



September 18, 2012

Alan Woodmansey, P.E.  
Great Falls and Billings Districts Operations Engineer  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena MT 59602



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects  
IM 15-8(63)389  
Sunburst-Sweetgrass  
Control Number: 7622000

Dear Alan Woodmansey:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist. Environmental-related Special Provisions will be included in the contract plans.

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

Sincerely,

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

Attachments: Environmental Checklist, PFR/SOW Report

electronic copies with attachment (Checklist only, unless noted):

- Michael P. Johnson      Great Falls District Administrator
- Tom Martin, P.E.      Environmental Services Bureau Chief
- Heidi Bruner, P.E.      Environmental Services Bureau Engineering Section Supervisor
- Eric Thunstrom      Environmental Services Bureau Project Development Engineer
- Paul Ferry, P.E.      Highways Engineer
- Steve Prinzing, P.E.      Great Falls District Preconstruction Engineer
- Kevin Christensen, P.E.      Construction Engineer
- Suzy Price      Contract Plans Bureau Chief
- Nicole Pallister      Fiscal Programming Section Supervisor
- Tom Erving      Fiscal Programming Section
- Montana Legislative Branch Environmental Quality Council (w/ PFR/SOW also)
- File      Environmental Services Bureau

HB:ejt: S:\PROJECTS\GREAT-FALLS\7000-7999\7622\7622000ENCED001.doc

**(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: IM 15-8(63) Control No 7622000 Project Name: Sunburst - Sweetgrass  
 Reference Post (Station): 389.40 To Reference Post (Station): 398.18  
 Montana Department of  
 Applicant's Name: Transportation Address: PO Box 201001; Helena, MT 59620-1001  
 Type of Proposed Pavement Preservation Activity: 180:Resurfacing - Mill /fill with seal & cover, raise guardrail

**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 checked="" type="checkbox"/>	<input type="checkbox"/> Unknown <i>grizzly bear</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	
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"/>	

**MASTER FILE COPY**

Checklist prepared by:

Steve Prinzing, P.E.  
Applicant

Project Design Engineer  
Title

9/4/2012  
Date

Approved by: *[Signature]*  
Environmental Services

**ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR**  
Title

9/18/12  
Click here to enter a date.  
Date

**Project Number:** [Click here to enter text.](#)**Control No.:** [Click here to enter text.](#) **Project Name:**[Click here to enter text.](#)

(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.



**Memorandum**

To: Distribution

From: Paul Ferry, P.E. [Lesly Tribelhorn for Paul Ferry 9/4/12](#)  
 Highways Engineer

Date: August 30, 2012

Subject: IM 15-8(63)389  
 Sunburst - Sweetgrass  
 UPN 7622000  
 Work Type: 180: Resurfacing - Asphalt (thin lift<= 0.20")(including safety improvements)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on [9/4/12](#). 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:**

- |   |  |
|---|--|
| Michael Johnson, District Administrator   | Tom Martin, Environmental Services Bureau Chief              |
| Kent Barnes, Bridge Engineer              | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Paul Ferry, Highways Engineer             | 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                        |

**cc:**

- |   |                           |
|---|---------------------------|
| Dawn Stratton, Fiscal Programming Section | Toole County Commisioners |
| Robert Snyder, Road Design Area Engineer  |                           |
| Damian Krings, Road Design Engineer       |                           |

**e-copies:**

- |   |   |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer      | Jake Goettle, Construction Bureau – VA Engineer               |
| Lesly Tribelhorn, Highways Design Engineer              | Steve Prinzing, District Preconstruction Engineer             |
| Mark Goodman, Hydraulics Engineer                       | Christie McOmer, District Projects Engineer                   |
| Kurt Marcoux, District Hydraulics Engineer              | Stan Kuntz, G.F. District Materials Lab                       |
| Bonnie Gundrum, Env. Resources Section Supervisor       | Tony Strainer, Great Falls District Maintenance Chief         |
| Paul Sturm, District Biologist                          | Jerilee Weibel, District Right of Way Supervisor              |
| Eric Thunstrom, District Project Development Engineer   | Phillip Inman, Utilities Engineering Manager                  |
| Danielle Bolan, Traffic Engineer                        | David Hoerning, R/W Engineering Manager                       |
| Ivan Ulberg, District Traffic Project Engineer          | Greg Pizzini, Acquisition Manager                             |
| Kraig McLeod, Safety Engineer                           | Joe Zody, R/W Access Management Section Manager               |
| Stephanie Brandenberger, Bridge Area Eng.,G.F. District | Paul Johnson, Project Analysis Bureau                         |
| Matt Strizich, Materials Engineer                       | Sue Sillick, Research Section Supervisor                      |
| Daniel Hill, Pavement Analysis Engineer                 | Duane Williams, Motor Carrier Services Division Administrator |
| Lee Grosch, District Geotechnical Manager               | Becky Duke, Traffic Data Collection Section Supervisor (WIM)  |
| Bryce Larsen, Supervisor, Photogrammetry & Survey       | Dave Hand, Maintenance Division Operations Manager (RWIS)     |
| Marty Beatty, Engineering Information Services          | Alyce Fisher, Fiscal Programming                              |
| Paul Grant, Public Involvement Officer                  | Dennis Ghekiere, District Utility Agent                       |

Jean Riley, Planner  
Dawn Stratton, Fiscal Programming  
Scott Bunton, Engineering Cost Analyst

Doug Wilmot, G.F. District Construction Engineer  
James Combs, District Traffic Engineer  
Linda Cline, District R/W Design  
Matt Ladenburg, Havre Maintenance Chief



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

**Memorandum**

To: Paul Ferry, P.E.  
Highways Engineer

From: Steve Prinzing, P.E. *SP*  
District Preconstruction Engineer

Date: August 30, 2012

Subject: IM 15-8(63)389  
Sunburst - Sweetgrass  
UPN 7622000  
Work Type: 180: Resurfacing - Asphalt (thin lift<= 0.20')(including safety improvements)

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

Approved signed by Lesly Tribelhorn for Paul Ferry Date September 4, 2012  
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  
Robert Snyder, Road Design Area Engineer

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
Project Manager: Steve Prinzing, P.E.

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### **Introduction**

This report was developed from information taken from the preliminary field review conducted on April 27<sup>th</sup>, 2012. The meeting was held at the Havre District Office followed by a field review. The following individuals were in attendance:

Mick Johnson	District Administrator	Great Falls
Steve Prinzing	District Preconstruction Engineer	Great Falls
Ed Shea	Surfacing Design	Helena
Gerry Brown	Construction Bureau	Lewistown
Matt Ladenburg	Maintenance Chief	Havre
Jeania Cereck	District Design Supervisor	Great Falls
Teresa Davidson	District Designer	Great Falls

### **Proposed Scope of Work**

This project was nominated as a trench mill with seal and cover and safety enhancements. At the Preliminary Field Review it was determined that a mill/fill overlay of the drive lanes was a better fix due to the deteriorating condition of the existing pavement. Crack seal is proposed for the passing lanes and shoulders. The entire project including ramps and cross roads will be chip sealed. Guardrail will be repaired, upgraded and raised where necessary.

### **Purpose and Need**

During the field review transverse and longitudinal cracking was observed primarily in the driving lanes of both the north bound and south bound interstate. Joint separation at the shoulders of both drive lanes and rutting was also observed.

### **Project Location and Limits**

This Project is located in Toole County on Interstate 15 approximately 26 miles north of Shelby. The project begins at RP 389.40 and extends north to RP 398.18, the U.S. Border Station at the Port of Sweetgrass.

The project includes both the northbound and southbound lanes, all interchange ramps and cross roads.

There are six structures on the project; four of which are mainline structures (interstate over) at the Sunburst Interchange and the B.N.R.R. overpasses just north of Sunburst.

The remaining two structures are grade separations (interstate under) at the McVey Interchange and the Sweetgrass Interchange.

The 8.8 mile project has a functional classification of Principal Arterial – Interstate and runs from south to north over level terrain.

The roadway was originally constructed in 1961(southbound lanes) and 1977 (northbound lanes) as I-IG 15-8(11)383 and I-IG 15-8(25)379 respectively.

### **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 Transportation Operations (TO) component and a limited Public Information (PI) component to address interchange ramp 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.

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
 Project Manager: Steve Prinzing, P.E.

### Physical Characteristics

a. Existing Surfacing:

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

Original As-Built Project ID	From	To	Surfacing		Year Built
	Reference Posts	Reference Posts	Plant Mix Bituminous Surf.	Crushed Aggregate Course	
I-IG 15-8(11)383	389	397	0.35'	1.6'	1961
I-IG 15-8(25)379	393	398	0.20'	1.6'	1977

The following table identifies improvement as-built project locations, year built and surfacing:

Improvement As-Built Project ID	From	To	Surfacing	Cold Mill	Year Built
	Reference Posts	Reference Posts	Plant Mix Bituminous Surf.	Depth of Milling	
IR 15-8(41)389	389	398	0.25'	none	1984
IM 15-8(55)389	389	398	0.20'	0.35'	2001

b. Typical Sections

Both north bound and south bound roadways include 4.0' inside shoulders, 10' outside shoulders, 12' drive lanes and 12' passing lanes for a total of 38' in width. Median width is 24' throughout the project. Pavement cores range from 1.0' to 0.38' with an average depth of 0.69'. O.G.F.C. was added to the project in 1984 and milled out in 2001.

c. PVMS Data

The survey year 2011 and run year 2012 indices for the roadway are listed from the PVMS database:

PVMS INDICES		
	<i>Left Lane</i>	<i>Right Lane</i>
Ride	64.1 (Fair)	68.8 (Fair)
Rut	53.3 (Fair)	57.2 (Fair)
Alligator Cracking	69.1 (Fair)	84.6 (Good)
Miscellaneous Cracking	79.2 (Fair)	88.1 (Good)

RP 389.40 to RP 398.18 (North and Southbound lanes)

Recommended Treatment for 2012 Construction:

Left lane (southbound) – C\_AC Minor Rehab\_Rut

Right lane (northbound) – C\_AC Thin O'lay\_Engineered

d. The PTW traverses level terrain and is classified as National Highway System, Principal Arterial – Interstate. The rural setting of the land adjacent to the project primarily consists of farm and range properties with a few private homes and businesses.

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
Project Manager: Steve Prinzing, P.E.

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Oil production and oils wells exist throughout the project.

e. Horizontal Alignment

The existing horizontal alignment meets current design standard for a 70 mph design speed in level terrain.

There are four horizontal curves within the project limits. The minimum radius within the project is 3,750 feet, which meets the minimum radius of 1,820 feet for the Geometric Design Criteria on Freeways.

f. Vertical Alignment

The existing vertical alignment does not meet current design standards for level terrain which calls out a maximum allowable gradient of 3.00%. The 3.00% gradient is exceeded in several places on the project and would require an exception to standards.

The areas are:

North Bound

RP	TO	RP	Grade%
389.635		389.829	3.001
390.194		390.395	3.152
391.236		391.372	3.900
394.209		394.910	3.900
394.910		395.223	4.002
397.031		397.926	4.000

South Bound

RP	TO	RP	Grade%
394.209		395.223	3.900
395.223		397.926	4.000

The intent of this project is not to change the vertical alignment of the roadway.

g. Slopes

Median slopes are 5:1's throughout the project. Fill slopes range between 5:1 and 6:1. Surfacing in-slopes are 5:1's due to overlays done in 1984 and 2001. No changes to the surfacing in-slopes, fill slopes or median slopes are proposed.

h. Structures

There are six structures on the project; four of which are mainline structures (interstate over) at the Sunburst Interchange and the B.N.R.R. overpasses just north of Sunburst. The remaining two structures are grade separations (interstate under) at the McVey Interchange and the Sweetgrass Interchange. The lengths and widths of the structures are as follows:

## Preliminary Field Review/Scope of Work Report

- ◆ The northbound mainline structure at the Sunburst Interchange was constructed in 1977. The structure is 147' long and 44' wide with a skew to the right.
- ◆ The southbound structure at this interchange was constructed in 1961. The structure is 170' long and 32' wide (substandard) with square ends.
- ◆ The northbound B.N.R.R. overpass structure just north of the Sunburst Interchange was constructed in 1977. This structure is 336' long and 44' wide with a skew to the right.
- ◆ The southbound overpass structure here was constructed in 1961. This structure is 313' long and 32' wide (substandard) with square ends.
- ◆ The McVey Interchange structure was constructed in 1977. This structure is 258' long and 32' wide with a skew to the left.
- ◆ The Sweetgrass Interchange structure was constructed in 1964. This structure is 258' long and 32' wide.

### i. Border Crossing

The U.S. Border Station at the Port of Sweetgrass is located at the north end of the project. The Port of Sweetgrass is open 24 hours, 7 days a week and is a key Border crossing into Canada.

### Traffic Data

2012 AADT	=	2,190 (Present)
2013 AADT	=	2,210 (Letting Year)
2033 AADT	=	2,810 (Design Year)
DHV	=	280
T	=	38.0%
EAL	=	532
AGR	=	1.2%

### Crash Analysis

The crash analysis was taken from January 1, 2007 through December 31, 2011 from RP 389.4 to RP 398.16.

- a. There were **54** reported **crashes**, including **16 truck crashes**.
- b. **The average crash** rate of 1.48 for this roadway is **above** the statewide average of 0.90 for rural interstate routes.
- c. **The all vehicle severity index** is 1.63, below the statewide average of 1.83
- d. **The all vehicle severity rate** is 2.41, **above** the statewide average of 1.64.
- e. **Variations from Average Occurrence:**
  - 55.6% on roadway location vs. 44.88% statewide average for interstate routes.
  - 66.7% dry road conditions vs. 52.42% statewide average for interstate routes.
  - 20.4% severe crosswinds weather conditions vs. 1.53% statewide average for interstate routes.
- f. **Crash Clusters:** In 2011, the section between reference points 394.4 to reference point 395.1 was identified as a crash cluster. A wind sock and warning sign was recommended as well as a variable message sign to address the specific crash trend identified. These improvements will be evaluated for potential inclusion in the Highway Safety Improvement Program (HSIP).

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
Project Manager: Steve Prinzing, P.E.

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In 2003, the section between reference points 395.7 to reference point 396.5 was identified as a crash cluster. There was no identifiable trend and no recommendations were proposed.

**Remarks:** The main crash trend identified is single vehicles off road crashes. There were thirty-two single-vehicle-off-road crashes of which ten involved vehicles striking the guardrail and four involving vehicles overturning. The second crash trend identified is wild animal-vehicle collisions.

- Ten of the fifty-four reported crashes involved wild animals.
- 12 of the 54 reported crashes were wind related.
- 16 of the 54 reported crashes were commercial vehicles.

### Major Design Features

a. **Design Speed.**

The design speed for this project will be 70 mph according to the Geometric Design Criteria for Freeways in level terrain.

The posted speed limit throughout the project limits is 75 mph and 65 mph for trucks.

b. **Horizontal Alignment.**

The existing horizontal alignment exceeds the Geometric Design Criteria for a 70 mph design speed. The intent of this project is not to change the horizontal alignment of the roadway.

c. **Vertical Alignment.**

The existing vertical alignment does not meet current design standards for level terrain which calls out a maximum allowable gradient of 3.00%. Since the intent of this project is not to change the vertical alignment of the roadway no changes to the vertical alignment are proposed.

d. **Typical Sections and Surfacing.**

Both north bound and south bound roadways include 4.0' inside shoulders, 10' outside shoulders, 12' drive lanes and 12' passing lanes for a total of 38' in width.

Median width is 24' throughout the project. These widths will be perpetuated.

Surfacing Design has recommended milling 0.2' of both northbound and southbound drive lanes and replacing with ¾" Grade S plant mix bituminous surfacing. Crack seal is proposed for the passing lanes and shoulders. The entire project including ramps and cross roads will be chip sealed.

e. **Geotechnical Considerations.** Because of the limited scope of this project, geotechnical considerations will not be addressed.

f. **Hydraulics.** Because of the limited scope of this project, hydraulic considerations will not be addressed.

g. **Bridges.** There are six structures on the project; four of which are mainline structures (interstate over) at the Sunburst Interchange and the B.N.R.R. overpasses just north of Sunburst. The remaining two structures are grade separations (interstate under) at the McVey Interchange and the Sweetgrass Interchange. The Bridge Bureau has decided that routine maintenance on the railroad bridges to fix loose joints would encompass the extent of any bridge work for this project.

REFERENCE POSTS	TYPE	LENGTH FEET	WIDTH FEET	YEAR BUILT
389.81	NB Sunburst Int.	147.0	42	1977
389.81	SB Sunburst Int.	170.0	28*	1961

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
Project Manager: Steve Prinzing, P.E.

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390.17	NB BN Railroad	336.0	42	1977
390.17	SB BN Railroad	315.0	28*	1961
394.06	McVey Int.	258.0	38	1977
397.90	Sweetgrass Int.	258.0	36	1964

\* Denotes substandard width

- h. **Traffic.** New pavement markings and regulatory signing will be required throughout this project. Some sign maintenance such as bolt replacement may also be required.
- i. **Pedestrian/Bicycle/ADA.** Due to the limited scope of this project, no new ADA features or impacts to existing features are anticipated for this project.
- j. **Miscellaneous Features.** Guardrail will be repaired and upgraded where necessary. Millings from the project will be given to Toole County.
- k. **Context Sensitive Design Issues.** No context sensitive design issues will be addressed with this project.

### Other Projects

No other projects in this area planned at this time.

### Design Exceptions

At this time there are two known deviations from the Geometric Design Standards for Freeways. The first is the grade exceeding 3%, which exceeds the Geometric Design Criteria maximum grade in level terrain for a 70 mph design speed. The second concerns structure width and involves two structures on the project that are narrower than standard. Sunburst Interchange southbound and B.N.R.R. overpass southbound are both 28' in width. The proposed scope of this project precludes surface widening and/or reconstruction. No formal design exceptions are anticipated with this project.

### Right-of-Way

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

### Access Control

The existing access control falls under Full Access Control. There will be no modifications to the existing access control.

### Utilities/Railroads

There are two B.N.R.R. overpass crossings (northbound and southbound) at RP 390.17.

- ◆ The northbound B.N.R.R. overpass structure just north of the Sunburst Interchange was constructed in 1977. This structure is 336' long and 42' wide with a skew to the right.
- ◆ The southbound overpass structure here was constructed in 1961. This structure is 315' long and 28' wide (substandard) with square ends.

### Cold-In-Place Recycle

Cold-in-place recycle is not a viable option for this interstate project due to the high AADT.

### Maintenance Items

No Maintenance items were identified.

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

IM 15-8(63)389, Sunburst - Sweetgrass  
Project Manager: Steve Prinzing, P.E.

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

An RWIS site is within the project limits at RP 397.3. Sensors located in the drive lane will be replaced.

### **Survey**

No survey will be required for this project. The project will be designed from as-builts.

### **Public Involvement**

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

### **Environmental Considerations**

This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. A pavement preservation checklist for the project will be submitted with this report.

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

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

### **Experimental Features**

No experimental procedures are planned for this project.

### **Traffic Control**

Traffic will be maintained on the roadway during construction. Appropriate traffic control devices and signing will be used throughout the project in accordance with the Manual on Uniform Traffic Control Devices.

### **Project Management**

The Great Falls District will be responsible for the plans. Steve Prinzing, P.E., is the Project Manager.

### **Preliminary Cost Estimate**

The project was programmed at \$2,077,000. Project costs include crack sealing, cold milling, new plant mix, guardrail upgrades and paint striping. Cost per mile is \$327,417.

## Preliminary Field Review/Scope of Work Report

IM 15-8(63)389, Sunburst - Sweetgrass  
 Project Manager: Steve Prinzing, P.E.

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Project Name		Costs	(from PPMS)	(from PPMS)
Road work		\$2,405,310		
Traffic Control		\$20,000		
<b>Subtotal</b>		<b>\$2,425,310</b>		
Mobilization	10%	\$242,531		
<b>Subtotal</b>		<b>\$2,667,841</b>		
Contingencies	8%	\$213,427		
<b>Total CN</b>		<b>\$2,881,268</b>	<b>\$30,865</b>	<b>\$3,234,798</b>
<b>CE</b>	<b>8%</b>	<b>\$230,501</b>	<b>\$2,469</b>	<b>\$258,784</b>
IDC:	11.08%		<b>TOTAL</b>	<b>\$3,493,582</b>
<b>Inflation Factor (ppms)</b>			<i>0.010712373</i>	

### Ready Date

The ready date is October 1, 2012 with an anticipated letting date in early 2013.

### Site Map

The project site map is attached.

