



December 2, 2010

Environmental Quality Council
Legislative Environmental Policy Office
PO Box 201704
Helena MT 59620-1704



**Subject: Categorical Exclusion
 SFCS 284-2(16)5
 S-284 Canal Access Road
 Control Number: 7424000**

Dear Environmental Quality Council Members:

This submittal is to notify you that the subject proposed project qualifies as a Categorical Exclusion under the provisions of Administrative Rules of Montana (ARM) 18.2.261, which is codified at Montana Code Annotated (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 categorically exclude the proposed project from conducting an Environmental Assessment (EA) or Environmental Impact Statement (EIS) under the Montana Environmental Policy Act, Title 75 Chapter 1 MCA. A copy of the Preliminary Field Review Report/Scope of Work Report, including a project location map, dated November 5, 2010, 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).

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
1. An EA or EIS is not required for this proposed project as determined under ARM 18.2.237(5).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project would have (a) significant environmental impact(s) as defined under ARM 18.2.238 and ARM 18.2.237(5).	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A high rate of residential growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A high rate of commercial growth exists in the area of the proposed project.	<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"/>

	<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 (e.g., 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. Publicly owned parklands, recreation areas, wildlife or waterfowl refuges, and/or significant historic sites that might be considered under ARM 18.2.261(2)(a) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. 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"/>
b. 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 "waters of the United States" or similar (e.g., "state waters").	<input checked="" type="checkbox"/>	<input 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 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 #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 Stream Protection permit 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. (The project would actually fall under NPDES not MPDES.)	<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>).	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with Clean Air Act 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 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 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).

In accordance with the provisions of ARM 18.2.261, this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the MDT's concurrence is that this proposed project is properly classified as a MEPA Categorical Exclusion.


Eric Thunstrom
Environmental Services Bureau
Great Falls District Project Development Engineer

Date: 12/2/10

Concur 
Heidi Bruner, PE
Environmental Services Bureau
Engineering Section Supervisor

Date: 12/3/10

Attachment

electronic copies without attachment:

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
Tim Conway, P.E.	Consultant Design Engineer
Kraig McLeod, P.E.	Consultant Project Engineer
Steve Prinzing, P.E.	Great Falls District Engineering Services Supervisor
Robert Stapley	Right-of-Way Bureau Chief
David W. Jensen	Fiscal Programming Section Supervisor
Suzy Price	Contract Plans Bureau Chief
Stacy Hill, P.E.	Great Falls District Environmental Engineering Specialist
Alan Woodmansey, P.E.	FHWA Operations Engineer
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.



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

Memorandum

To: Distribution

From: Tim J. Conway, P.E. *TC*
 Consultant Design Engineer

Date: November 5, 2010

Subject: SFCS 284-2(16)5
 S-284 Canal Access Road
 UPN: 7424000
 Work Type 110 – New Construction

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____
 _____. 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:

- | | |
|--|--|
| Mick Johnson, Great Falls District Administrator | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Kent Barnes, Bridge Engineer | Jake Goettle, Construction Engineering Services Bureau |
| Tom Martin, Environmental Services Bureau Chief | Matt Strizich, Materials Engineer |
| Duane Williams, Traffic and Safety Engineer | Jon Swartz, Maintenance Administrator |
| Robert Stapley, Right-of-Way Bureau Chief | Paul Ferry, Highways Engineer |

cc:

- | | |
|--|---------------------------------------|
| Dave Jensen, Fiscal Programming Section Supervisor | Consultant Design Bureau Project File |
| Tom Cavanaugh, Robert Peccia & Associates | |

e-copies:

- | | |
|--|---|
| Jim Walther, Engineering, Preconstruction Engineer | Jason Sorenson, Engineering Cost Analyst |
| Lesly Tribelhorn, Highways Design Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Mark Goodman, Hydraulics Engineer | Steve Prinzing, Great Falls District Preconstruction Engineer |
| Kurt Marcoux, District Hydraulics Engineer | Christie McOmer, Great Falls District Projects Engineer |
| Bonnie Gundrum, Env. Resources Section Supervisor | Stan Kuntz, Great Falls District Materials Lab |
| Paul Sturm, District Biologist | Dave Hand, Great Falls District Maintenance Chief |
| Eric Thunstrom, District Project Development Engineer | Walt Scott, R/W Utilities Section Supervisor |
| Danielle Bolan, Traffic Engineer | David Hoerning, R/W Engineering Manager |
| Ivan Ulberg, District Traffic Project Engineer | Greg Pizzini, Acquisition Manager |
| Pierre Jomini, Safety Management Engineer | Joe Zody, R/W Access Management Section Manager |
| Stephanie Brandenberger, Great Falls District Bridge
Engineer | Paul Johnson, Project Analysis Bureau |
| Matt Strizich, Materials Engineer | Sue Sillick, Research Section Supervisor |
| Daniel Hill, Pavement Analysis Engineer | Kam Wrigg, Butte District Maintenance Chief |
| Lee Grosch, District Geotechnical Manager | Jeff Ebert, Butte District Administrator |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Wayne Noem, Secondary Roads Engineer |
| Marty Beatty, Engineering Information Services | Jean Riley, Planner |
| Paul Grant, Public Involvement Officer | |



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

Memorandum

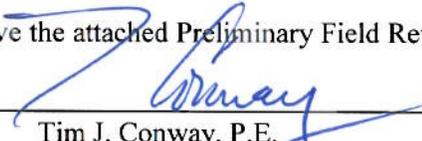
To: Tim J. Conway, P.E.
Consultant Design Engineer

 From: Roy A. Peterson, P.E.
Consultant Plans Engineer

Date: November 5, 2010

Subject: SFCS 284-2(16)5
S-284 Canal Access Road
UPN: 7424000
Work Type 110 – New Construction

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

Approved  _____ Date NOVEMBER 8, 2010
Tim J. Conway, P.E.
Consultant Design 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.):
Tom Cavanaugh, Robert Peccia & Associates

Consultant Design Bureau Project File

Preliminary Field Review/Scope of Work Report

SFCS 284-2(16)5; S-284 Canal Access Road

Project Manager: Kraig McLeod

Page 2 of 7

Introduction

A combined scoping meeting and preliminary field review for the project was conducted on October 28, 2010. A copy of the scoping meeting minutes are attached to this report. The following individuals attended the meeting:

<u>Name</u>	<u>Representing</u>	<u>Phone Number</u>
Kraig McLeod	Consultant Design Bureau	444-6256
Tom Cavanaugh	Robert Peccia & Associates	447-5000
Mike Johnson	Robert Peccia & Associates	447-5000
Eric Thunstrom	Environmental Services Bureau	444-7648
Ivan Ulberg	Traffic and Safety Bureau	444-6217
Amanda Brown	Right-of-Way Bureau	444-7677
Paul Sturm	Environmental Services Bureau	444-9438
Mick Johnson (via Polycom)	Great Falls District Administrator	454-5887
Jerilee Weibel (via Polycom)	Great Falls District Right-of-Way	454-5893
Dennis Ghekiere (via Polycom)	Great Falls District Utilities	454-5902

Proposed Scope of Work

The project proposes to build a new approach to Canyon Ferry Road (S-284) just east of the intersection with Spokane Creek Road (RP 4.7 to 4.9). The new approach will replace the access that was perpetuated when this portion of Canyon Ferry Road was rebuilt using ARRA funds under JCT S-284-West; ARRA 430-1(8)5; UPN 4480001. The project is expected to increase safety for vehicles entering and leaving the highway and reduce maintenance costs by lowering the grade of the approach. The new approach will serve five residences and provide access to the Helena Valley Canal. The District has requested the project be completed for a spring 2011 letting. The project will be completed in metric units.

Purpose and Need

The purpose of the project is to increase safety for vehicles entering and leaving the highway and reduce maintenance costs by lowering the grade of the approach.

Project Location and Limits

The project is located on Highway S-284, a major collector in southeastern Lewis and Clark County, northeast of the City of East Helena. The new approach is located on Canyon Ferry Road (S-284) just east of the intersection with Spokane Creek Road (RP 4.7 to 4.9).

The project passes through rolling terrain. Land use within the project limits consists primarily of low density residential/commercial development.

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 Transportation Operations (TO) component or a Public Information (PI) component will not be included.

Physical Characteristics

In the area of the new approach, Secondary 284 was reconstructed under project JCT S-284-West; ARRA 430-1(8)5; UPN 4480001 and includes two 3.6-meter travel lanes, a 3.6-meter left turn lane, and two 2.4-meter shoulders. Asphalt surfacing is approximately 90 millimeters, over

Preliminary Field Review/Scope of Work Report

SFCS 284-2(16)5; S-284 Canal Access Road
Project Manager: Kraig McLeod

Page 3 of 7

205 millimeters of crushed aggregate course, over 600 millimeters of special borrow. The project site is located in a rural/semi-rural area with rolling terrain. Cut and fill slopes on the mainline meet current design standards.

The new approach will connect to the UPN 4480001 project at approximately 159+00 (metric). The approach will go southerly and connect to the old Secondary 284 roadbed now being utilized as an access road to the residents in the area as well as the Bureau of Reclamation (BOR) irrigation canal. The attached figure depicts the location and general layout of the proposed improvements.

Traffic Data

Traffic data was not obtained for design of this new approach road. As stated previously, the new approach will serve approximately five residences as well as provide access to the BOR canal.

Crash Analysis

Crash data is not available for the new approach.

Major Design Features

The following sections summarize the pertinent design features on the project.

- a. **Design Speed.** The design speed for the new approach will be 40 kilometers per hour.
- b. **Horizontal Alignment.** The new approach will consist of two horizontal curves as shown in the attached figure. The horizontal curves will be designed to meet the design speed.
- c. **Vertical Alignment.** The vertical alignment will require one sag and one crest vertical curve to connect the approach landings to S-284 constructed under the JCT S-284 West project, and the old S-284 highway alignment remaining in place. Ideally, the landing areas at each intersection will be designed to public approach criteria; however, given the relatively short distance between the mainline and the existing S-284 roadbed, the change in elevation, and the existing 4-6% superelevated cross slope on the S-284 roadbed, it may be difficult to provide full length public approach landings at both ends and provide a reasonable vertical grade. In all cases, vertical grades will not exceed 10% without a formal design exception.
- d. **Typical Sections and Surfacing.** The typical section for the proposed approach will consist of two 3.6-meter travel lanes and 0.6-meter shoulders. Surfacing thickness will consist of 75 millimeters of plant mix bituminous surfacing over 230 millimeters of crushed aggregate course.
- e. **Geotechnical Considerations.** Geotechnical investigations will not be required for this project.
- f. **Hydraulics.** The fill slopes from the new approach will impact a mainline cross drainage pipe and riprap chute constructed under the JCT S-284-West project. A hydraulic evaluation will be completed by the Consultant to determine the best option for perpetuating the existing drainage pattern through the new approach.
- g. **Bridges.** No bridge involvement is necessary for this project.

Preliminary Field Review/Scope of Work Report

SFCS 284-2(16)5; S-284 Canal Access Road
Project Manager: Kraig McLeod

Page 4 of 7

- h. **Traffic.** No major traffic revisions are proposed.
- i. **Pedestrian/Bicycle/ADA.** No modifications to pedestrian, bicycle or ADA will be made with this project.
- j. **Miscellaneous Features.** Several large pine trees will require removal for construction of the new approach road. These trees will require removal outside of nesting season (April 30-August 15). Construction of the proposed improvements will likely commence in May or June; therefore, the Real Estate Services Section will coordinate removal of trees within the construction limits prior to the beginning of the nesting season. Construction limits and identification of the trees requiring removal will be provided to the Real Estate Services Section as soon as possible.
- k. **Context Sensitive Design Issues.** No context sensitive design issues have been identified.

Other Projects

The mainline project (JCT S-284-West; ARRA 430-1(8)5; UPN 4480001) is nearing completion with final completion anticipated for the summer of 2011. Construction of this project will likely coincide with the seal and cover, final paint and cleanup operations of the JCT S-284-West project.

Location Hydraulics Study Report

A Location Hydraulic Study Report will not be required for this project.

Design Exceptions

No design exceptions have been identified for this project. As discussed previously, the approach landing lengths will be maximized to increase safety as specified in the Purpose and Need; however, optimizing approach landing lengths will require steeper vertical grades along the new approach road.

Right-of-Way

The Department currently owns sufficient right-of-way necessary to construct the proposed approach. Additional or supplemental right-of-way agreements will be required with the five landowners for the modification to their approach. A notification letter to the Bureau of Reclamation will also be necessary. Great Falls District personnel will be responsible for obtaining the necessary right-of-way agreements and completing coordination with the BOR.

Cold-In-Place Recycle

Not applicable for this project.

Preliminary Field Review/Scope of Work Report

SFCS 284-2(16)5; S-284 Canal Access Road
Project Manager: Kraig McLeod

Page 5 of 7

Access Control

Limited access control was implemented as part of the Canyon Ferry Road/JCT S-284-West project. Police power language was used to implement the access control on this project; therefore, there will not be a need to submit an amended access control resolution to the Transportation Commission. Modifications and a note may be required to show the planned changes to the Canyon Ferry Road right-of-way plans.

Utilities/Railroads

Utilities in the area were relocated under the JCT S-284-West project. Additional survey will be needed to identify any utilities in conflict with the new approach. Utilities identified in the field which may be in conflict with the new approach include overhead power and buried telephone. No railroad involvement will be required.

Intelligent Transportation Systems (ITS) Features

No ITS features will be implemented with this project.

Survey

Additional SUE and topographic pickup survey will be necessary for construction of the new approach. Additional cadastral or control survey is not anticipated. Any additional survey will be completed by the Consultant.

Public Involvement

No public involvement will be completed on this project.

Environmental Considerations

No significant environmental impacts or issues were identified. A categorical exclusion is anticipated for this project. The environmental document and any required environmental permits will be prepared by MDT staff. The impacted drainage is likely a jurisdictional waterway that will need a Clean Water Act Section 404 permit. A SPA 124 Notification will not be required.

Energy Savings/Eco-Friendly Considerations

No energy savings or eco-friendly considerations were identified with this project.

Experimental Features

No experimental features have been identified for this project.

Traffic Control

Lane closures and/or shifting of traffic may be necessary for construction of the approach as it connects to the mainline. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project.

Project Management

Plans and any special provisions will be developed by Robert Peccia and Associates. The MDT project design manger will be Kraig McLeod (444-6256). This project does not involve any federal funds and is not under FHWA oversight.

Preliminary Field Review/Scope of Work Report

SFCS 284-2(16)5; S-284 Canal Access Road

Project Manager: Kraig McLeod

Page 6 of 7

Preliminary Cost Estimate

The preliminary project cost estimate is summarized as follows:

	Estimated Cost	Inflation (INF) (from PPMS)	Total Costs w/INF + IDC (from PPMS)
Road Work	\$113,577		
Traffic Control	\$5,000		
Subtotal	\$118,577		
Mobilization (10%)	\$11,858		
Subtotal	\$130,435		
Contingencies (15%)	\$19,565		
Total CN	<u>\$150,000</u>	<u>\$27,551</u>	<u>\$177,551</u>
CE	<u>\$22,500</u>	<u>\$4,133</u>	<u>\$26,633</u>
TOTAL CN+CE	<u>\$172,500</u>	<u>\$31,684</u>	<u>\$204,184</u>

Ready Date

A ready date will be established once a schedule is complete. Currently, the anticipated ready date is February of 2011.

Site Map

The project site map is attached.



TO: Kraig McLeod, PE - MDT Consultant Project Manager
FROM: Tom Cavanaugh, PE – RPA Project Manager
SUBJECT: Scoping Meeting Minutes

SFCS 284-2(16)5
 S-284 Canal Access Road
 UPN: 7424000

DATE: November 1, 2010

Kraig-

This memorandum is our minutes for the Scoping Meeting of the subject project.

Meeting was held in the 3rd floor east and west conference room at the MDT Headquarters (Helena) on October 28, 2010; starting at 10:00 AM. A brief field review was held thereafter. All those attending the meeting (in Helena) participated in the field review. The field review ended at approximately 12:00 PM.

Attendees:

Kraig McLeod, MDT Consultant Design, Helena, Project Engineer	444-6256
Ivan Ulberg, MDT Traffic, Helena, District Traffic Project Engineer	444-6217
Eric Thunstrom, MDT Environmental, Helena, District Project Development Eng.	444-7468
Paul Sturm, MDT Environmental, Helena, District Biologist	444-9458
Amanda Brown, MDT Right-of-Way, Helena, R/W Consultant Plans	444-7677
Mike Johnson, RPA, Consultant Project Engineer	447-5000
Tom Cavanaugh, RPA, Consultant Project Manager	447-5000

By Polycom in Great Falls, MT:

Mick Johnson, MDT Great Falls District, District Administrator	454-5887
Jerilee Weibel, MDT Great Falls District, R/W Field Supervisor	454-5893
Dennis Ghekiere, MDT Great Falls District, Utilities	454-5902

Introduction:

Kraig asked for introductions of those persons attending. After introductions, Kraig gave a scoping introduction of this project by stating:

- RPA brought on board with this project as they are the design consultant for the Canyon Ferry Road/S-284 West projects. This approach reconstruction project ties into the recently completed S-284 West project.
- Kraig has prepared a rough draft Preliminary Field Review (PFR)/Scope of Work (SOW) Report.
- RPA will complete the meeting minutes (this document). It will be attached to the PFR.
- The project is to be wholly state-funded.

HELENA - CORPORATE OFFICE

P.O. Box 5653
 825 Custer Avenue
 Helena, MT 59604
 (406) 447-5000
 FAX (406) 447-5036

KALISPELL

P.O. Box 5100
 102 Cooperative Way, Suite 300
 Kalispell, MT 59903
 (406) 752-5025
 FAX (406) 752-5024

BUTTE

Thornton Building
 65 East Broadway
 Butte, MT 59701
 (406) 533-6770
 FAX (406) 533-6830

- In terms of work task items, the project will be administered similarly to an in-house MDT safety improvements project, and not so much as a consultant design project. This will allow for trimming and eliminating/combining multiple submittal/review tasks.
- The schedule is fast track. The proposed project Letting is May 2011. The proposed project Ready date is January/February 2011. Getting this project under Consultant Design/Consultant contract is foremost scheduling importance.
- Since the project is a state-funded (non-federal aid) project, the Letting/Advertising period can be shortened thereby allowing the January/February Read timeline to push out somewhat (but January/February 2011 is still proposed).
- Tentatively, the new approach will be constructed at Station 159+00 RT, on the JCT S 284 West project alignment, directly across (south of) a residential approach.

Right-of-Way and Access Control:

No New Right of Way Acquisition. No new right of way will be required based on that the approach will be designed to be reconstructed within public right-of-way.

Right of Way Authorization. Amanda wasn't certain on what process would be taken, or is necessary to authorize right of way activities, but since no compensation to property owners will take place, and the FHWA does not have oversight on this project, then authorization should be in its most simple form.

Limited Access Control. The project is under a limited access control resolution created within the Canyon Ferry Road, STPS 430-1(6)1 project. If follow-up to the meeting, Kraig contacted Joe Zody, R/W Access Management Section Manager, to obtain clarification to the process in which the limited access control would be amended due to this project. Joe noted that limited access control was implemented as part of the Canyon Ferry Road/JCT S-284 West projects. Police power language was used to implement the access control. Therefore, there will not be a need to submit an amended access control resolution to the Transportation Commission. Joe recommended that the above statement be included in the NOTES section of the project plans.

RPA will prepare one right of way blue sheet Form 501 plan revision to the Canyon Ferry Road right of way plans. This blue sheet revision will modify the Approach Summary to show the limited access control allowing the approach.

New Right of Way Agreements. Jerilee noted the District will obtain right-of-way agreements on forms showing this project name, project number and UPN. However, the recorded documents will likely be filed under the Canyon Ferry Road project to make it easier for future file retrieval and record keeping. The right of way agreements are necessary since the property owners who use the original S-284/S-430 intersection as a means to access public right of way was perpetuated under the Canyon Ferry Road projects; and had signed agreements then specifying the continued use of the current access. Since this project is a modification to that agreement, it will require gathering new signatures.

Mick noted that if the affected property owners don't sign agreements modifying their public access, then the project may not be constructed.

RPA will prepare a simple plan exhibit showing the new access route. This will be attached to each of the supplemental right of way agreements that will be prepared by the District.

The project will not modify the approach to the Glass Slipper Lounge. Therefore there will not be the need for a new project right-of-way agreement between this business and MDT.

Utilities:

Dennis believed there were no new utilities relocated in the JCT S-284 West project that would be in conflict with this project.

The existing overhead power line or buried phone line may need to be adjusted.

RPA will complete a Phase I horizontal utilities survey. If needed, phase II subsurface utility survey work could be amended into the work.

RPA will complete a utility plan submittal. It will be in basic form, utilizing project design drawings.

Hydraulics:

Kraig explained that when this work was originally being scoped during JCT S-284 West construction, that he, RPA and Kurt Marcoux, MDT Great Falls Hydraulics Engineer, met to discuss what hydraulic effects were anticipated. Kurt did not attend this scoping meeting since he is familiar with the scope of work. Likely, the new approach fill slopes will impact the outlet of a mainline cross-drain precipitating the need to connect the mainline drain outlet with the approach pipe inlet via a drop inlet. This is necessary since the fill slopes would otherwise cover the mainline drain outlet. A drop inlet with grate would catch the remaining surface runoff from the small localized drainage basin that would be created by the approach fill blocking the natural drainage pattern.

If a drop inlet were not installed, and the approach/mainline pipe inlet and outlet not connected, then likely the approach fill slopes would require a design exception to steepen, to eliminate impacts. A design exception is not in the project interest at this time.

RPA will complete a short drainage memorandum to serve as an addendum to the Canyon Ferry Road/JCT S-284 West Hydraulics Report describing the modifications.

Survey:

RPA will complete to what likely amounts to 1 day or less of pickup survey to include locating existing utilities and as-built information from the JCT S-284 West project.

The Canyon Ferry Road/S-284 West project control will be used for this project, and the project will likewise be designed using the Metric unit of measurement to take advantage of data available under the Canyon Ferry Road/S-284 West projects.

Traffic:

There will be no traffic study or report. Mick has received repeated concerns from the resident to the north (Sta. 159+00 LT JCT S-284-West) in that the short turn lane into their residence has some drivers confused in believing that it is an additional access to Keir Lane (since the residential approach was constructed over an old Keir Lane access). To remedy the situation, the final chip seal/stripping on JCT S-284 West in summer 2011 will likely modify the resident's turn lane striping into a flush striped median. Likewise, there is no justification to provide a left turn lane into this project's approach across from that residence (tentatively Station 159+00 RT). Therefore, the striping layout will provide only for a median opening (no turn lanes).

Likely this project will not do the final striping, but will be taken care of by a work directive change to the final striping to be completed on the JCT S-284 West project in the summer 2011.

The approach intersecting the new Canyon Ferry Road alignment and the existing S-284 highway curve will both have stop signs installed.

The approach will strive to meet MDT approach design criteria in landing length, grade, etc.

Typical Section:

Kraig noted that RPA will develop the proposed typical section. At the meeting, RPA recommended using the typical section created for Keir Lane that was constructed on the JCT S-284 West project. This typical has a 2'-0" shoulder, 3-inches of plant mix surfacing over 8-inches of crushed base course. This matches Lewis and Clark County standards.

Environmental:

Tentatively, it is believed that the project will not require FW&P or COE permits to complete the work since the project does not likely impact jurisdictional waterways or channels with defined banks.

Eric will review the Canyon Ferry Road environmental documents and resource reports to confirm that there are no new issues under this project in terms of hazardous materials, cultural resources, noise, etc. Eric will prepare the project's Categorical Exclusion as the project's Environmental Document. It was noted that there will likely not be any additional impacts since the approach construction is fully within the JCT S-284 West project limits.

Mick noted that no additional Lewis and Clark County involvement will be necessary since they have been made aware of this work and have no issues (as it is a MDT funded project and MDT maintained access).

Geotechnical:

There is no additional geotechnical being proposed under this project, other than what can be used as information derived from the Canyon Ferry Road/JCT S-284 West projects.

Miscellaneous Other:

Residential Concern Noise Impact from JCT S-284 West. The resident northwest of the new Keir Lane/JCT S-284 West intersection has noted concerns thru Mick of the apparent noise level increase due to the JCT S-284 West project alignment shifting northerly towards their home in conjunction with the lowering of the highway profile and removal of trees to construct the project. Mick requested that this S-284 Canal Access Road project transplant small pine trees from within its clear and grub limits to the north side of the highway along the right of way between this home and the highway. If no small pines are suitable, then the project will incorporate 10-15 nursery stock trees. Paul will work with RPA to implement this request. It was noted in the field review that there were no suitable small pine trees to be transplanted from the S-284 Canal Access Road construction limits to the north side of the highway.

Road Obliteration. Only to the extent necessary, the project will obliterate the existing S-430 roadbed east of the Glass Slipper Lounge, and use the material as appropriate for construction. However, the project will not impact any access serving the Glass Slipper Lounge.

Field Review:

No small trees were observed suitable for transplanting to the north side of the highway to provide a start to a visual/noise barrier for the resident northwest of Keir Lane. Therefore nursery trees will be planted.

Tom noted that one aspect brought up when this project was scoped during the JCT S-284 West construction was the concern that the existing S-284 highway curve was superelevated adverse to the approach landing. One aspect is to remove the superelevation and reconstruct the curve cross slope to better match the proposed approach landing grade. This may be required to meet the project's purpose and need to improve the safety aspects of the public access (by improving grades of the approach profile and landings).

On a similar subject, the scope of work under the JCT S-284 West project was to provide a seal and cover over the S-284 curve and existing approach to provide a fresh wearing surface. This was dropped as Tom understands from the JCT S-284 West project when it was understood that this S-284 Canal Access Road project was to be implemented. Likely, the chip seal could be added back in to the JCT S-284 West project to provide the seal and cover on the new approach.

The intersection landing where the approach connects to the old S-284 highway curve should be analyzed to shift it slightly easterly to take advantage of using a flat bench area as a clear runoff zone.

Compare the clearance of the existing overhead power crossing at the intersection with what would be with the new approach elevations.

Project Schedule:

As previously noted, Kraig proposed to have this project administered similar to an internal MDT Safety Improvements project instead of a Consultant Design project in order to fit the work tasks in to the allocated time for a January/February 2011 Ready Date. To do so will require the elimination of majority of tasks that are otherwise set up in a Consultant Project; and the combining of others.

Since it is a state funded project, the Ready Date could be in February 2011 and still meet a May 2011 Ready Date, but the project will strive for a January/February Ready Date.

Kraig proposed the following setup from the Consultant Design flowchart of activities. Those activities not noted are proposed to be eliminated.

Activity 100 – Interactive Project Evaluation: Underway included with this Scoping Meeting;

Activity 121 – Engineering Survey: RPA pickup survey and mapping updates, including utilities;

Activity 144 – R/W Plan Revision: By RPA. Provide District with revised access route exhibit to be attached to District's R/W agreements with affected property owners.

Activity 723 – Final Environmental Document (Cat Ex.): By Thunstrom, Sturm w/ RPA input as needed;

Activity 128 – Prepare Scope of Work: By RPA/McLeod;

Activity 266 – Approve Scope of Work Report: By MDT thru McLeod

Activity 152 – Final Plan Preparation: Forego and combine Align and Grade Review/Plan In Hand to have one plan review only. Plan comments to be received in a condensed timeframe and incorporated from individual reviews only (no Final Plan Review meeting). Produce a Final Plan Review report. See Activity 175;

Activity 156 – R/W Plan Revisions After Authorization (Blue Sheets): RPA to prepare Canyon Ferry Road, R/W STPS 430-1(10)1 plan revision to one sheet to implement approach in limited access control frame;

Activity 166 – Utility Plans: By RPA. Incorporate utility pickup surveys, adjust mapping, identify potential utility conflicts, request Phase II Subsurface Utility Surveys (if necessary). Submit basic utility plan package to District Utility Agent and MDT Helena Utilities Bureau thru Consultant Design;

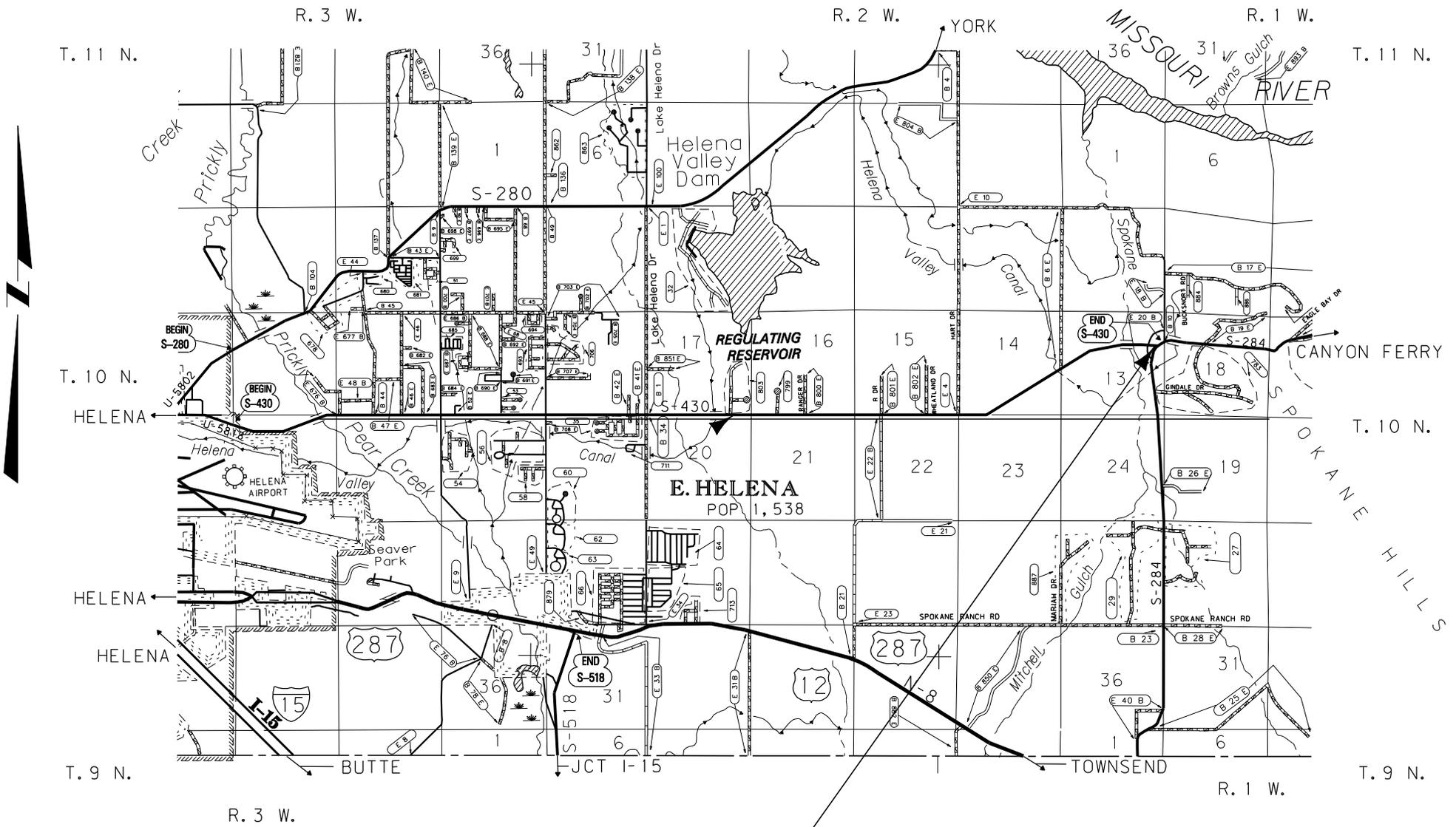
Activity 174 – Final Hydraulic Updates, Permits and Revisions: RPA to amend the Canyon Ferry Road/JCT S-284 West Final Hydraulics Report with a memorandum for the file to note plan and hydraulic revisions/adjustments;

Activity 175 – Final Plan Review: By RPA. Produce a Final Plan Review Report. No Final Plan Review Meeting. Incorporate comments received or note why recommendations are not to be incorporated;

Activity 273 – Final Plan Review Approval: By MDT. RPA to incorporate final comments received on report or note recommendations as to why certain comments not implemented;

Activity 162/Activity 295 – Final Plan Revisions/Transmit to Contract Plans: By RPA/MDT Consultant Design. RPA to address revisions requested thru Contract Plans, assist in Q&A period, addendums, etc.

F:\highways\10506_000_S_284 Canal Access Road\Admin\Contract\7424000_ScopingMeetingMinutes.doc

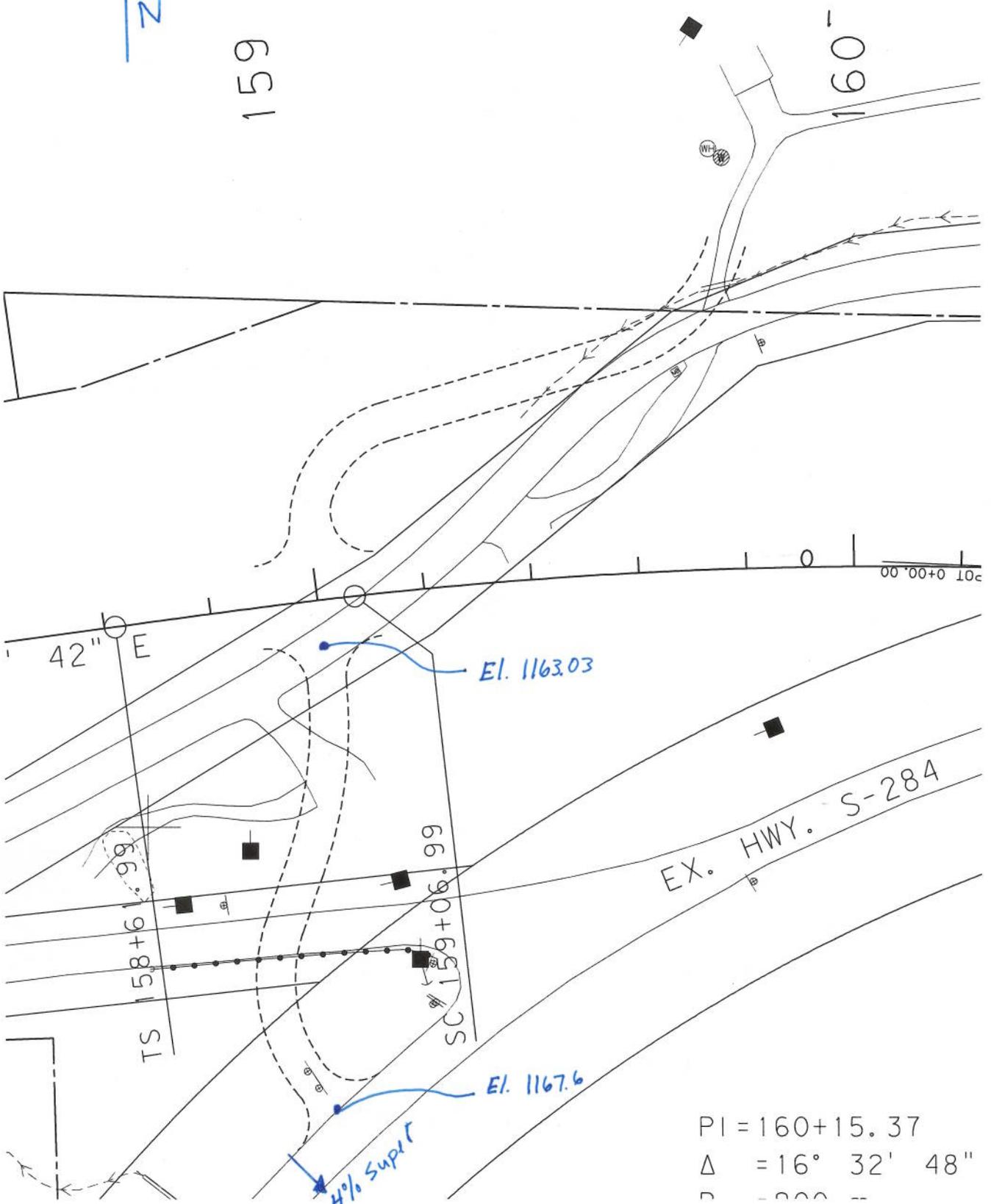


PROJECT LOCATION



159

160



42" E

El. 1163.03

TS 158+61.99

SC 159+06.99

EX. HWY. S-284

El. 1167.6

4% Supert

PI = 160+15.37

$\Delta = 16^\circ 32' 48''$

R = 200

00'00"±0 100'