



Environmental Services
MONTANA DEPARTMENT OF TRANSPORTATION
Helena, Montana 59620

Memorandum

To: David W. Jensen, Supervisor
Fiscal Programming Section

From: Thomas L. Hansen, PE
Engineering Services Supervisor
Environmental Services Bureau

Date: June 26, 2006

Subject: **Categorical Exclusion**
HSIP 60-2(74)29
SF069-SIGNING-KINGS HILL N
CN 6083 000

RECEIVED

JUN 28 2006

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

Environmental Services has determined that this proposed project will not involve unusual circumstances as described under 23 CFR 771.117(b). The project qualifies as a Categorical Exclusion under the provisions of 23 CFR 771.117(c), part (8). The proposed action also qualifies as a Categorical Exclusion under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

In accordance with the Federal Highway Administration (FHWA) letter of March 29, 1999, please notify FHWA that the proposed action is being processed in accordance with 23 CFR 771.117(c). If you have any questions, please phone Heidy Bruner at 444.7203. She will be pleased to assist you.

| TLH:hsb:S:\PROJECTS\GREAT-FALLS\6000\S\6083000\6083ENCFHWA01_CATEX(C).DOC

- cc: Mick Johnson MDT Great Falls District Administrator
- Kent Barnes, P.E. MDT Bridge Engineer
- Paul Ferry, PE MDT Highway Engineer
- John H. Horton MDT Right-of-Way Bureau Chief
- Suzy Price MDT Contract Plans Bureau Chief
- David W. Jensen MDT Fiscal Programming Section Supervisor
- Jean Riley, PE MDT Environmental Services Bureau Chief
- FILE MDT Environmental Services
- Heidy Bruner MDT Environmental Services
- Montana Legislative Branch Environmental Quality Council (EQC)



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



Memorandum

To: Distribution
 From: *DN* Duane E. Williams, P.E.
 Traffic and Safety Engineer

RECEIVED
 MAY 31 2006
ENVIRONMENTAL

Date: May ²⁶~~15~~, 2006

Subject: HSIP 60-2(74)29, U.P.N. 6083 000
 SF069 - Signing - Kings Hill N
 Work Type 411 - Signing, Pavement Markings, Chevrons, Etc.

Attached is the **Combined Preliminary Field Review/Scope of Work Report** for the subject project. We request that those on the distribution review this report and submit your concurrence three weeks from the above, signed date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. We will assume concurrence if we do not receive comments back within three weeks from the above, signed date. At that time, the report will be submitted to the Engineering Division Administrator for final approval.

Distribution: I Recommend approval
 M.P. Johnson, Great Falls DA w/attachment
 P.R. Ferry, Highways Engineer "
 K.M. Barnes, Bridge Engineer "
 J.H. Horton, Right of Way "
 M. McArthur, Construction Bureau "
 M. Strizich, Materials Bureau "
 D.J. Blacker, Maintenance "
 S.S. Straehl, Planning "
~~J.A. Riley, Environmental~~

Cc: (all with attachments)
 D.W. Jensen, Fiscal Program
 J.A. Walther, Engineering
 T.S. Martin, Consultant Des.
 P.A. Jomini, Traffic & Safety
 S. Rowell, Engineering Infor
 C. Watt Levis, Public Involv
 Robin Strathy, Lewis & Clar

How can we want PFR/SOW w/o part pres?
No checklist? - Brian

	PRE	A & G	SOW	PH	FPR	OTHER
Return To						
Date completed by						
Engineer						X
Biologist						X
Cultural					X	X
Haz-Mat						X
Erosion						X
Seeding						X
Attach copy of attachments if not made on document						



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

Memorandum

To: Duane E. Williams, P.E.
Traffic and Safety Engineer

From: Ivan B. Ulberg, P.E. |*IUB*
Traffic Project Engineer

Date: May 15, 2006

Subject: HSIP 60-2(74)29, U.P.N. 6083 000
SF069 – Signing – Kings Hill N
Work Type 411 – Signing, Pavement Markings, Chevrons, Etc.

Combined Preliminary Field Review/Scope of Work Report

The field review for the subject project was held May 4, 2006 with the following personnel in attendance:

Ivan Ulberg	Traffic - Project Engineer	Helena
Sandie Stiffler	Traffic - Safety	Helena
Jim Cornell	Traffic - Signing	Helena
Larry Talseth	Traffic	Helena
James Combs	Traffic Engineer	Great Falls

Office only - Christie McOmber Projects Engineer Great Falls

Proposed Scope of Work

The proposed project has been nominated through the Safety Engineering Improvement Program to install uniform signing and delineation on a 24.7 mile section of P-60 (US 89) north of Kings Hill. Existing signing will be updated/replaced, and additional signing will be installed as appropriate. All salvaged materials are to be returned to MDT Maintenance, Great Falls District office.

The intent of the project is to address an identified crash trend involving single vehicle off road accidents on this route. **The Traffic Section will design this project.**

This project will be tied with HSIP 226-1(5)1, UPN 6062 000, SF069 – Signing – S of GTF for construction due to the similar nature and general location of the two projects.

Benefit/Cost Analysis/Cost Estimate

The initial cost estimate and benefit/cost ratio is as follows:

Route	Description	Reference Post	Cost Estimate	B/C Ratio
P-60	Kings Hill N	RP 28.7 – 53.4	\$ 302,600	14.53

The cost estimate is as provided by the Safety Management section for the purposes of calculating a B/C ratio. A more complete cost estimate will be prepared as design progresses.

Project Location and Limits

This project is located within the Great Falls Financial District on a section of P-60 (US 89) between RP 28.7 and RP 53.4, Kings Hill to S-427, in Cascade County, MT. In addition, except for the town of Neihart and the last 1.8 miles on the north end of the project, the project is in the Lewis and Clark National Forest. A map is included on the last page of this report for ease of reference.

Physical Characteristics

The subject section of P-60 is in a forested, mostly rural area, on terrain that varies between rolling and mountainous. The roadway passes through the two small towns of Neihart and Monarch and is paved with plant mix surfacing. There is some power pole mounted roadway lighting in the town of Neihart, but no curb and gutter or sidewalk anywhere along the project.

Between RP 28.700 and RP 36.480 the roadway was constructed under project number FHP 32(1)1 in 1959; from RP 36.480 to RP 36.526 under project number FHP 32-A(4) in 1937; from RP 36.526 to RP 37.460 under project number NRM 326 in 1935; from RP 37.460 to RP 37.500 under project number FHP 32-A(4) again; and from RP 37.500 to the end of the project at RP 53.400 under project number FHP 32-A(7) D(5) in 1952. Between RP 28.700 and RP 38.998 the roadway was last improved in 1992 under project RTF 60-1(4), and from RP 38.998 to RP 53.371 under project RTF 60-2(24)39.

P-60 has a 39 ft paved top width, three 12 ft travel lanes (two southbound, one northbound), and 1 ft shoulders between RP 28.700 and RP 29.630. Between RP 29.630 and RP 53.371 it has a 23 ft paved top width, two 11 ft travel lanes and no shoulders. Between RP 53.371 and RP 53.400 it has a 28 ft paved top width, two 12 ft travel lanes and 2 ft shoulders.

Traffic Data

Following is traffic data:

2006 ADT = 340 (Present)
2008 ADT = 340 (Letting)
2018 ADT = 380 (Future)
DHV = 60
T = 8.2 %
EAL = 11
AGR = 1.0 %

Accident History

For the period of January 1, 1994 through December 31, 2003 (10.0 years) there were 147 total crashes between RP 28.7 and RP 53.4, 80 of which are addressable with the proposed improvements. Of the 80 addressable crashes 33 were injury accidents, which resulted in a total of 54 injuries. There were 3 fatal accidents among the 80 addressable crashes, resulting in 3 fatalities, and 44 crashes that involved property damage only.

Major Design Features

Design Speed – Within the project limits P-60 (US 89) traverses rolling and mountainous terrain in a rural area and is functionally classified as a minor arterial. The posted speed limit on P-60, except in Neihart and Monarch, is 70 MPH. The speed limit through Neihart goes down to 35 MPH and through Monarch to 45 MPH. Design speed using Geometric Design Criteria for a Minor Arterial in rolling terrain is 55 MPH. For mountainous terrain the Design Speed 45 MPH.

Horizontal Alignment – There will be no changes to the existing horizontal alignment.

Vertical Alignment – There will be no changes to the existing vertical alignment.

Typical Sections – P-60 has a 39 ft paved top width, three 12 ft travel lanes (two southbound, one northbound), and 1 ft shoulders between RP 28.700 and RP 29.630. Between RP 29.630 and RP 53.371 it has a 23 ft paved top width, two 11 ft travel lanes and no shoulders. Between RP 53.371 and RP 53.400 it has a 28 ft paved top width, two 12 ft travel lanes and 2 ft shoulders.

Road Design

There will be no surfacing involvement.

Hydraulics

There will be no hydraulics involvement.

Bridge

There will be no bridge involvement.

District

There are delineators mounted on swing arms existing within the corridor. District Maintenance is asked to evaluate these installations, and to inform the Traffic Section if they have been effective and plow-resistant. If determined to be valuable, these will be perpetuated, and any damaged delineators will be replaced.

All salvaged materials are to be returned to MDT Maintenance, Great Falls District office.

Traffic Engineering

Traffic will prepare plans to upgrade all MDT roadway signing (including mile markers), and delineation where appropriate.

Field conditions in many areas may make it difficult to drive posts for the new signs. Rock drilling may be required in some areas to set posts. This will be noted in the special provisions.

An assumed 3:1 slope will be used to calculate the length of sign poles needed, and the roadway width will be assumed to be consistent throughout the 25 miles.

It was identified in the field that the existing Forest Service signing is, in some cases, in disrepair. However, it is not the intent of this project to replace all existing signing in the corridor. Forest Service signing will not be included on this project.

Right of Way

There will be no right of way involvement.

Utilities/Railroads

There will be no involvement with utilities or railroads.

Geotechnical

There will be no geotechnical involvement.

Environmental

No apparent significant environmental impacts or issues were identified. A Categorical Exclusion is anticipated for this project.

Survey

As discussed with the District, survey will be requested to establish centerline for the length of the project. Also, all existing sign locations will need to be tied to the established centerline stationing in the field. An assumed 3:1 slope will be used to calculate the length of sign poles needed, and the roadway width will be assumed to be consistent throughout the 25 miles. These design assumptions are being made to keep survey time to a minimum.

Public Involvement

Level A public involvement is appropriate.

Ready Date

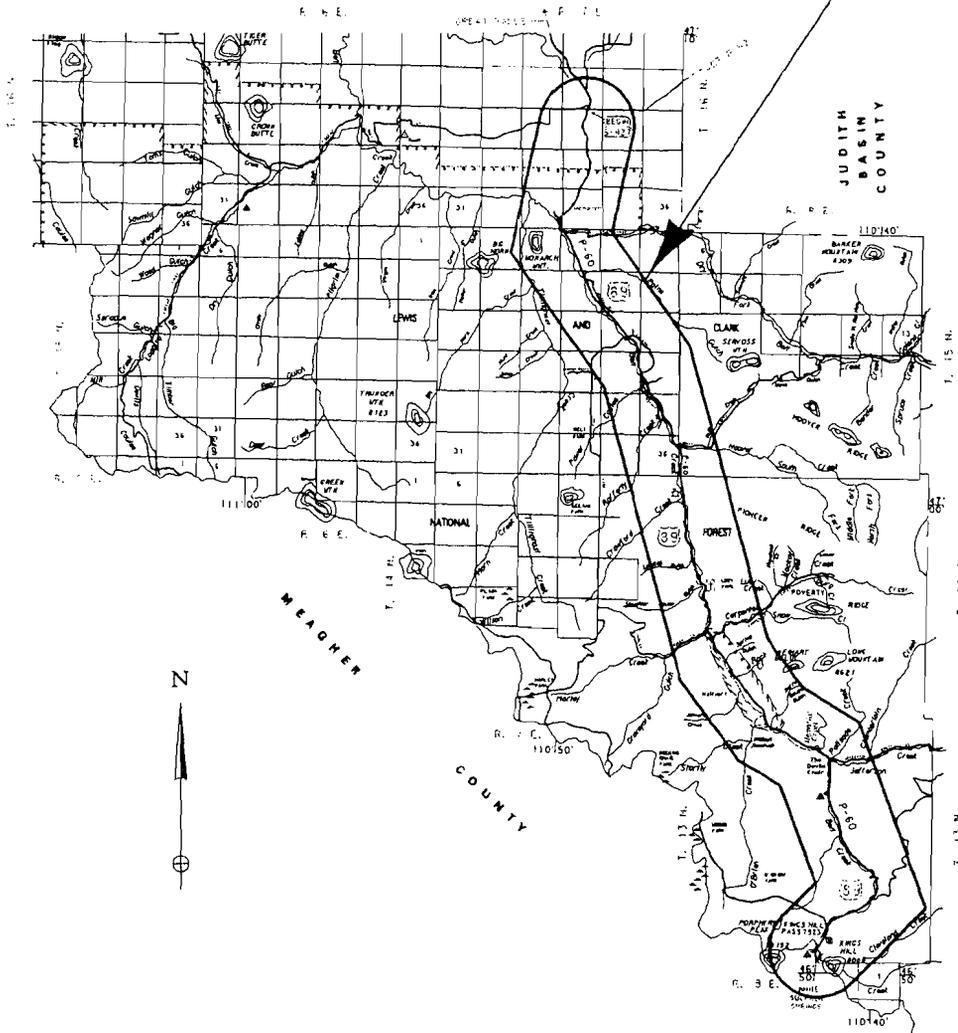
This projects ready date will be established after the over-ride process is completed.

Traffic Control

Traffic will be maintained through the project construction with appropriate signing, flagging, etc., in accordance with the Manual on Uniform Traffic Control Devices.

HSIP 60-2(74)29
SF069-SIGNING-KINGS HILL N
UPN 6083000

P-60 RP 28.7 - 53.4



KINGS HILL TO S-427