



November 1, 2011

Brian Hasselbach  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena MT 59602

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project  
Libby - NE  
STPP 33-1(36)2  
Control Number: 7613000

Dear Brian Hasselbach:

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 Susan Kilcrease at 523.5842 or me at 444.7203. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:

Shane Stack, acting Missoula District Administrator  
Tom Martin, P.E., Environmental Service Bureau Chief  
Heidi Bruner, P.E., ESB Engineering Section Supervisor  
Paul Ferry, P.E., Highways Engineer  
Kevin Christensen, P.E., Construction Engineer  
Suzy Price, Contract Plans Bureau Chief  
Dawn Stratton, Fiscal Programming  
Alyce Fisher, Fiscal Programming  
Susan Kilcrease, Missoula District Project Development Engineer  
Ben Nunnallee, P.E., Project Design Manager  
Montana Legislative Branch Environmental Quality Council  
File



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

INTERFILE  
 COPY FILE

**Memorandum**

To: Tom S. Martin, P.E, Chief, Environmental Services Bureau  
 From: Paul R. Ferry, P.E., Highways Engineer *PR*  
 Date: October 11, 2011  
 Subject: STPP 33-1(36)2  
 Libby - NE  
 UPN: 7613000  
 Work Type: 183 – Resurfacing – Seal & Cover

**RECEIVED**  
**OCT 14 2011**  
**ENVIRONMENTAL**

Attached is the Preliminary Field Review/Scope of Work Report for the subject project. The project meets the criteria for the Statewide Programmatic Categorical Exclusion for pavement preservation projects and the environmental checklist is attached.

Please send the notification for the environmental documentation on this project to the FHWA. If you need additional information, contact Ben Nunnallee at 406-523-5846.

Environmental Services	
Act	Info
	Date <i>10/28</i>
	Routing
	Bureau Chief
	Engineering Supervisor
	Inspection Supervisor
	Field Work Supervisor
	EOG Supervisor
<i>✓</i>	<i>Susan</i>
<i>✓</i>	<i>PAT</i>
<i>✓</i>	<i>JON</i>
<i>✓</i>	<i>BRIAN</i>
	File

Attachments (Environmental Checklist and PFR)

copies: Damian Krings, w/attach (checklist only)  
 Ben Nunnallee, Missoula District Project Design Manager  
 Highways File

**(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 Number:** STPP 33-1(36)2      **Control No** 7613000      **Project Name:** Libby - NE

**Reference Post (Station):** 1.456 (76+75.65)      **To Reference Post (Station):** 9.605 (504+00.00)

**Applicant's Name:** Montana Department of Transportation      **Address:** PO Box 201001; Helena, MT 59620-1001

**Type of Proposed Pavement Preservation Activity:** Seal & Cover

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)			
Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
	Yes	No	Comment (Use attachments if necessary)
1. Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See <a href="http://www.rivers.gov/wildriverslist.html">http://www.rivers.gov/wildriverslist.html</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2a. Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Bull Trout, White Sturgeon, Canada Lynx, Wolverine, Grizzly Bear
2b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Unknown
3. Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3a. If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit) required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See <a href="http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x">http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x</a> ). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Does the proposed project have impacts to wetlands, streams, or other water bodies? If 'No', go to question 5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
4b. If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
5. Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See <a href="http://nris.mt.gov/deq/remsitequery/portal.aspx">http://nris.mt.gov/deq/remsitequery/portal.aspx</a> )	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for Libby amphibole asbestos in the area
6. Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6a. Are any Tribal water permits required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See <a href="http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x">http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x</a> ) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L Bend Wilderness Areas)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Checklist prepared by:**  
Ben Nunnallee      Project Design Engineer      10/11/2011  
 Applicant      Title      Date

**Approved by:**  
      ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR      11/2/11  
 Environmental Services      Title      Date

(When any of the above questions are checked "Yes")

The Applicant is **not** authorized to proceed with the proposed work until the checklist has been reviewed and approved, as necessary, and any requested conditions of approval have been incorporated.

- A. Complete the checklist items 1 through 7, indicating "Yes" or "No" for each item. Include comments, explanations, information sources, and a description of the magnitude/importance of potential impacts in the right hand column. Attach additional and supporting information as needed. The checklist preparer, by signing, certifies the accuracy of the information provided.
- B. When "Yes" is indicated on any item, the checklist preparer 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. **Any proposed mitigation measures will become a condition of approval.**
- 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 Bureau. Electronic format is preferred. 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 Bureau 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.
- F. The links above are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult Environmental Services Bureau and/or other information sources.



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

**Memorandum**

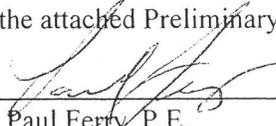
To: Paul Ferry, P.E.  
Highways Engineer

From: Shane Stack, P.E.  
Missoula District Engineering Services Engineer

Date: October 11, 2011

Subject: STPP 33-1(36)2  
Libby - NE  
UPN 7613000  
Work Type 183 – Resurfacing – Seal & Cover

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

Approved  Date 10/17/11  
Paul Ferry, P.E.  
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

UPN 7613000, STPP 33-1(36)2, Libby – NE  
Project Manager: Ben Nunnallee, P.E.

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### Introduction

An onsite field review was held on August 30, 2011. The following people attended:

- Ben Nunnallee, District Projects Engineer, Missoula
- Sandy Dorsett, Engineering and Design Manager, Missoula
- Jacquelyn Smith, Road Designer, Missoula
- Sue Cusker, Road Designer, Kalispell
- Steve McEvoy, Pavement Civil Engineering Specialist, Helena

### Proposed Scope of Work

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadway. A seal & cover is proposed for this project. Replacement of the signing and pavement markings will also be included.

### Purpose and Need

The purpose of this project is to preserve the existing pavement to extend the service life of the existing asphalt surfacing. This section of roadway is due for pavement resurfacing before the deterioration of the pavement begins to accelerate.

### Project Location and Limits

- Route: P-33 (MT 37)
- County: Lincoln County
- Begin Project: Reference Post (RP) 1.456, approximately 0.6 mile northeast of the Kootenai River Bridge  
English as-built station 76+75.65 on STPP 33-1(10)
- End Project: RP 9.605, approximately 0.8 mile east of the Montana Fish, Wildlife & Parks Kootenai River Access  
English as-built station 504+00.00 on STPP 33-1(10)
- Project Length: 8.162 miles
- Location: Township 14 N, Range 20 W  
Sections 17, 20, 21, 26, 27, 28, 35 & 36  
Township 14 N, Range 19 W  
Section 31  
Township 13 N, Range 19 W  
Sections 5, 6, 8, 9, 15, 16 & 22

P-33 is on the State Primary System (non-NHS) and is functionally classified as a Minor Arterial.

The as-built stationing will be perpetuated with this project. See attached location map.

### 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). A limited Public Information (PI) component to address public notification will also be included. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### Physical Characteristics

The existing terrain within the project limits is rolling in a rural setting.

## Preliminary Field Review/Scope of Work Report

UPN 7613000, STPP 33-1(36)2, Libby – NE  
Project Manager: Ben Nunnallee, P.E.

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In 1941, the road was reconstructed under project FAP 118-D(91). The road was then overlaid and widened in 1996 with project STPP 33-1(10). A chip seal was placed in 2004 by MDT Maintenance.

The roadway consists of two – 12 ft travel lanes and two – 2 ft shoulders. At RP 4.09, a 12 ft turn lane is located on the south side of the road.

The existing surfacing consists of the following:

- 0.3' Plant Mix Bituminous Surfacing
- 0.3' Crushed Top Surfacing/Pulverized Material
- 0.85' Base Course

Surfacing inslopes are 4:1. The fill and cut slopes vary throughout the project. There is guardrail located in various locations throughout the project length.

From the Bridge Management System there are no structures located within the project limits.

There are 21 simple horizontal curves located within the project limits. Of those horizontal curves, 16 should be spiral curves. Thirteen of the 21 curves have superelevations that do not meet current design standards. Eleven of the 21 curves do not meet the minimum design length for 55 mph design speed. The deficient horizontal curves will not be corrected with this project.

There are 32 vertical curves on this project. Four of the curves do not meet stopping sight distance standards. There is one short stretch of roadway that exceeds the maximum allowable grade of 4% for rolling terrain. The maximum vertical grade within the project limits is 4.20% and a minimum vertical grade of 0.00%.

The Pavement Management System generated the following performance indices for the survey year 2010 and treatment recommendations for the year 2011 and 2013:

Reference Post	Ride Index	Rut Index	ACI	MCI	Construction Recommendation	
					2011	2013
1.219 – 9.247	81.0 Good	57.7 Fair	100.0 Good	100.0 Good	Do Nothing	Do Nothing
9.247 – 14.001	73.9 Fair	64.5 Good	94.0 Good	97.5 Good	Do Nothing	Crack Seal & Cover

### Traffic Data

2011 AADT = 1,890 (Present)  
2013 AADT = 1,930 (Letting Year)  
2033 AADT = 2,350 (Design Year)  
DHV = 340  
Com Trucks = 9.3%  
Growth Rate = 1.0% (Annual)  
ESAL's = 71

### Crash Analysis

A crash history is not required for this seal & cover project.

## Preliminary Field Review/Scope of Work Report

### Major Design Features

This project will be developed in accordance with the latest Guidelines for Nomination and Development of Pavement Projects. The plans will be developed in English units.

- a. **Design Speed.** The geometric design criteria for Rural Minor Arterial (Non-NHS – Primary) indicate that the design speed should be 55 mph based on the rolling terrain. The posted speed limit is 55 mph. Design speed is not an applicable design criterion for preventative maintenance projects.
- b. **Horizontal Alignment.** The existing horizontal alignment will not be changed with this pavement resurfacing preventative maintenance project.
- c. **Vertical Alignment.** The existing vertical alignment will not be changed with this pavement resurfacing preventative maintenance project.
- d. **Typical Sections and Surfacing.** The current typical section widths will remain unchanged. A seal and cover treatment will be applied throughout the entire project. Type 1 Cover material will be used with this project.
- e. **Geotechnical Considerations.** There will be no geotechnical considerations with this pavement preservation project. The existing roadside slopes will not be disturbed and there are no grading considerations.
- f. **Hydraulics.** There are no hydraulics considerations for this seal and cover preventative maintenance project.
- g. **Bridges.** There are no bridges on this segment of P-33.
- h. **Traffic.** The existing pavement marking layout will be used to re-stripe the roadway. Traffic Engineering will provide the quantities, details and specifications for interim paint and final epoxy. The roadway signing will also be updated with this project. These items will be included in the road plans package. Traffic Engineering will also provide the necessary plans, quantities, details and specifications for pavement markings and signing items.
- i. **Pedestrian/Bicycle/ADA.** There are no dedicated pedestrian or bicycle facilities. The paved shoulders are 2 ft wide and the bicycle route map for Montana does display this route as having shoulders less than 4 ft. Due to the nature of this preventative maintenance project, new accommodations will not be added.
- j. **Miscellaneous Features.** Mailbox turnouts will receive a seal and cover treatment, along with several pullouts located along the project.
- k. **Context Sensitive Design Issues.** There are no special context sensitive design issues identified for this seal and cover preventative maintenance project.

### Other Projects

There are two other projects that are located adjacent to this project on P-33:

- UPN 7614000, Libby Dam – South, RP 9.6 – 14.0, overlay and seal & cover, currently scheduled to be let 2013
- UPN 7615000, Libby Dam, RP 14.0 – 17.2, overlay and seal & cover, currently scheduled to be let 2013

We currently anticipate that we will tie for construction this project with these two other projects listed in order to reduce costs.

### Location Hydraulics Study Report

A Location Hydraulics Study Report will not be needed for this project.

### Design Exceptions

The design exception process does not apply to pavement preservation projects. No design exceptions will be required for this project.

**Right-of-Way**

There will be no right-of-way involvement on this project.

**Access Control**

This section of highway is not an access control facility.

**Utilities/Railroads**

Utilities – A power line parallels the roadway on both sides and crosses the roadway in some locations. There is several telephone pedestals located within the project limits. Due to the nature of the project, there will not be any impacts to utilities.

Railroads – There are no railroads within the project limits.

**Intelligent Transportation Systems (ITS) Features**

Implementation of ITS solutions will not be included with this project.

**Survey**

Survey will not be needed for this project.

**Public Involvement**

A Level A public involvement plan is appropriate for this project. A news release explaining the project and including a department point of contact will be distributed to the local media.

**Environmental Considerations**

No significant environmental impacts or issues were identified. We reviewed the project and determined it meets the criteria for the Programmatic Agreement as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) as signed by MDT on February 18, 2005 and concurred by FHWA on March 4, 2005. The Environmental Checklist for Pavement Preservation Projects has been submitted separately.

**Energy Savings/Eco-Friendly Considerations**

No energy saving/eco-friendly considerations are proposed for this seal and cover preventative maintenance project.

**Experimental Features**

There are no experimental features identified for this pavement resurfacing preventative maintenance project.

**Traffic Control**

Traffic will be maintained through the construction of the project with appropriate signing, flagging, pilot cars, etc., in accordance with the Manual on Uniform Traffic Control Devices. The work zone will require single lane closures during construction operations. A minimum of one lane will remain open for traffic at all times during construction of this project. Possible stipulations governing the time of year, the days of the week during which construction activities may take place, time of day and maximum length of roadway that may be under construction at a time may be specified in the contract in order to minimize public impact.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project. Due to the relatively simple nature of the work, the TCP will consist

## Preliminary Field Review/Scope of Work Report

UPN 7613000, STPP 33-1(36)2, Libby – NE  
Project Manager: Ben Nunnallee, P.E.

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of only special provisions.

### Project Management

The Missoula District Design Crew will be responsible for developing the plans. Ben Nunnallee will manage the design of this project. See contact information below:

Ben Nunnallee, P.E.  
Montana Department of Transportation  
2100 West Broadway, PO Box 7039  
Missoula, MT 59807-7039  
(406) 523-5846  
e-mail: bnunnallee@mt.gov

This project is not under full FHWA oversight.

### Preliminary Cost Estimate

The nomination cost estimate (without IDC) that was originally programmed for this project was \$400,000 (CN = \$336,000 and CE = \$34,000). The total nomination cost estimate including IDC was \$444,986.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$294,000		
Traffic Control	\$26,000		
<b>Subtotal</b>	<b>\$320,000</b>		
Mobilization (10%)	\$32,000		
<b>Subtotal</b>	<b>\$352,000</b>		
Contingencies (8%)	\$28,000		
<b>Total CN</b>	<b><u>\$380,000</u></b>	<b><u>\$63,380</u></b>	<b><u>\$486,121</u></b>
<b>CE (10%)</b>	<b><u>\$38,000</u></b>	<b><u>\$6,338</u></b>	<b><u>\$48,612</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$418,000</u></b>	<b><u>\$69,718</u></b>	<b><u>\$534,733</u></b>

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 9.64% as of FY 2011. The Inflation costs currently shown are based on the 5 year maximum because a Let Date has not yet been entered into PPMS.

### Ready Date

This project has a Ready Date of February 1, 2012. This project was originally nominated for construction in 2013 but due to previous pavement preservation projects being Let early, it is currently being designed so that it could be constructed in 2012 if funding is made available during the update to the Tentative Construction Plan this fall. The project is currently on schedule in OPX2.

Preliminary Field Review/Scope of Work Report

UPN 7613000, STPP 33-1(36)2, Libby - NE  
Project Manager: Ben Nunnallee, P.E.

Site Map

