



February 1, 2011

Kevin McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena MT 59601



RECEIVED
FEB - 4 2011
ENVIRONMENTAL

**Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
STPP 9-2(13)52
N of Augusta-Choteau
Control Number: 7360000**

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by MDT and FHWA on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (MCA 75-1-103 and MCA 75-1-201).

The following form provides documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion. A copy of the Preliminary Field Review Report/Scope of Work Report, dated December 29, 2010, email correspondence dated January 24, 2011, and a project location map are attached. In the following form, "N/A" indicates not applicable, "UNK" indicates unknown.

NOTE: A response in a large 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 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
2. A high rate of residential growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A high rate of commercial growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
5. Parks, recreational, or other properties acquired/improved under Section 6(f) of the 1965 National Land & Water Conservation Fund Act (16 USC 460L, <i>et seq.</i>) are on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such Section 6(f) sites would be documented and compensated with the appropriate agencies (MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under Section 106 of the National Historic Preservation Act (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO) would be affected by this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under Section 4(f) of the 1966 US Department Of Transportation Act (49 USC 303) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A de minimis finding has been secured for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Nationwide Programmatic Section 4(f) Evaluation forms for those sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full Section 4(f) Evaluation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other water body (ies) considered as "waters of the United States" or similar (e.g., "state waters").	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in Section 10 of the Rivers and Harbors Act (33 USC 403) and/or Section 404 of the Clean Water Act (33 USC 1251-1376) codified at 33 CFR 320-330 would be met.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (EO) #11990, and proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State, and Tribal) as required for permitting.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA would be obtained from the MDFWP.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. A delineated floodplain exists in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. A Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Work would be required in, across, and/or adjacent to a river that is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild and/or Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In accordance with Section 7 of the Wild and Scenic Rivers Act (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Substantial changes in access control would be associated with the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 would be made for access by local traffic, and be posted for same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Documentation of an invasive species review to comply with both EO #13112 and the County Noxious Weed Control Act (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done would be conducted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area. If the proposed work would affect Important Farmlands, then an AD 1006 Farmland Conversion Impact Rating form would be completed in accordance with the Farmland Protection Policy Act (7 USC 4201, <i>et seq.</i>).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Features for the Americans with Disabilities Act (PL 101 336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan would be completed in accordance with MDT's Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the Clean Air Act's Section 176(c) (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it is 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 and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Air Quality Division, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a "Class I Air Shed" under 40 CFR 52.1382(c)(3)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. Recorded occurrences, and/or critical habitat are in the vicinity of the proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish and Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not induce significant land use changes, nor promote unplanned growth. No significant effects on access to adjacent property or to present traffic patterns would occur.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). The project also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC 2000d) under FHWA regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause significant individual, secondary, or cumulative environmental impacts. FHWA concurrence that this proposed project is properly classified as a Categorical Exclusion is requested.



Eric Thunstrom
Environmental Services Bureau
Great Falls District Project Development Engineer
Date: 2/1/2011



Concur Heidi Bruner, P.E.
Environmental Services Bureau
Engineering Section Supervisor
Date: 2/1/11



Concur Federal Highway Administration
Date: 3 FEB 11

Attachments

e-copies without attachments:

Tom Martin, P.E.	Environmental Services Bureau Chief
Heidi Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Michael P. Johnson	Great Falls District Administrator
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer
Robert Stapley	Right-of-Way Bureau Chief
Dawn Stratton	Fiscal Programming Section
Dustin Rouse, P.E.	Road Design Area Engineer
Suzy Price	Contract Plans Bureau Chief
Steve Prinzing, P.E.	Great Falls District Engineering Services Supervisor
Stacy Hill, P.E.	Great Falls District Environmental Engineering Specialist
Walt Scott	Right-of-Way Bureau Utilities Section

e-copies with attachments:

Montana Legislative Branch Environmental Quality Council (EQC)

copies with attachments:

File Environmental Services Bureau

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or call Montana Relay at 711.



Memorandum

To: Distribution

From: Paul R. Ferry, P.E. (P.R.F.)
 Highways Engineer

Date: December 29, 2010

Subject: STPP 9-2(13)52
 N OF AUGUSTA - CHOTEAU
 7360000
 Work Type: 181 – Resurfacing Asphalt (Thin Lift ≤ 0.20 ft)

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 Preconstruction Engineer for approval.

I recommend approval:

Approved _____ Date _____

Distribution:

- | | |
|---|--|
| Mick Johnson, District Administrator | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Kent Barnes, Bridge Engineer | Jake Goettle, Construction Engineering Services Bureau |
| Tom Martin, Environmental Services Bureau Chief | Matt Strizich, Materials Engineer |
| Duane Williams, Traffic and Safety Engineer | Jon Swartz, Maintenance Administrator |
| Robert Stapley, Right-of-Way Bureau Chief | |
| Paul Ferry, Highways Engineer | |

cc:

- | | |
|--|----------------------------|
| Dave Jensen, Fiscal Programming Section Supervisor | Teton County Commissioners |
| Dustin Rouse, Project Design Manager, GF District | 1 Main Ave. S #105 |
| Damian Krings, Road Design Engineer | Choteau, MT 59422 |

e-copies:

- | | |
|---|--|
| Jim Walther, Engineering, Preconstruction Engineer | Jason Sorenson, Engineering Cost Analyst |
| Lesly Tribelhorn, Highways Design Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Mark Goodman, Hydraulics Engineer | Steve Prinzing, District Preconstruction Engineer |
| Kurt Marcoux, District Hydraulics Engineer | Christie McOmer, District Projects Engineer |
| Bonnie Gundrum, Env. Resources Section Supervisor | Stan Kuntz, GF District Materials Lab |
| Paul Sturm, District Biologist | David Hand, GF District Maintenance Chief |
| Eric Thunstrom, District Project Development Engineer | Walt Scott, R/W Utilities Section Supervisor |
| Danielle Bolan, Traffic Engineer | David Hoerning, R/W Engineering Manager |
| Ivan Ulberg, District Traffic Project Engineer | Greg Pizzini, Acquisition Manager |
| Pierre Jomini, Safety Management Engineer | Joe Zody, R/W Access Management Section Manager |
| Stephanie Brandenberger, Bridge Area Engr., GF District | Paul Johnson, Project Analysis Bureau |
| Matt Strizich, Materials Engineer | Sue Sillick, Research Section Supervisor |
| Daniel Hill, Pavement Analysis Engineer | Becky Duke, Traffic Data Collection Section Supervisor (WIM) |
| Lee Grosch, District Geotechnical Manager | Mark Keeffe, Bicycle/Pedestrian Coordinator |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Gary Engman, Great Falls District Maintenance |
| Marty Beatty, Engineering Information Services | |
| Paul Grant, Public Involvement Officer | |
| Jean Riley, Planner | |



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

Memorandum

To: Paul R. Ferry, PE
Highways Engineer

From: Damian M. Krings, PE (D.M.K.)
Road Design Engineer

Date: December 29, 2010

Subject: STPP 9-2(13)52
N OF AUGUSTA - CHOTEAU
7360000
Work Type: 181 – Resurfacing Asphalt (Thin Lift \leq 0.20 ft)

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

Approved Paul R. Ferry Date 12/30/10
Paul R. Ferry, PE, 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

Preliminary Field Review/Scope of Work Report

STPP 9-2(13)52

N of Augusta - Choteau

Project Manager : Dustin Rouse

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Introduction

This report was developed from information taken from the preliminary field review conducted on October 26, 2010. The following people were in attendance:

Mick Johnson	District Administrator	MDT - Great Falls
Steve Prinzing	D.E.S.E.	MDT - Great Falls
Dustin Rouse	Road Design, Project Manager	MDT - Helena
Lotse Townsend	Road Design	MDT - Helena
Gerry Brown	Construction Eng. Services	MDT - Great Falls
Steve McEvoy	Pavement Analysis	MDT - Helena
Jim Cornell	Traffic Signing	MDT - Helena
James Combs	District Traffic	MDT - Great Falls
Christie McOmber	Districts Project Engineer	MDT - Great Falls
Robert Morgan	GF Maintenance Sun River	MDT - Great Falls
Gary Engman	GF Maintenance	MDT - Great Falls
Doug Nowlin	GF Maintenance Choteau	MDT - Great Falls

Proposed Scope of Work

This project has been nominated for a pavement preservation mill, PMS overlay, and seal and cover. Work for this project will entail the entire roadway width milled 0.15 feet, followed by a 0.2 ft. overlay of plant mix bituminous surface and seal and cover. During the PFR it was also decided to utilize the existing gravel shoulder width and a safety edge to widen the finished roadway top width to 24 feet. Signing, delineation, and guardrail will be updated on this project.

Purpose and Need

Rutting and poor ride were observed during the preliminary field review. The purpose of this project is to improve the ride, safety, and functional condition of the road. Existing guardrail will be upgraded on this project and new guardrail will be added at the box culverts and stock passes to improve safety.

Project Location and Limits

- A. This project is located in Teton County on State Primary Route 9/US 287. The project begins at RP 52.2 and extends north for 11.7 miles (18.8 km), ending at the Choteau city limits, RP 64.0. The original nomination was to begin at RP 52.2 and end at RP 63.8. At the PFR it was decided to extend the limits to RP 64.0. This project is 9.1 miles north from Lewis and Clark County.
- B. The route is functionally classified as a minor arterial.
- C. The last reconstruct for this area was in 1936, NRH 275 A and FAP 275 B. As built project FAP BRF 9-2(3)63 was built in 1978 and is also within the project limits of this project. Project FAP BRF 9-2(3)63 consisted of building a structure over the Teton river located at RP 63.5.
- D. Adjacent project number NRH 275A connects with this project on the south side and project FAP 275 B connects at the end of the project on the north side. Stationing runs from south to north.

Work Zone Safety and Mobility

At this time, Level 2 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 mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address lane closures and wide load detours will

Preliminary Field Review/Scope of Work Report

STPP 9-2(13)52

N of Augusta - Chateau

Project Manager : Dustin Rouse

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also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

- A. This project is located in a rural environment with level terrain. The existing pavement width ranges from 22 feet to 37 feet.
- B. The properties adjacent to the project primarily consist of farm land and grazing.
- C. The existing surfacing data obtained from as-built plans from 1936, project number NRH 275 A, show five inches of top course surfacing over six inches of sub base. Plans displaying the thicknesses of the plant mix could not be found.

D. PvMS Index Numbers & Recommended Treatments

The indices and condition levels are given in the following table:

2009 SURVEY YEAR	R.P. 52.40 THRU R.P. 63.56
Ride	66.1 (Fair)
Rut	58.5 (Poor)
Alligator Cracking	98.8 (Good)
Miscellaneous Cracking	97.5 (Good)
Recommendation (Construction)	AC Thin Overlay
Recommendation (Maintenance)	AC Thin Overlay

E. Core data:

The following cores were taken within the limits of the proposed project:

No.	Location MP	<u>CORE LENGTH (mm)</u>				<u>RATING</u>			
		Top	2nd	3rd	4th	Top	2nd	3rd	4th
1	MP 530 7.5 Lt SB	30	55			2	2		
2	MP 530 7.5 Lt SB	40	55			2	2		
3	MP 54.0 8.0 Lt SB	25	40	65		2	1		
4	MP 54.5 6.5 Rt NB	55	40	50	30	1	1	2	2
5	MP 55.0 8.0 Lt SB	65	50			1	1		
6	MP 55.5 8.5 Rt NB	45	30	60		2	2	2	
7	MP 56.0 7.0 Lt SB	35	30	50	55	2	2	2	2
8	MP 56.5 6.5 Rt NB	55	30	60	65	2	2	2	2
9	MP 57.0 6.0 Lt SB	30	65	60	80	2	2	2	2
10	MP 57.5 8.0 Rt NB	35	60	50	60	2	2	2	2
11	MP 58.0 8.5 Lt SB	35	35	45	45	2	1	1	
12	MP 58.5 6.0 Ft NB	50	35	65		2	2	2	
13	MP 59.0 8.0 Lt SB	60	45			2	2		
14	MP 59.5 8.0 Rt NB	50	45	30		2	2	2	
15	MP 60.0 8.0 Lt SB	50	60			2	2		
16	MP 60.5 6.0 Rt NB	55	50	70		2	2	2	
17	MP 61.0 4.5 LT SB	50	55	65		2	2	2	

Preliminary Field Review/Scope of Work Report

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N of Augusta - Choteau

Project Manager : Dustin Rouse

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18	MP 61.5 8.5 Rt NB	65				2			
19	MP 62.0 7.0 Lt SB	60	50	55		2	2	2	
20	MP 62.5 8.0 Rt NB	45	50	40		2	2	2	
21	MP 63.0 7.5 Lt SB	50	50	50	55	2	1	1	1

Traffic Data

The Traffic Data Collection Section provided the follow traffic data:

Table 2. Traffic Data

2010 ADT = 510 (Present)
2012 ADT = 520 (Letting Date)
2032 ADT = 630 (Design Year)
DHV = 90
T = 6.6%
ESAL = 18 (Daily)
Growth Rate = 1.0% (Annual)

Crash Analysis

ROUTE & MP: P-9 RP 52.2 TO 63.8

DATE TIME FRAME: 07-01-2000 TO 06-30-2010

<u>STATEWIDE AVERAGE FOR RURAL NHS NON-INTERSTATE</u>	<u>STUDY AREA</u>
ALL VEHICLES CRASH RATE:	1.22 ¹⁾ 1.91
ALL VEHICLES SEVERITY INDEX:	2.32 ²⁾ 1.76
ALL VEHICLES SEVERITY RATE:	2.83 ³⁾ 3.36

TOTAL RECORDED CRASHES: 34

¹⁾ Crash rates are defined as the number of crashes per million vehicle miles.

²⁾ Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.

³⁾ Severity rate is defined as the crash rate multiplied by the severity index.

a. **Crash Clusters**

The section between reference point 57.5 to reference point 58.0 was identified as a crash cluster. As a result, advance curve warning signing along with advisory speed plaques was installed in May of 2003.

b. **Variations From Average Occurrence**

- o 76.5% of the crashes resulted in property damage only vs. 61.8% statewide average for rural primary routes.

c. **Remarks**

The main crash trend was single-vehicle run-off-the-road crashes. There were 31 out of 34 single vehicle crashes resulting in 14 vehicles overturning. Seven crashes involved a collision with a wild animal and one involved a collision with a domestic animal.

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Upgrade guardrail end treatments for the structure at RP 63+0.441. as there have been 3 crashes involving vehicles impacting either bridge rail or guardrail section within the study area.

Guardrail will be updated for all of the structures located within the project limits.

There has been a fatal crash (with 1 fatality) along this segment of roadway. The crash involved a single vehicle losing control while negotiating a curve in the roadway and overturning.

Please note the high crash rate and severity rate.

Surfacing top width throughout the project will be widened 1.5 feet. (0.75 feet on the left and right side of the road.)

Remove trees within the clear zone in consultation with the District Biologist.

No trees are located within the clear zone on this project.

Check signing and delineation. It is recommended to review the curve signing and comply with 2009 MUTCD in this corridor. Check need for guardrail or slope flattening for example by 53.4 or RP 57. Check the inslopes of the approach by 54.8.

Slope flattening is beyond the scope of this project. Signing and delineation will be updated to the most current MUTCD standards. Guardrail will be updated at the structures.

The road log gives mostly a roadway width of 22ft. As the project type 180 recommends resurfacing (thin lift) the roadway width will be even more reduced. It is recommended that milling, overlay and potential widening be considered.

Surfacing top width throughout the project will be widened 1.5 feet. 0.15' will be milled and surfacing top width will increase 0.75 feet on the left and right side of the road.

Major Design Features

- a. **Design Speed.** Design speed for level terrain on a rural minor arterial is 60mph.
- b. **Horizontal Alignment.** The existing horizontal alignment will not be modified with this pavement preservation project.
- c. **Vertical Alignment.** The existing vertical alignment will not be modified with this pavement preservation project.
- d. **Typical Sections and Surfacing.** Work for this project will entail the entire roadway width milled 0.15 feet, followed by a 0.2 ft. overlay of plant mix bituminous surface and seal and cover. During the PFR the design team decided to utilize the existing gravel shoulder width and design a safety edge to widen the finished roadway top width to 24 feet. The left and right side will be widened 0.75 feet for an overall 1.5 feet widening of

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the top width. Shoulder gravel would be added on top of the safety edge at 2:1 slopes to meet the existing shoulder. The following in Figure 1 & 2 shows the existing and proposed surfacing.

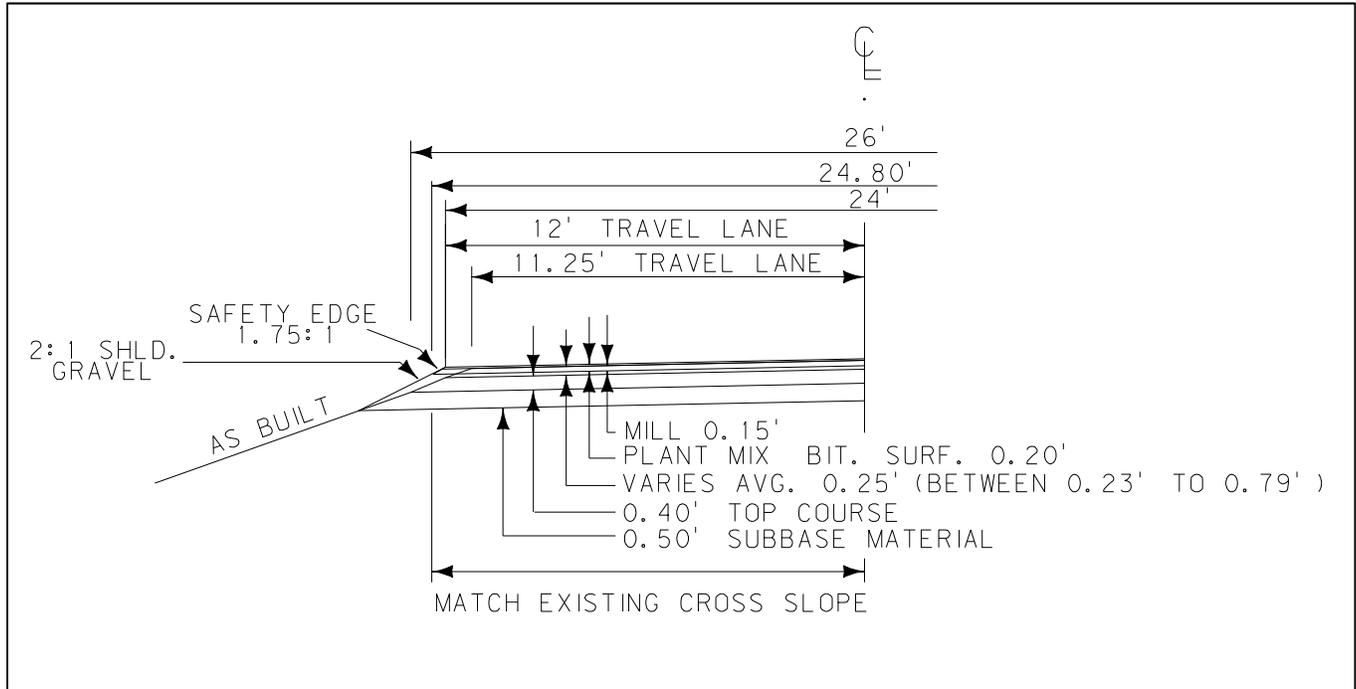


Figure 1. Existing and Proposed Road Surface

- e. **Geotechnical Considerations.** Due to the nature of this project, Geotechnical recommendations are not necessary.
- f. **Hydraulics.** No hydraulics issues will be addressed with this pavement preservation project.
- g. **Bridges.** Bridge approach rail will be upgraded and bridge will determine the appropriate type of bridge approach rail for the rail located at RP 61.6, crossing Deep Creek. During the PFR it was observed there is a 2' wide concrete curb on both sides of the bridge.



Figure 1. RP 61.6 Deep Creek Structure

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- h. **Traffic.** New pavement markings will be required. Signing and delineation will be replaced.
- i. **Pedestrian/Bicycle/ADA.** Existing pedestrian or bicycle facilities will not be impacted with this seal and cover project.
- j. **Miscellaneous Features.** Guardrail will be updated at existing bridges and new guardrail will be placed at RCB stock passes.
- k. **Context Sensitive Design Issues.** There are no Context Sensitive Design issues on this project.

Other Projects

No other projects are tied to this project.

Design Exceptions

Existing top width on this project is mostly 22.5'. During the PFR it was decided to utilize the existing gravel shoulder width and a safety edge to widen the finished roadway top width to 24 feet. The left and right side will be widened 0.75 feet for an overall 1.5 feet widening of the top width.

The proposed top width after cold milling 0.15' and extending each side 0.5' with plant mix would widen the roadway width from 22.5' to 24'. A safety edge with a 30% (1.75:1) inslope is proposed for this project. Shoulder gravel would be added on top of the safety edge at 2:1 slopes to meet the existing shoulder.

The 24' top width meets the AASHTO standards for a minimum top width of 24', however the surfacing inslopes will not meet the standard of 4:1 inslopes for minor arterials. FHWA does recommend building a safety edge for resurfacing projects.

Right-of-Way

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

Access Control

Access control will not be required for this project.

Utilities/Railroads

There is no railroad involvement with this project. Survey has requested a utilities located in all of the areas where guardrail will be updated or newly installed.

Intelligent Transportation Systems (ITS) Features

There are no known ITS solutions that should be designed with this seal and cover project. There are no WIM sites located on the proposed project.

Survey

Estimated plan quantities will be determined from as-builts. Survey has been requested and is in progress at all of the structures to determine guardrail quantities.

Public Involvement

Due to the limited scope of the project, a level "A" public involvement plan should suffice. This will include a news release to the local media.

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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 by environmental services in order to comply with applicable regulations.

Energy Savings/Eco-Friendly Considerations

No energy savings/eco-friendly considerations will be made on this project

Experimental Features

No experimental features will be made on this crack seal project.

Traffic Control

Traffic will be maintained throughout the project during construction with the appropriate signing, flagging, etc. All signing will be in accordance with the Manual on Uniform Traffic Control Devices. Access to residences within the project will be maintained to the maximum extent possible.

Project Management

MDT's Helena Road Design Great Falls Area will be responsible for the road design plans. The Project Design Manager will be Dustin Rouse.

Preliminary Cost Estimate

The cost estimate includes: road work, traffic control, mobilization, contingencies, and CE. Estimated cost that has been programmed to construct this project is \$2,777,410. This project was originally nominated as a mill, overlay, and seal & cover. Costs of upgrading and adding guardrail to this project is reflected in the estimated cost.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	1,769,844		
Traffic Control	200,000		
Subtotal			
Mobilization (10%)	196,984		
Subtotal	2,166,828		
Contingencies (12%)	260,019		
Total CN	<u>\$2,426,848</u>	<u>\$326,175</u>	<u>\$ 2,769,437</u>
CE (10%)	<u>\$242,685</u>	<u>\$28,932</u>	<u>\$ 245,651</u>
TOTAL CN+CE	<u>\$2,669,533</u>	<u>\$ 355,107</u>	<u>\$ 3,015,088</u>

Cost per mile of the estimated constructional total of \$2,426,848 is \$205,665.

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 13.35% as of FY 2011.

Ready Date

The ready date for this project is January 6, 2011. This project was recently approved by the

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transportation commission. The target letting date is April 2011.

Site Map

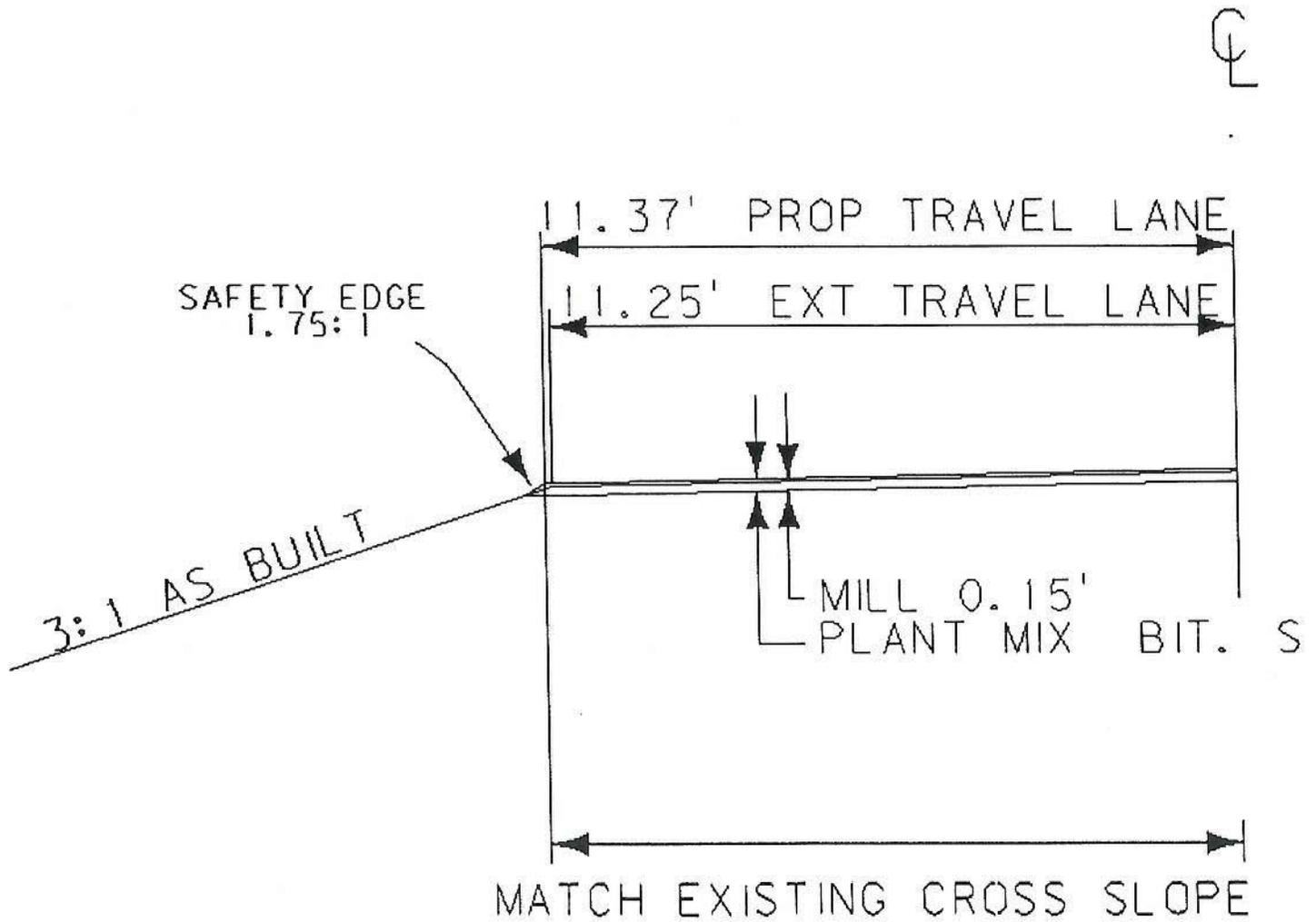
The project site map is attached.

Thunstrom, Eric

From: Townsend, Lotse
Sent: Monday, January 24, 2011 4:14 PM
To: Thunstrom, Eric
Cc: Rouse, Dustin
Subject: Proposed changes to UPN 7360000, N of Augusta - Choteau

MASTER FILE
COPY

Eric,
Here is the current typical for the subject project. We decided to scale back on our top width and will now be paving on black on black.



Lotse Chow Townsend
Helena Road Design - Great Falls District
(406)444-7028
ltownsend@mt.gov