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Helena MT 59620-1001

July 10, 2012

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ENVIRONMENTAL

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

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
SF 099 S of St Mary
HSIP 58-1(33)25
Control Number: 7200000

MASTER FILE COPY

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, dated August 22, 2011, including a project location map is 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).

Table with 4 columns: Question, Yes, No, N/A, UNK. Contains 7 rows of questions regarding environmental impacts, unusual circumstances, and right-of-way requirements.

	<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. <b>Note-A</b> NPDES permit will likely be required.	<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> ). No right-of-way is required. No farmland impacts.	<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.

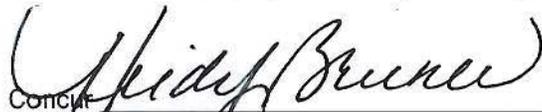
This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). The project also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC 2000d) under FHWA regulations (23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



Date: 7/10/12

Eric Thunstrom  
Environmental Services Bureau  
Great Falls District Project Development Engineer



Date: 7/11/12

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



Date: 20 July 2012

Concur  
Federal Highway Administration

Attachment

electronic copies without attachment (unless otherwise noted):

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
Mark Goodman, P.E.	Hydraulics Engineer
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Robert Stapley	Right-of-Way Bureau Chief
Robert Snyder, P.E.	Road Design Area Engineer
Nicole Pallister	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Vacant	Great Falls District Environmental Engineering Specialist
Montana Legislative Branch Environmental Quality Council (EQC) (with attachment)	

copies with attachment:

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: Paul R. Ferry, PE  
 Highways Engineer

From: Damian Krings, PE DMK  
 Road Design Engineer

Date: August 22, 2011

Subject: HSIP 58-1(33)20  
 SF 099 S OF ST MARY  
 7200000  
 Work Type 310 – ROADWAY & ROADSIDE SAFETY IMPROVEMENTS

Please approve the attached Preliminary Field Review Report.

Approved Paul Ferry Date 08/22/11  
 Paul R. Ferry, PE  
 Highways Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

**Distribution:**

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

**cc:**

- |                                             |                                            |
|---------------------------------------------|--------------------------------------------|
| Dawn Stratton, Fiscal Programming Section   | Don White, Dir. Transport. Blackfeet Tribe |
| Damian Krings, Road Design Engineer         | P.O.Box 850                                |
| Robert Snyder, Road Design Area Eng. - GTF  | Browning, Mt. 59417                        |
| Master file                                 |                                            |
| Mike DesRosier, Glacier County Commissioner | Memory Overcast, BIA                       |
| 512 East Main                               | Blackfeet Agency                           |
| Cut Bank, MT 59427                          | P.O. Box 880                               |
|                                             | Browning, MT 59417                         |

**e-copies:**

- |                                                         |                                                               |
|---------------------------------------------------------|---------------------------------------------------------------|
| Jim Walther, Engineering, Preconstruction Engineer      | Jake Goettle, Construction Bureau – VA Engineer               |
| Lesly Tribelhorn, Highways Design Engineer              | Steve Prinzing, District Preconstruction                      |
| Mark Goodman, Hydraulics Engineer                       | Christie McOmer, District Projects Engineer                   |
| Kurt Marcoux, District Hydraulics Engineer              | Stan Kuntz, District Materials Lab                            |
| Bonnie Gundrum, Env. Resources Section Supervisor       | David Hand, District Maintenance Chief                        |
| Paul Sturm, District Biologist                          | Steven Giard, R/W Utilities Section Supervisor                |
| Eric Thunstrom, District Project Development Engineer   | David Hoerning, R/W Engineering Manager                       |
| Danielle Bolan, Traffic Engineer                        | Greg Pizzini, Acquisition Manager                             |
| Ivan Ulberg, District Traffic Project Engineer          | Joe Zody, R/W Access Management Section Manager               |
| Kraig McLeod, Safety Engineer                           | Paul Johnson, Project Analysis Bureau                         |
| Stephanie Brandenberger, Bridge Area Engr., GF District | Sue Sillick, Research Section Supervisor                      |
| Matt Strizich, Materials Engineer                       | Duane Williams, Motor Carrier Services Division Administrator |
| Daniel Hill, Pavement Analysis Engineer                 | Alice Flesch, ADA Coordinator                                 |
| Lee Grosch, District Geotechnical Manager               | Mark Keeffe, Bicycle/Pedestrian Coordinator                   |

## Preliminary Field Review Report

HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Robert Snyder

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Bryce Larsen, Supervisor, Photogrammetry & Survey  
Marty Beatty, Engineering Information Services  
Paul Grant, Public Involvement Officer  
Jean Riley, Planner  
Dawn Stratton, Fiscal Programming  
Scott Bunton, Engineering Cost Analyst

Wayne Noem, Secondary Roads Engineer  
Tim Reardon, Tribal Coordinator  
Becky Duke, Traffic Data Collection Section Supervisor (WIM)  
Dave Hand, Maintenance Division Operations Manager (RWIS)  
Alyce Fisher, Fiscal Programming  
Gerry Brown, Construction Engineering Services

## Preliminary Field Review Report

HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Damian Krings

Page 1 of 6

### Introduction

The Preliminary Field Review for this project was conducted on June 22, 2011. The following personnel were in attendance at the review:

Mick Johnson	District Administrator	MDT	Great Falls
Dustin Rouse	Project Design Manager	MDT	Helena
James Dunbar	Road Design-GF District	MDT	Helena
Paul Sturm	GF District Biologist	MDT	Helena
Gretchen Hedrick	GF District Hydraulics	MDT	Helena
Steve Prinzing	Preconstruction Engineer	MDT	Great Falls
James Combs	District Traffic Engineer	MDT	Great Falls
Gerry Brown	CES Bureau	MDT	Lewistown
Mathew Mogstad	Road Design	MDT	Helena
Charles Pierce	Road Design	MDT	Helena
Jerry Sabol	Road Design	MDT	Helena
James Cornell	Traffic & Signing	MDT	Helena
Steve McEvoy	Surfacing Design	MDT	Helena
Eric Thunstrom	Environmental Services	MDT	Helena
Matt Ladenburg	Maintenance Chief	MDT	Havre

### Proposed Scope of Work

This project has been nominated for safety improvements that will include shoulder widening, slope flattening, clearing and grubbing.

### Purpose and Need

The intent of the project is to provide a recoverable roadside for errant vehicles and to reduce the frequency and severity of run off the road crashes within project limits.

### Project Location and Limits

- a. This project is located in Glacier County.
- b. This project is located on US 89 (P-58), beginning at RP 24.6± and ending the project at RP 24.9±.
- c. The project is located on the Blackfeet Indian Reservation.
- d. This project is classified as a Non-NHS Rural Minor Arterial.
- e. The project length is 0.3 miles.
- f. As-built project numbers are FAP No. 227 A & B in 1927, STPP 58-1(19)0 US Browning to Hudson Bay Divide Transportation Corridor Study in 2002.
- g. The direction of the project is south to north. The route is a south - north route and stationing will run with the reference posts.

### 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 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. The project FAP 227A was originally constructed in 1928.
- b. The existing width is 22 feet with no shoulders.

## Preliminary Field Review Report

HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Damian Krings

Page 2 of 6

- c. The existing surfacing according to the road log has 13.2" Crushed Base Course and 3.0" Plant Mix Bit. Surfacing.
- d. **PVMS Data:** The recommended treatment in the Pavement Analysis Section's 2010 Pavement Conditions 2011/2013 Pavement Treatment Report is AC Crack Seal for both maintenance and construction activities. The indices and condition levels for the 2010 survey year are given in the following table:

<b>Table 1</b> Pavement Management Pavement Conditions and Treatment Recommendations Report P-58 RP 12.05 to RP 25.50	
<b>Index</b>	<b>Value (Description)</b>
Ride Index	47.1 (Poor)
Rut Index	62.9 (Good)
Alligator Cracking Index (ACI)	96.7 (Good)
Miscellaneous Cracking Index (MCI)	98.2 (Good)
Construction Treatment 2011	Major Rehabilitation
Construction Treatment 2013	Major Rehabilitation
Maintenance Treatment 2011	Reactive Maintenance
Maintenance Treatment 2013	Reactive Maintenance

- e. The project is located in mountainous terrain and traverses mainly rural range land.
- f. The current horizontal and vertical alignments will be used for the project.
- g. Maximum gradient on the project is 5.04%
- h. Existing in-slope of 3:1 and steeper on the right side of the road does not meet current design criteria.

### Traffic Data

The Traffic Data is summarized in the following table:

<b>Table 2</b> Traffic Data P-58 RP 24.6 to RP 24.9		
2011 ADT =	580	(Present)
2013 ADT =	600	(Anticipated Letting Date)
2033 ADT =	730	(Design Date)
DHV =	160	
T =	8.4%	
18 kip ESAL =	20	(Daily)
Growth Rate =	1.0%	(Annual)

### Crash Analysis

- a. The accident analysis for HSIP 58-1(33)20 Route P-58 from RP 24.6 to RP 24.9 was taken for the dates of January 1, 2001 through December 31, 2010.
- b. Statistics for state rural primary routes and the study area are shown: A vehicle crash rate of 1.22 vs. 15.87 in the study area; a vehicle severity index of 2.32 vs. 4.47 in the study area; and a vehicle severity rate of 2.83 vs. 70.94 in the study area. There were no truck crashes.

## Preliminary Field Review Report

HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Damian Krings

Page 3 of 6

- c. The total recorded crashes over the study period are 15.
- d. The variations for the average occurrence were: 46.67% on the outside shoulder – left vs. 10.57% for the statewide average for Primary Routes. 20.00% “unknown” vs. 8.92% for the statewide average for Primary Routes. 40.00% incapacitating injuries vs. 9.68% for the statewide average for Primary Routes. 93.33% during “daylight” hours vs. 58.75% for the statewide average for Primary Routes. 13.33% for “head-on” crashes vs. 1.45% for the statewide average for Primary Routes
- e. There was one crash clusters identified in 2008. Following the field review, maintenance crews were directed to modify delineation by the Great Falls District Traffic Engineer. This included installing Type C delineators and adding additional Type A delineators. This installation replaced the existing delineation and was completed as an interim measure until this safety project is completed.
- f. The main crash trend identified is single vehicle run-off-the road crashes for all vehicles. Slope flattening, paving the shoulder and upgrading signing/delineation are proposed for this safety project.

### Major Design Features

- a. **Design Speed.** The proposed design speed for this project is 30 mph.
- b. **Horizontal Alignment.** The existing horizontal alignment of a switchback curve will be utilized throughout this project.
- c. **Vertical Alignment.** The existing vertical alignment will be utilized throughout this project.
- d. **Typical Sections and Surfacing.** The existing width of 22’ (11’ travel lanes with no shoulders) does not meet current design criteria. Using the design year ADT of 730 and DHV of 160, the current geometric design criteria for rural collector roads indicates a 28’ roadway width as appropriate for this project. Due to the nature of this project as a safety project and also because of the limited project length, this issue will not be addressed with this project. Work will consist of 2’ shoulder widening on the right side of the road with recoverable slope flattening of 4:1 or flatter throughout the outside of the curve.
- e. **Geotechnical Considerations.** No Geotechnical issues are anticipated with this safety project.
- f. **Grading.** Grading will be paid for with embankment-in-place.
- g. **Hydraulics.** A 15” diameter RCP culvert will need to be extended.
- h. **Traffic.** No traffic issues will be addressed with this project.
- i. **Pedestrian/Bicycle/ADA.** There are no existing pedestrian or bicycle features on this project.
- j. **Miscellaneous Features.** No miscellaneous features have been identified.
- k. **Context Sensitive Design Issues.** No context sensitive design issues have been identified.

### Other Projects

A reconstruction project Hudson Bay Divide-South, STPP 58-1(35)21 ready date will be established through the OPX2 override process.

### Location Hydraulics Study Report

The Location Hydraulics Study Report will be prepared by the Hydraulics Section.

### Design Exceptions

The design exception process does not apply to safety projects.

### Right-of-Way

Right-of-Way currently extends 30’ each side of centerline at the curve. New Right-of-Way will be required for slope flattening to meet current design criteria.

## Preliminary Field Review Report

HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Damian Krings

Page 4 of 6

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### **Access Control**

Access Control is not anticipated on this project.

### **Intelligent Transportation Systems (ITS) Features**

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

### **Experimental Features**

No experimental features are planned on this project.

### **Utilities/Railroads**

MDT will make efforts to avoid or minimize impact to utilities that exist on this project. This project will have no railroad involvement.

### **Survey**

Survey has been completed for this safety project.

### **Public Involvement**

Due to the limited scope of the project, a Level A Public Involvement Plan is appropriate. A news release will be distributed explaining the project and providing a Department point of contact.

### **Environmental Considerations**

No wetlands, streams or aquatic resources would be affected on this project. Therefore, a Stream Protection Act 124 Notification, a Clean Water Act Section 404 Permit, and an Aquatic Lands Protection Ordinance #90-A Permit will likely not be required. The anticipated level of environmental documentation will be a Programmatic Categorical Exclusion in accordance with 23 CFR 771.117(d). Clearing and grubbing will be required to remove trees for slope flattening. Trees that need to be removed must be removed between August 15 and April 30 to avoid impacts to nesting birds protected under the Migratory Bird Treaty Act.

### **Energy Savings/Eco-Friendly Considerations**

No Energy Savings/Eco-Friendly Considerations are considered on this project.

### **Traffic Control**

A Traffic Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a limited Public Information (PI) component is appropriate for this project.

Traffic will be maintained throughout project construction through the use of appropriate signing, flagging, lane closures, etc. Local access will be maintained to the maximum extent possible. The MUTCD will be utilized to guide the application of all traffic control plans.

### **Project Management**

MDT's Helena Road Design Great Falls District will be responsible for the road design plans. The Project Design Manager will be Damian Krings. This project is not under full FHWA oversight.

**Preliminary Field Review Report**

**Preliminary Cost Estimate**

The 2011 Tentative Construction Program shows \$45,000 in CN funding available for this project.

	Estimated cost	Inflation (INF) (10.95%)	TOTAL costs w/INF + IDC (9.64%)
Road Work	\$43,000		
New Structure			
Remove Structure			
Detour			
Traffic Control	\$10,000		
<b>Subtotal</b>	<b>\$53,000</b>		
Mobilization (25%)	\$13,500		
<b>Subtotal</b>	<b>\$66,500</b>		
Contingencies (8%)	\$5,500		
<b>Total CN</b>	<b><u>\$72,000</u></b>	<b><u>\$7,878</u></b>	<b><u>\$79,878</u></b>
<b>CE (10%)</b>	<b><u>\$7,200</u></b>	<b><u>\$788</u></b>	<b><u>\$7,988</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$79,200</u></b>	<b><u>\$8,666</u></b>	<b><u>\$87,866</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 2012.

**Ready Date**

Preliminary design was started with the pavement/preservation project Kiowa JCT – Hudson Bay Divide but was suspended due to right-of-way involvement. Therefore much of the design has been completed. Ready date will be determined through the OPX2 override process. Let date is November 5, 2013

**Site Map**

The project site map is attached.

Preliminary Field Review Report

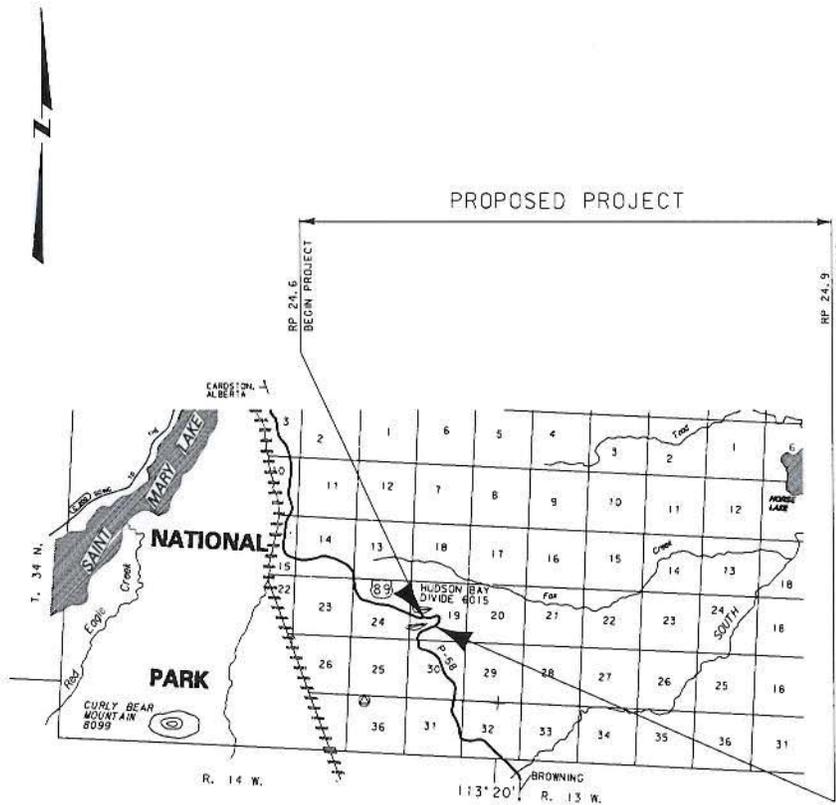
HSIP 58-1(33)20 SF 099 S OF ST MARY

Project Manager: Damian Krings

**FEDERAL AID PROJECT NO. HSIP 58-1(33)20**  
**WORK TYPE: 310 ROADSIDE SAFETY IMPROVEMENTS**  
**SF 099 S OF ST MARY**  
**GLACIER COUNTY**

**UPN 7200000**

**0.3 Miles**



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