428.052	428.734	2000
RTF 1-7(7)421 *	428.734	429.077	1986
NH 1-7(32)429	429.077	446.274	2002

* As-built projects were not found.

Other nominated projects in the area include NH 1-7(41)398, Chinook-East & West, a mill/fill project ending east of Chinook from RP 398.3 to 404.6, which will tie into this project along with NH 1-7(39)391, Chinook-West, a mill / fill project west of Chinook from RP 393.3 to 397.2. The three projects will be tied for letting.

Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The P.T.W. traverses level terrain and is used primarily for farm and ranch land. The majority of the project passes through rural areas, but does travel through some urban settings.

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 5 of 14

Existing Surfacing

Original As-Built Projects:

From RP	To RP	Existing Surfacing	As-Built Project ID
404.60	405.75	2" Comp. Bit. Road Mix 4" Comp. Gr. "A" Top Cr. 12" Comp. Base Mat'l	FAP 23 3
405.75	408.33	¾" Stone Chips 2" Comp. Cushion Top Cr. 6" Comp. Base Mat'l 6" Comp. Selected Mat'l	FAP 23 2
408.33	413.43	¾" Stone Chips 2" Comp. Cushion Top Cr. 6" Comp. Base Mat'l	F 101 3
413.43	414.02	2" Comp. Top 6" Comp. Base 6" Comp. Selected Mat'l	FAP 81 3
414.02	421.34	2" Comp. Cushion Cr. 6" Comp. S.B.B.C. 2" Comp. Bit. Stabilized S.B.B.C. 4" Comp. S.B.B.C.	F 101 5
421.34	423.92	2 ½" Comp. Road Mix Oiled Gravel 5 ½" Loose Gr. "A" Top Cr. Gravel 5" Loose Sub-base Mat'l 2 ½" Comp. Oil Stabilized Sub-base 4" Loose Sub-base Mat'l	F 101 2
423.92	429.08	0.25' Comp. Pl. Mix Bit. Surf. (2 crs.) 0.15' Comp. Ave. Top Surf. 0.80' Comp. Crushed Base – Type "A" 0.25' Comp. Crushed Base – Type "A" (Bit. Stabilized) 0.35' Comp. Crushed Base – Type "A"	F 152(9)
429.08	±430.78	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.65' Cement Treated Base 0.50' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430
±430.78	±433.67	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.70' Cement Treated Base 1.55' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430
±433.67	±434.88	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.65' Cement Treated Base 0.95' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 6 of 14

±434.88	±436.06	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.70' Cement Treated Base 1.55' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430
±436.06	±442.52	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.65' Cement Treated Base 0.50' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430
±442.52	446.27	0.30' Comp. Pl. Mix Bit. Surf. (2 lifts) 0.70' Cement Treated Base 1.55' Comp. Crushed Base Cr. – Type "A" Grade 5 1.00' Comp. Special Borrow	F 1-7(9)430

Improvement As-Built Projects:

From RP	To RP	Existing Surfacing	As-Built Project ID
404.56	413.97	0.15' (45 mm) Pl. Mix Bit. Surf.	SFCN 1-7(29)405
428.05	428.73	<i>(ONLY on the Widened Shoulders)</i> 0.30' (90 mm) Pl. Mix Bit. Surf. 1.35' (410 mm) Crushed Base Cr.	NH 1-7(26)428
429.08	446.27	0.16' (50 mm) Pl. Mix Bit. Surf.	NH 1-7(32)429

Horizontal Alignment

The existing horizontal alignment meets current design standards. There are numerous curves throughout the project limits. The minimum radius within the project limits is 2,865 feet, which meets the Geometric Design Criteria for Rural Principal Arterials of 1,810 feet for level terrain.

Vertical Alignment

The existing vertical alignment meets current design standards. The maximum grade of 2.1% meets the Geometric Design Criteria for Rural Principal Arterials of 3% for level terrain.

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 7 of 14

PVMS Data

The survey-year 2008 and run-year 2009 indices for the roadway are listed in the PVMS database:

RP 404.60 to RP 408.33

Recommended Treatment for:

2009 – C_AC Crack Seal & Cover

2011 – C_AC Crack Seal & Cover

PVMS INDICES	
Ride	75.8 (Fair)
Rut	58.5 (Fair)
Alligator Cracking	94.5 (Good)
Miscellaneous Cracking	86.3 (Good)

RP 408.33 to RP 414.02

Recommended Treatment for:

2009 – C_AC Crack Seal & Cover

2011 – C_AC Crack Seal & Cover

PVMS INDICES	
Ride	78.0 (Fair)
Rut	65.4 (Good)
Alligator Cracking	99.3 (Good)
Miscellaneous Cracking	89.0 (Good)

RP 414.02 to RP 423.92

Recommended Treatment for:

2009 – C_AC Crack Seal & Cover

2011 – C_AC Crack Seal & Cover

PVMS INDICES	
Ride	78.6 (Fair)
Rut	62.4 (Good)
Alligator Cracking	98.5 (Good)
Miscellaneous Cracking	86.9 (Good)

RP 423.92 to RP 429.08

Recommended Treatment for:

2009 – C_AC Crack Seal & Cover

2011 – C_AC Thin Overlay

PVMS INDICES	
Ride	83.2 (Good)
Rut	69.9 (Good)
Alligator Cracking	95.7 (Good)
Miscellaneous Cracking	75.1 (Fair)

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 8 of 14

RP 429.08 to RP 446.27

Recommended Treatment for:

2009 – C_AC Crack Seal & Cover

2011 – C_AC Crack Seal & Cover

PVMS INDICES	
Ride	85.9 (Good)
Rut	73.5 (Good)
Alligator Cracking	99.4 (Good)
Miscellaneous Cracking	85.6 (Good)

The following table identifies structures built within the project limits:

Structure Description	Location (RP)	Deck Width (feet)	Length (feet)	Year Built	Structure Status
Drainage	405.29	28.3'	58'	1940	Wood
Irrigation-Stockpass	405.60	28.3'	153'	1940	Wood
Drainage	406.00	32.4'	12.3'	1940	Wood
Drainage	406.81	28.3'	58'	1940	Wood
Drainage	407.01	28.3'	39'	1940	Wood
Drainage	407.91	28.3'	39'	1940	Wood
Drainage	408.39	28.4'	58'	1941	Wood
Battle Creek-N Fork Milk River	409.89	40.2'	164'	1999	Prestressed Concrete
Drainage	411.99	28.4'	39'	1940	Wood
Drainage	412.89	28.2'	58'	1940	Wood
Fifteen Mile Creek	413.84	28'	111'	1948	Steel
Main Irrigation Canal	425.69	40'	25'	1968	Concrete
Milk River	427.93	28.2'	214'	1964	Prestressed Concrete
White Bear Creek	442.80	40'	137'	1993	Prestressed Concrete
Peoples Creek Overflow	446.01	43.5'	133'	1972	Prestressed Concrete

Traffic Data

Traffic Data is not required for a crack seal project.

Accident Analysis

The following engineering study evaluations from RP 404.1 to 446.274 were taken from January 1, 2004 to December 31, 2008:

Total Recorded Crashes = 106

Truck Crashes = 7

The types of two vehicle crashes included: eight rear ends, four sideswipes (in the opposite direction), five left turn collisions (in the same direction), one left turn collision (in the opposite direction), five right angle collisions, along with other and unknown types of collisions.

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 9 of 14

Traffic variations from average occurrence were as follows:

- 53.8% dark – not lighted conditions vs. 39.0% statewide average for NINHS routes.

	N-P Routes through Urban Areas	Study Area
Crash Rate	1.07	0.74
Severity Index	2.20	2.38
Severity Rate	2.36	1.76

In 2005 the segment between RP 424.6 – 424.8, next to Harlem, showed up as a cluster area. There was a trend of right angle collisions. Since a speed study was underway to reduce the speed limit to 55 mph, safety recommended at that time to continue to monitor.

The area between RP 424.4 – 425.0, next to Harlem, has shown up on the cluster list for 2009.

Remarks supplied by the Safety Management include:

- 81 crashes were single vehicle crashes
- 41 crashes cited wild animal as the first or most harmful event
- 16 crashes cited overturn as the first or most harmful event
- 9 cited the ditch as being the first or most harmful event
- 9 crashes cited falling asleep as a contributing circumstance
- 13 cited alcohol as a contributing circumstance
- 3 fatal crashes (4 fatalities) occurred in this section of roadway

Recommendations supplied by the Safety Management include:

- Upgrade signing, delineation, object marking, and pavement markings.
 - *The signing will be completed by maintenance or considered for a future project; however, delineation and pavement markings will be included with this project.*
- Since the railroad no longer crosses US-2, do not perpetuate the railroad crossing markings on US-2 by RP 404.6.
 - *Any remaining markings should be removed by maintenance.*
- Check guardrail end treatments and upgrade to current standards.
 - *Because this is not an overlay project, upgrades on guardrail are not cost effective for this project and will not be considered.*
- Upgrade mailbox supports.
 - *Due to the limited scope of this project, mailbox supports will not be updated.*
- Check for objects within the clear zones.
 - *Due to the limited scope of this project, correcting clear zones is unlikely to be cost effective for this project. Have maintenance will be requested to review the clear zone and remove any unnecessary obstructions.*
- Ask Traffic Engineering to review the channelization by RP 424, 425, 428.2, 428.4, and 428.5
 - *Correcting channelization is unlikely to be cost effective for this project.*
- Verify if above ground conduits are in the clear zone by RP 406 and 407.1 and feasibility to place fill material over the conduits with 10:1 cross slopes.
 - *Due to the limited scope of this project, correcting clear zones is unlikely to be cost effective for this project.*

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 10 of 14

The majority of these items are not typically included on crack seal projects; although, some updates could be completed on the future chip seal project. We request the District Traffic Engineer, Havre Maintenance and Safety Management review the above items and provide any necessary and feasible corrections.

Major Design Features

Design Speed

The design speed of 70 mph for the rural areas was taken from NH 1-7(35)398, which was a bridge replacement project located near this project. The posted speed limit is 70 mph daytime / 65 mph nighttime.

Horizontal Alignment

The existing horizontal alignment is adequate for a preventative maintenance treatment.

Vertical Alignment

The existing vertical alignment is satisfactory for a preventative maintenance treatment.

Typical Sections and Surfacing

Due to the nature of this project, existing surface widths will not be altered. The FTW varies between 28 feet and 63 feet. Milling will not be required on this project, nor will a leveling course be used. Details for crack sealing will be included in the plans with quantities.

An overlay on a section of the portable scale site at RP ± 427.15 will be completed in order to level this site for regular functions.

Seal and cover full width will be used to seal the large number of miscellaneous cracks from RP 413.972 to 421.341.

New striping and delineation, throughout the entire project, will conclude the treatment for this roadway.

Geotechnical Considerations

Because of the limited scope of this project, geotechnical considerations will not be addressed.

Hydraulics

Due to the nature of this project, hydraulic considerations are not anticipated for this project.

Bridges

The table located in the physical characteristics section provides the location of each structure within the limits of this project. Since the scope of the project, within the vicinity of the bridges, is only a crack seal, no bridge or guardrail upgrades will be made.

Traffic

New pavement markings will be required throughout this project. No new signing will be necessary; however, the delineation is in need of replacement and will be included with this project.

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 11 of 14

Pedestrian/Bicycle/ADA

Due to the limited scope of this project, no new ADA features or impacts to existing features are anticipated for this project.

Context Sensitive Design Issues

No context sensitive design issues will be addressed with this project.

Other Projects

Other nominated projects in the area include NH 1-7(41)398, Chinook-East & West, a mill/fill project ending east of Chinook from RP 398.3 to 404.6, which will tie into this project along with NH 1-7(39)391, Chinook-West, a mill / fill project west of Chinook from RP 393.3 to 397.2. The three projects will be tied for letting.

There should be no major effects on this project due to the adjacent projects. Plant mix and chip seal material is available on the adjacent tied projects, which will reduce the cost of the smaller quantities required for this project.

Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

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

Access Control

The existing access control falls under regulated access for the route included in this project. There will be no modifications to the existing access control.

Utilities/Railroads

Utilities

Due to the nature of this project, no utility involvement is anticipated.

Railroads

BNSF railroad runs parallel to the roadway throughout the project; however, no involvement with the railroad is anticipated. The railroad is more than 50 feet away from the roadway throughout this project.

Intelligent Transportation Systems (ITS) Features

There are no ITS solutions that will be designed within this project.

Survey

Due to the limited scope of this project, there is no need for a major survey. Observation by maintenance forces to provide a quantity of cracks will be required for the design of this project. A recommended target date of September 15, 2009, is requested for completion of the observation.

Public Involvement

Due to the limited scope of the project, a level "A" public involvement plan is appropriate. The plan will include a news release, which will explain the project and include a department point of contact.

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 12 of 14

Environmental Considerations

This project meets the criteria for the Statewide Programmatic Categorical Exclusion. No apparent significant environmental concerns or issues were identified.

Energy Savings/Eco-Friendly Considerations

Due to the nature of this project, extending the useful life of the pavement is aimed directly at minimizing the footprint on the environment. This is accomplished by postponing reconstruction projects through routine maintenance.

Traffic Control

Because this is a rapid moving project, shifting traffic to one lane of travel for short periods will be used to maintain working space.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project.

Traffic issues that will require special consideration are as follows:

- Swift setup and removal of traffic signing in accordance with the Manual on Uniform Traffic Control Devices will be necessary, as this is a heavily used route during the summer months for tourists.
- Extra caution should be used by the workers to maintain a safe working area as far away from the traveling lanes as possible.

Project Management

The Great Falls District will be responsible for the plans. Christie W. McOmber, P.E., is the Great Falls District Projects Engineer.

This project is not under full FHWA oversight.

Preliminary Cost Estimate

The project was programmed at \$750,000.

A preliminary estimate has been compiled to accommodate the advancement in pavement deterioration from the nomination date along with the addition of the following items:

- seal and cover section - \$235,756
- MCS Site overlay - \$6,325
- new pavement markings - \$203,032
- delineators - \$27,049

Preliminary Field Review/Scope of Work Report

NH 1-7(37)404

Project Manager: Christie W. McOmber

Page 13 of 14

Cost Estimate

		w/o IDC	w/ IDC 17.48%
Road work		\$1,184,662	
Traffic Control		\$90,000	
Subtotal		\$1,274,662	
Mobilization	12%	\$152,959	
Subtotal		\$1,427,621	
Contingencies	25%	\$356,905	
Subtotal		\$1,784,527	
Inflation	2.0 years @ 3.5%	\$127,103	
Total CN		\$1,911,630	\$2,245,783
CE	10%	\$191,163	\$224,578
Total CN + CE		\$2,102,793	\$2,470,361

The construction cost for this project is \$45,842 per mile.

Ready Date

The ready date is August 1, 2010, with an anticipated letting date of November 1, 2010.

Site Map

The project site map is attached.

MONTANA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT NH 1-7(37)404

CRACK SEAL CHINOOK-DODSON BLAINE COUNTY

