



July 11, 2013

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ENVIRONMENTAL

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

Attention: Alan Woodmansey

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
NH 1-4(29)300
Galata-E&W
CN: 5135

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 the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a PCE. A copy of the Scope of Work Addendum Report, dated March 6, 2013 and a project location map (plan sheet title page) are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. There is a high rate of commercial growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the 1965 <i>National Land & Water Conservation Fund Act</i> (16 USC 460L, <i>et seq.</i>) on or adjacent to the project area. The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (<i>e.g.</i> : MDFWP, local entities, etc.).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act</i> (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the 1966 <i>US DEPARTMENT OF TRANSPORTATION Act</i> (49 USC 303) on or adjacent to the project area.	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. De minimis finding(s) is/are necessary for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full (<i>i.e.</i> : DRAFT & FINAL) <i>Section 4(f)</i> 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 waterbody(ies) considered as "waters of the United States" or similar (<i>e.g.</i> , "state waters").	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act</i> (33 USC 403) and/or <i>Section 404</i> under 33 CFR Parts 320-330 of the <i>Clean Water Act</i> (33 USC 1251-1376) would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain 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. 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 which 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"/>
The designated National Wild & 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 <i>Section 7</i> of the <i>Wild and Scenic Rivers Act</i> (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"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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. There would be substantial changes in access control involved with this 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 (e.g. festivals) 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"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
I. Documentation of an “invasive species” review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	<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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then a CPA 106 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act</i> (7 USC 4201, <i>et seq.</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (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 <i>Clean Air Act’s Section 176(c)</i> (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it’s either in a Montana air quality:				
A. “Unclassifiable/Attainment” area. This proposed project is <u>not</u> covered under the EPA’s September 15, 1997 Final Rule on air quality conformity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
and/or				
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’s Air Resources Management Bureau, 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)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian 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"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</u> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 5. Federally listed Candidate, Threatened or Endangered (T/E)
Species: | | | | |
| A. There are recorded occurrences and/or critical habitat in this proposed project's vicinity. | <input type="checkbox"/> | <input checked="" 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 & 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. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

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). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 USC 2000d) under the FHWA's regulations (23 CFR 200).

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

Eric Thunstrom, Date: 7/11/13

Eric Thunstrom
Great Falls District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 7/11/13

Heidy Bruner, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur Alan Woodman, Date: 11 July 2013
Federal Highway Administration

Attachments: Scope of Work Addendum Report and Project Location Map (plan sheet title page)

electronic copies without attachments (unless otherwise noted):

Dave Hand	Great Falls District Administrator
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Kent Barnes, P.E.	Bridge Engineer

Kevin L. McLaury
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Paul Ferry, P.E.	Highways Engineer
Mark Goodman, P.E.	Hydraulics Engineer
Robert Stapley	Right-of-Way Bureau Chief
Robert Snyder, P.E.	Road Design Area Engineer
Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Lisa Hurley	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Tim Holley	Great Falls District Environmental Engineering Specialist
Eric Thunstrom	Environmental Services Bureau Project Development Engineer
Montana Legislative Branch Environmental Quality Council (EQC) (with attachments)	

copies with attachments

File

Environmental Services Bureau



Memorandum

To: James A. Walther, P.E., Engineering
 Preconstruction Engineer

From: Damian Krings, P.E. DMK
 Road Design Engineer

Date: March 06, 2013

Subject: NH 1-4(28)300
 Galata - E & W
 UPN 5135
 Work Type 140: Reconstruction – without added capacity

Scope-of Work Addendum

The Scope-of-Work Report for this project was released on August 10, 2010 and was originally scoped as a major rehabilitation without added capacity. Originally half of the project was prescribed for pulverization and the other half was prescribed for reconstruction. A reassessment of the subgrade conditions by the Geotechnical Section has prompted the scope of this project to change to a full reconstruction throughout. Based on this recommendation, the Great Falls District posited shifting the centerline of the present PTW approximately 12 feet to the south to provide more straightforward traffic control during construction. This shift was deemed feasible by affected functional managers and preparation of the plans will proceed with this design. All other sections of the original SOW are still applicable.

Proposed Scope-of-Work

The proposed scope of the project has changed. The original scope called for approximately half of the project to be milled and pulverized and half of the project to be reconstructed. The original treatment descriptions and locations are stated below:

- Mill and Pulverization – The following surfacing was originally recommended in the milling and pulverizing section:

0.30' – Plant Mix Bituminous Surfacing, Grade S
 0.50' – Crushed Aggregate Coarse
 0.80' Design R-Value = 5

Cold millings may be incorporated into a CAC not to exceed 1:1 RAP/CAC.

This surfacing recommendation was prescribed at the following locations:

- Sta. 190+50 – 297+00
- Sta. 321+00 – 438+50

- Reconstruction – The following surfacing was originally recommended in the reconstruct sections:

0.30' – Plant Mix Bituminous Surfacing, Grade S
 1.40' – Crush Aggregate Coarse (CAC)
 1.70' Design R-Value = 5

Cold millings may be incorporated into a CAC not to exceed 1:1 RAP/CAC.

This surfacing recommendation was prescribed at the following locations:

- Sta. 107+00 – 190+50
- Sta. 297+00 – 321+00
- Sta. 438+50 – 544+22

Scope-of-Work Addendum

NH 1-4(28)300

Project Manager: RJ Snyder, P.E.

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The new recommendation calls for placing 2 feet of special borrow throughout the project limits. The following surfacing recommendation was recommended in conjunction with the special borrow:

0.30' Plant Mix Surfacing

0.65' Crushed Aggregate Coarse (CAC)

0.95' Design R-Value = 30

The existing PMS surfacing will be scarified and compacted. The existing roadway prism will remain intact and will be optimally stratified with the subgrade and special borrow section.

Purpose and Need

The original geotechnical and surfacing recommendation was made under the auspices of minimizing material. Recently, this project was compared to the surfacing recommend in the 2003 project - NH 1-5(5)308 F, Lothair – East. Matching the surfacing sections was deemed appropriate as it would provide this project with a more robust surfacing section and surfacing deterioration would be uniform between the two projects.

Traffic Data

The Traffic Data Collection Section provided the follow traffic data:

2009 ADT = 730 (Present)
2012 ADT = 750 (Letting Date)
2032 ADT = 910 (Design Year)
DHV = 110
T = 22.8%
ESAL = 107 (Daily)
Growth Rate = 1.0% (Annual)

Crash Analysis

A crash analysis was completed for NINHS Route 1, from RP 299.755 to RP 308.011, for the dates January 1, 1999 through December 31, 2008.

The following table shows how the data in the study area compared to the statewide averages:

	Statewide Average for Rural Non-Interstate NHS (2004-2008)	Study Area
All Vehicles Crash Rate:	1.07	0.55
All Vehicles Severity Index:	2.20	3.53
All Vehicles Severity Rate:	2.36	1.94
Total Recorded Crashes:		15
Truck Crashes:		1

Variations from Average Occurrences:

There were no significant variations noted when comparing to the statewide averages for NINHS routes.

Crash Clusters and Safety Projects:

During the 199-2008 period, there have been no recorded safety projects nor crash clusters along this section of roadway.

Scope-of-Work Addendum

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Project Manager: RJ Snyder, P.E.

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Remarks:

The main trends of crashes have been single vehicle run-off-the-road crashes and wild animal-vehicle collisions.

There have been 11 out of 15 single vehicle off-the-road crashes with 6 vehicles that overturned. There were three recorded crashes at the intersection of N-1 (US Highway 2) and Galata Road. All of which involved vehicles turning left from U.S. Highway 2 onto Galata Road, resulting in two rear-end collisions and one left turn same directions collision. Check feasibility to add a left turn bay at this intersection.

Notable Crashes:

There have been 5 wild animal-vehicle collisions along this section of roadway.

One crash involved a bicycle.

One fatal crash occurred along this segment of roadway. The crash was the result of lane encroachment by an eastbound vehicle into the westbound lane, and making contact with a westbound vehicle in an off-set head-on type collision. The crash resulted in one fatality and five persons injured.

Recommendations:

Upgrade guardrail end treatments on bridge approaches.

Upgrade delineation, pavement markings and signing.

Please review pavement markings at RP 307+00.00

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

Major Design Features

All design feature mentioned in the previous SOW report are still applicable. The following are supplemental proposals due to the scoping upgrade:

- **Horizontal Alignment** – The original alignment matched the existing PTW until approximately RP 306 when it shifted 12 feet to the south to avoid railroad impacts. After the new geotechnical recommendation, District Construction personnel requested to shift the horizontal alignment 12 feet to the south throughout the entire project to mitigate traffic control impacts associated with widening the roadway equally along centerline. Upon meeting with stakeholders that would be affected by this shift, it was decided that it was a feasible option to be pursued. The horizontal alignment shift will be achieved by reverse curves with large radii ($\approx 12,000$ ft.) that will realign with existing PTW at North Fork Willow Creek Bridge.
- **Bridges** – Two bridges exist within the limits of this project. They are located at the crossings of West Fork Willow Creek (RP 300.1) and North Fork Willow Creek (RP 303). The West Fork Bridge will be replaced and designed with the proposed alignment shift. The North Fork Bridge will remain and the proposed PTW will match the current location and section profile.
- **Hydraulics** – All approach and cross-drain culverts will be resized to accommodate the 12' shift to the south.
- **Environmental** – Wetlands will be delineated to measure the new impact from the 12' shift to the south. A Programmatic Categorical Exclusion (PCE) was signed on August 07, 2009 and will expire before the project is let. It will need to be renewed. A Clean Water Act Section 404 permit and a Stream Protection Act 124 Notification will still be required for this project. The new design avoids both the Galata bison kill site and the Galata Motel. Environmental services will develop a special provision to ensure the contractor does not impact the Galata bison kill site.

Cost Estimate

The Plan-in-Hand field review and subsequent report will have the updated cost estimate. The report will be available in April 2013.

Scope-of-Work Addendum

NH 1-4(28)300

Project Manager: RJ Snyder, P.E.

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Conclusion

Upon reassessing the soil survey and reviewing adjacent reconstruction projects, the Geotechnical Section recommended the entire project be reconstructed. Two feet of special borrow will cover the subgrade to reinforce the new roadway. The District requested to shift the centerline 12 feet to the south to aid with traffic control during construction be explored. Affected functional managers determined this was feasible and the design will proceed with this direction.

Concur: _____ Date: 03/07/2013

for Paul Ferry
James A. Walther, PE
Preconstruction Engineer

Distribution:

Doug Wilmot – Acting G.F. District Administrator
Kent Barnes, Bridge Engineer
Tom Martin, Environmental Services Bureau Chief
Roy Peterson, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief

Paul Ferry, Highways Engineer
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator

cc:

Dawn Stratton, Fiscal Programming Section
R.J. Snyder Project Design Manager, G.F. District

Damian Krings, Road Design Engineer (if involved)
Master file (if different from Bureau Chief copy)

e-copies:

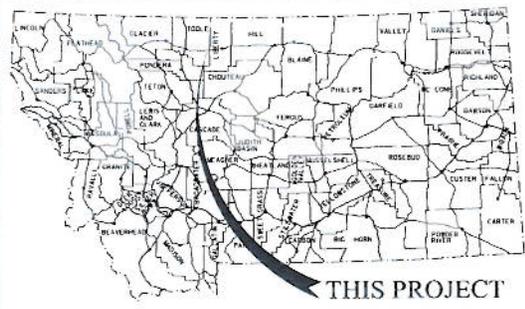
Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Kurt Marcoux, District Hydraulics Engineer
Tim Holley, G.F. Env. Engineering Supervisor
Paul Sturm, District Biologist
Eric Thunstrom, District Project Development Engineer
Ivan Ulberg, Traffic Operations Engineer
Gabe Priebe, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
Stephanie Brandenberger, Bridge Area Engr., GF District
Matt Strizich, Materials Engineer
Daniel Hill, Pavement Analysis Engineer
Lee Grosch, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer

Michael Grover, Engineering Cost Analyst
Steve Prinzing, District Preconstruction
Christie McOmber, District Projects Engineer
Stan Kuntz, District Materials Lab
Tony Strainer, District Maintenance Chief
Steven Giard, R/W Utilities Section Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Paul Johnson, Project Analysis Bureau
Sue Sillick, Research Section Supervisor
Jean Riley, Planner
Tim Reardon, Tribal Coordination
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Dave Hand, Maintenance Division Operations Manager (RWIS)
Alyce Fisher, Fiscal Programming

06/17/2013
Highways & Engineering
Division

FOR MDT INTERNAL DISTRIBUTION ONLY
MONTANA DEPARTMENT OF TRANSPORTATION

PRESENT 2013 A. D. T. = 960
LETTING 2020 A. D. T. = 1,038
DESIGN 2040 A. D. T. = 1,272
D. H. V. = 140
TRUCKS = 18.2%
V. = 60 MPH
18 KIP ESAL'S = 86
GROWTH RATE = 1.0%

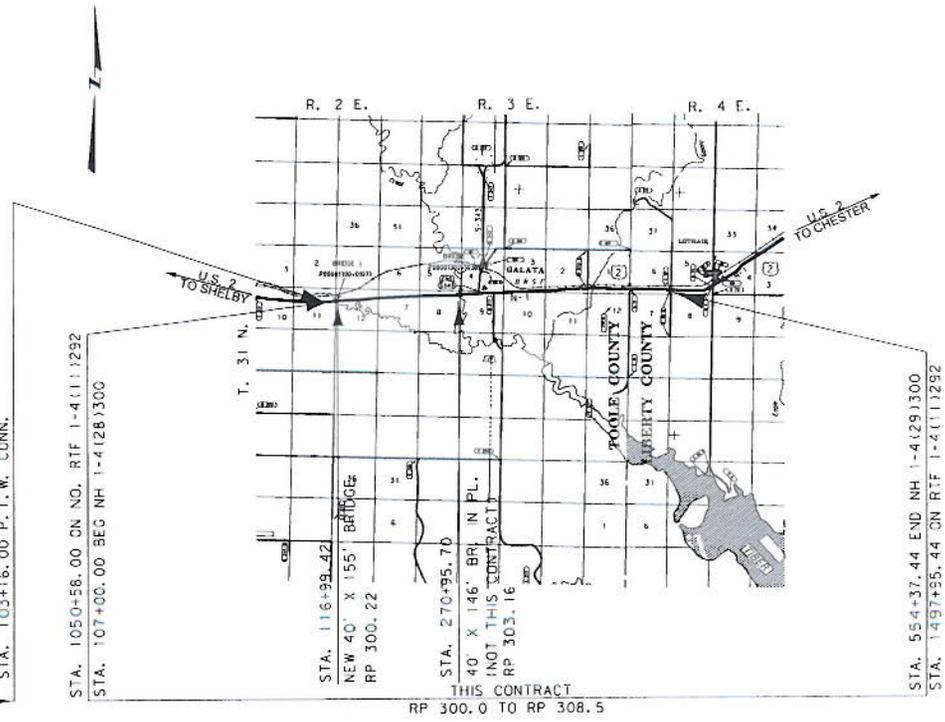


FEDERAL AID PROJECT NH 1-4(29)300
GRADE, GRAVEL, PL. MIX SURFACING, & STRUCTURE
GALATA - E & W
TOOLE & LIBERTY COUNTIES

CSF = 0.99956785

LENGTH 8.5 MILES

SURFACING SOURCES -
CONTRACTOR FURNISHED



PLANS PREPARED BY

RELATED PROJECTS

ASSOCIATED PROJECT AGREEMENT NUMBERS

R/W A.I.C.	
P.F.	NH 1-4(28)300

FOR PLAN IN HAND ONLY

MONTANA DEPARTMENT OF TRANSPORTATION	
APPROVED:	
BY: HIGHWAYS ENGINEER	
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED:	DATE:
DIVISION ADMINISTRATOR	

3	MDT MONTANA DEPARTMENT OF TRANSPORTATION	c:\pgr\05135\088301.dgn 06/17/2013 7:06:02 PM CPS-10204	DESIGNED BY: DTM CHOW TOWNSEND	ROAD PLANS	PRELIMINARY PH
2			REVIEWED BY:	UPN 5135	
1			CHECKED BY:		