



October 4, 2012

Jeff Patten
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602



Subject: Statewide Pavement Preservation Projects Concurrence
STPS 360-1(5)0
WHITE SUPLHUR SPRINGS - WEST
Control Number: 7920000

Dear Jeff Patten:

The Environmental Services Bureau of the Montana Department of Transportation has reviewed the Preliminary Field Review/Scope of Work Report and the Environmental Checklist for Pavement Preservation Projects. We have determined that the Statewide PCE for these types of projects would cover this project.

Special provisions are included for Protection of Aquatic Resources.

I have attached the Preliminary Field Review/Scope of Work Report, Checklist and the location map for your information.

If you have any questions concerning this letter, please contact Barry Brosten at 444-0804.

Sincerely,

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

Attachments: Preliminary Field Review/Scope of Work Report, Environmental Checklist

copies:	Jeff Ebert – Butte District Engineer	w/attach
	Paul Ferry - Highway Engineer	w/attach
	Kevin Christensen - Construction	
	Suzy Price - Contract Plans	
	Nicole Pallister - Fiscal Planning	w/attach
	Tom Erving – Fiscal Planning	w/attach
	Tom Martin – Environmental Services	
	Heidi Bruner - Environmental Services	
	File	w/attach

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(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS
(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project Number: STPS 360-1(5)0 Control No.: 7920000 Project Name: White Sulphur Springs-West

Reference Post (Station): 15.8 To Reference Post (Station): 18.3

Applicant's Name: MDT - Butte District Address: PO Box 3068; Butte, MT 59702-3068

Type of Proposed Pavement Preservation Activity: Seal & Cover, Pavement Markings

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

Table with 3 columns: Impact Questions, [Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s), and Comment (Use attachments if necessary). Rows include questions about Wild or Scenic Rivers, endangered species, water quality, MS4 permits, wetlands, air sheds, etc.

Checklist prepared by:

Joe Walsh
Applicant

District Projects Engineer
Title

9/21/2012
Date

Approved by:

[Signature]
Environmental Services

ENVIRONMENTAL ENGINEERING
SECTION SUPERVISOR
Click here to enter text
Title

10/4/12
Click here to enter a date.
Date

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

PROTECTION OF AQUATIC RESOURCES

Aquatic resources may include, but are not limited to, wetlands, springs, streams (perennial, ephemeral, and intermittent drainages), rivers, lakes, ponds, reservoirs, irrigation systems, and associated riparian areas.

Impacts to aquatic resources are not anticipated in association with this project. MDT has NOT acquired any water quality permits or authorizations, including a Clean Water Act Section 404 permit (COE), a Stream Protection Act 124 notification (MFWP), or a 318 Authorization (DEQ). Therefore, impacts to any and all aquatic resources located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to all aquatic resources.

Wetlands may exist within the project corridor adjacent to roadway along the toe of the slopes. In areas adjacent to any water body including the Smith River, several perennial and intermittent streams crossing the roadway, other aquatic resources as defined above; or in areas immediately adjacent to the highway susceptible to sediment transport, conduct pavement preservation operations in a manner to avoid placement of materials in these areas. Do not allow chips or other materials to enter wetlands or waterways.

Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor. The Contractor must secure the appropriate permits or authorizations prior to working in these areas. If complete avoidance of these areas is not possible, contact the Project Manager immediately and coordinate the permitting effort with the District Biologist at 444-0461 or the District Environmental Engineering Specialist at 494-9612.

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

Memorandum

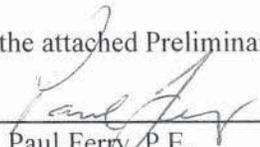
To: Paul Ferry, PE
Highways Engineer

From: Dustin Rouse, P.E. 
District Engineering Services Supervisor

Date: September 21, 2012

Subject: STPS 360-1(5)0
White Sulphur Springs - West
UPN: 7920000
Project Work Type: 183 – Seal & Cover

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

Approved  _____ Date 9/26/12
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
Master file

Dustin Rouse, P.E. Engineering Services Manager

Preliminary Field Review/Scope of Work Report

STPS 360-1(5)0 White Sulphur Springs-West

Project Manager: Joe Walsh

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Introduction

A Preliminary Field Review was held on August 30, 2012 for the above noted project.

In attendance were:

Joe Walsh – District Project Design Manager – Butte

Dustin Rouse – District Preconstruction Engineer – Butte

Kevin Mueller – Road Design – Butte

Ed Shea – Pavement Analysis – Helena

Proposed Scope of Work

This project was nominated as a seal and cover pavement preservation project on a section of State Secondary Route 360 beginning at Reference Post RP 0.0 to RP 8.8. During the field review the limits were revised to 15.8 to 18.3 with input from Bozeman Maintenance.

The project will include seal and cover and new pavement markings.

Purpose and Need

The purpose of the project is to extend the service life of the highway and take a cost-effective action to preserve and maintain the existing highway.

Project Location and Limits

The project is located in Meagher County on State Secondary Route 360. The project begins at RP- 15.8 in Sec. 32, T11N, R5E and extends west to RP- 18.3 in Sec. 25, T11N, R4E. The project length is 2.5 miles. The stationing increases west to east while the reference points increase from east to west.

As-built Projects

FAP-49(A) – Original Construction – 1922

RS 49(10) – Improvement Construction – 1976

RP 16.8-RP 18.3 – Maintenance Overlay – 2012

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 mainly of a Traffic Control Plan (TCP). A limited Transportation Operations (TO) component and a limited Public Information (PI) component 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

1. Surfacing information is provided below:

<u>From</u>	<u>To</u>	<u>Top Thickness</u> <u>(in)</u>	<u>Bottom</u> <u>Thickness (in)</u>	<u>Top Width (ft)</u>
RP 15.8	RP 16.134	3.0	8.0	24 (EB & WB)
RP 16.134	RP 17.053	3.8	8.0	32 (EB & WB)
RP 17.053	RP 18.3	2.0	3.0	24 (EB & WB)

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. The terrain is rolling in a rural area. The functional classification is Minor Arterial

Preliminary Field Review/Scope of Work Report

STPS 360-1(5)0 White Sulphur Springs-West
Project Manager: Joe Walsh

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3. PvMS Index Numbers & Recommended Treatment for 2012 and 2014:

Section	Ride	Rut	ACI	MCI	Construction 2012 & 2014	Maintenance 2012 & 2014
RP 9.05 to RP 16.31	70.9	73.4	98.6	98.6	C_AC Thin Overlay	M_AC Thin Overlay
RP 16.31 to RP 18.382	33.8	50.8	77.0	97.9	C_Reconstuction	Do Nothing

Traffic Data

Traffic data is not required for this seal and cover pavement preservation project.

Crash Analysis

Crash Analysis is not required for this seal and cover pavement preservation project.

Major Design Features

Design Speed: The design speed for this project is 50 mph based on MDT standards for Secondary system roads in rolling terrain. The posted speed for cars and light trucks is 70 mph/65 mph night and 60 mph/55 mph night for heavy trucks.

Horizontal Alignment: The horizontal alignment will be perpetuated with this pavement preservation project.

Vertical Alignment: The vertical alignment will be perpetuated with this pavement preservation project.

Typical Sections and Surfacing: There are no proposed changes to the typical sections as this is a seal and cover pavement preservation project.

Geotechnical Considerations: No Geotechnical considerations are anticipated on this pavement preservation project.

Hydraulics: No Hydraulic considerations are anticipated on this pavement preservation project.

Bridges: There is one bridge located on this project.

Bridge ID	Intersection	Location	Proposed work
S00360016+05671	Smith River	2 mi. East of Fort Logan	No Work Proposed

Traffic: New Pavement markings will be included on this project.

Guardrail: All guardrail end sections with BCT's will be replaced with optional terminal sections.

Pedestrian/Bicycle/ADA: No impacts to pedestrian facilities are anticipated.

Miscellaneous Features: There are no miscellaneous features on this pavement preservation project.

Preliminary Field Review/Scope of Work Report

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Context Sensitive Design Issues: There are no context sensitive design issues associated with this project.

Other Projects

There are no other projects that are currently under construction or will be in the near future that may affect this project.

Location Hydraulics Study Report

There will be no hydraulic involvement on this pavement preservation project.

Design Exceptions

There are no design exceptions on this pavement preservation project.

Right-of-Way

No R/W involvement is required on this project.

Access Control

Access Control is not being implemented for this project.

Utilities/Railroads

No railroad or utilities conflicts are anticipated with this project.

Cold-In-Place Recycle (for mill & overlay projects only)

No cold-in-place is required on this seal and cover pavement preservation project

Maintenance Items

Maintenance forces have agreed to complete the following tasks prior to contract letting:

- Perform crack sealing prior to the seal and cover

Intelligent Transportation Systems (ITS) Features

ITS will not be pursued on this project.

Survey

No survey will be required for this pavement preservation project.

Public Involvement

Level A

1. News release explaining the project and including 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. We are submitting a pavement preservation checklist for this project. As proposed, no CWA 404 permit or SPA 124 notifications are anticipated for this project. The Protection of Aquatic Resources special provisions will be included in the bid package for this project.

Energy Savings/Eco-Friendly Considerations

No energy saving/eco-friendly considerations are associated with this pavement preservation project.

Preliminary Field Review/Scope of Work Report

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Experimental Features

No experimental features will be utilized with 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 of Uniform Traffic Control Devices*.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) only.

Project Management

The Butte District Road Design will develop the plans and Joe Walsh will be the Project Design Manager. At this time this project is not under full FHWA oversight.

Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	110,000		
Traffic Control	20,000		
Subtotal	130,000		
Mobilization (8%)	10,400		
Subtotal	140,400		
Contingencies (15%)	21,060		
Total CN	<u>\$161,460</u>	<u>\$25,675</u>	<u>\$207,869.00</u>
CE (10%)	<u>\$16,146</u>	<u>\$2,567</u>	<u>\$20,786.00</u>
TOTAL CN+CE	<u>\$177,606</u>	<u>\$28,242.00</u>	<u>\$228,655.00</u>

The estimated cost \$228,655 (CN+CE+INF+IDC) = \$91,462 per mile

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 11.08% as of FY 2013.

Ready Date

The proposed ready date for this project is December 2012.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

STPS 360-1(5)0 White Sulphur Springs-West
 Project Manager: Joe Walsh

