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ENVIRONMENTAL

June 1, 2015

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way, Suite 2
Helena, MT 59601-9785



Attention: Gene Kaufman

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
I-90 BR DECKS MP 40-70
NHPB 90-1(202)40
CN 8087000

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 Preliminary Field Review Report is attached. The project also includes the repair of the metal bin wall on I-90 near RP 70.3 eastbound. 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 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>
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 proposed the project area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences and/or critical habitat in this proposed project's vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Memorandum

To: Kent Barnes, P.E.
 Bridge Engineer

From: Chris Hardan, P.E. *CWH*
 Bridge Area Engineer-Missoula District

Date: June 30, 2014

Subject: NHPB 90-1(202)40
 I-90 BR Decks MP 40-70
 UPN 8087000
 232-Minor Bridge Rehabilitation

Please approve the attached Preliminary Field Review Report.

Approved *Kent Barnes* Date *6/30/2014*
 Kent Barnes, P.E., Bridge Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

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| Paul Ferry, Highways Engineer | Jake Goettle, Construction Engineering Services Bureau |
| Roy Peterson, Traffic and Safety Engineer | Matt Strizich, Materials Engineer |
| Robert Stapley, Right-of-Way Bureau Chief | Jon Swartz, Maintenance Division Administrator |

cc:

- | | |
|--|--|
| Chris Hardan, Project Design Manager, Missoula District
Bridge File | Dawn Stratton, Fiscal Programming Section
Damian Krings, Road Design Engineer |
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| Bill Squires, Missoula District Area Engineer | Duane Williams, Motor Carrier Services Division Administrator |
| Dean Jones, Asst. Missoula District Const. Engineer | Becky Duke, Traffic Data Collection Section Supervisor (WIM) |
| | Doug McBroom, Maintenance Division Operations Mgr (RWIS) |

Preliminary Field Review Report

NHPB 90-1(202)40 I-90 BR Decks MP 40-70

Project Manager: Chris Hardan, PE

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Introduction

An on-site field review was held on July 17, 2013. The following personnel participated:

Chris Hardan	Bridge Area Engineer-Missoula District	Helena
Bill Squires	Project Design Engineer-Missoula District	Helena
Ben Nunnallee	District Projects Engineer- Missoula District	Missoula
Jere Stoner	Bridge Engineer-Missoula District	Helena

Proposed Scope of Work

The proposed scope of work for this project is to rehabilitate the identified bridge superstructures in order to extend the service life. Proposed rehabilitation work includes but is not limited to: full and partial deck patching; deck crack sealing; deck overlays; upgrading the bridge rail and guardrail on the approaches; repair or replacement of deck joint seals and other work as determined.

Purpose and Need

The proposed bridge decks have been identified by the Bridge Management Section (BMS) as candidates for rehabilitation. Deck rehabilitation has been determined as a cost-effective approach for extending the service life of not only the deck, but the overall structure as well. This project fits the Bridge Program objective under MAP-21 for bridge deck preservation.

Project Location and Limits

Five bridges were initially identified as candidates for this project. At the field review seven additional bridges were added due to need within the corridor. The project begins along I-90 in Mineral County starting approximately 5 miles west of Superior and extending to approximately 5 miles west of Alberton. The project limits for each structure will extend approximately 200 feet from each bridge end or approach slab. I-90 is classified as a Principal Arterial-Interstate.

Bridge ID	Location	Feature Intersected	R.P.
I00090042+09191	6 KM W Superior	Clark Fork	42.9
I00090042+09192	6 KM W Superior	Clark Fork	42.9
I00090065+04971	16 KM W Alberton	Sep. County Road	65.5
I00090065+04972	16 KM W Alberton	Sep. County Road	65.5
I00090066+02791	15 KM W Alberton	Clark Fork	66.3
I00090066+02792	15 KM W Alberton	Clark Fork	66.3
I00090066+04211	15 KM W Alberton	Montana Rail Link	66.4
I00090066+04212	15 KM W Alberton	Montana Rail Link	66.4
I00090069+00411	10 KM W Alberton	Local, Montana Rail Link	69.0
I00090069+00412	10 KM W Alberton	Local, Montana Rail Link	69.0
I00090070+00901	8 KM W Alberton	NT CYR, Clark Fork	70.1
I00090070+00902	8 KM W Alberton	NT CYR, Clark Fork	70.1

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Transportation Operations (TO) component and a limited Public Information (PI) component to address potential interchange ramp closures and wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Preliminary Field Review Report

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Project Manager: Chris Hardan, PE

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Physical Characteristics

This segment of I-90 structures was built from 1964 to 1984. Bridge widths vary from 28 to 44 feet wide. Bridge deck evaluations have been completed by a consultant as well as internal forces to determine the extent of the deck deterioration and help determine treatment strategies.

I00090042+09191	
Year Built	1982
Year Reconstructed	Joint replaced at Bent 1 in 1992
Total Length (feet)	1,092
Width (curb to curb) (feet)	41-5
Number of Spans	6
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Steel Plate Girder
Deck Joint Characteristics	1-Exp/6-Exp
Drawing Number	12238
Sufficiency Rating	86.7
Deck Rating	6-Satisfactory
Deck Health Index	60

I00090042+09192	
Year Built	1984
Year Reconstructed	N/A
Total Length (feet)	1,092
Width (curb to curb) (feet)	41-5
Number of Spans	6
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Steel Plate Girder
Deck Joint Characteristics	1-Exp/6-Exp
Drawing Number	12238
Sufficiency Rating	86.7
Deck Rating	7-Good
Deck Health Index	86

I00090065+04971	
Year Built	1981
Year Reconstructed	HMWM treatment, joint replacement in 1995
Total Length (feet)	447-6
Width (curb to curb) (feet)	41-4
Number of Spans	4
Bridge Rail Type	Concrete Barrier
Superstructure Type	Concrete Beams Type 10
Deck Joint Characteristics	3-Exp
Drawing Number	12536
Sufficiency Rating	91.7
Deck Rating	7-Good
Deck Health Index	86

I00090065+04972	
Year Built	1965
Year Reconstructed	Thin lift overlay, joint replacement, barrier added in 1995
Total Length (feet)	444-6

Preliminary Field Review Report

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Width (curb to curb) (feet)	28-0
Number of Spans	8
Bridge Rail Type	Concrete Barrier
Superstructure Type	Rolled Steel/Concrete Girders
Deck Joint Characteristics	2-Cont/3-Exp/4-Cont/5-Exp/6-Cont/7-Exp/8-Cont
Drawing Number	5792
Sufficiency Rating	46.2
Deck Rating	5-Fair
Deck Health Index	56

I00090066+02791	
Year Built	1981
Year Reconstructed	HMWM treatment in 1995
Total Length (feet)	867-0
Width (curb to curb) (feet)	41-4
Number of Spans	5
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Welded Steel Plate Girders
Deck Joint Characteristics	1-Exp/6-Exp
Drawing Number	12203
Sufficiency Rating	85.7
Deck Rating	7-Good
Deck Health Index	86

I00090066+02792	
Year Built	1965
Year Reconstructed	Thin lift overlay, joint replacement, barrier added in 1995
Total Length (feet)	806-7
Width (curb to curb) (feet)	28-0
Number of Spans	7
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Welded Steel Plate Girders
Deck Joint Characteristics	2-Exp/3-Exp/6-Exp/7-Exp
Drawing Number	6498
Sufficiency Rating	50.3
Deck Rating	6-Satisfactory
Deck Health Index	75

I00090066+04211	
Year Built	1981
Year Reconstructed	HMWM treatment, exp. joints added in 1995
Total Length (feet)	329-0
Width (curb to curb) (feet)	41-4
Number of Spans	4
Bridge Rail Type	Concrete Barrier
Superstructure Type	Concrete Beams Type IV
Deck Joint Characteristics	1-Exp/5-Exp
Drawing Number	12513
Sufficiency Rating	96.7
Deck Rating	5-Fair
Deck Health Index	63

Preliminary Field Review Report

I00090066+04212	
Year Built	1965
Year Reconstructed	Thin lift overlay, joint repair, barrier added in 1995
Total Length (feet)	806-7
Width (curb to curb) (feet)	28-0
Number of Spans	7
Bridge Rail Type	Concrete Barrier
Superstructure Type	Rolled Steel/Concrete Girders
Deck Joint Characteristics	3-Exp/4-Cont/5-Exp
Drawing Number	5738
Sufficiency Rating	64.5
Deck Rating	7-Good
Deck Health Index	75

I00090069+00411	
Year Built	1981
Year Reconstructed	HMWM treatment in 1995
Total Length (feet)	199-6
Width (curb to curb) (feet)	41-4
Number of Spans	4
Bridge Rail Type	Concrete Barrier
Superstructure Type	Concrete Beams Type A
Deck Joint Characteristics	N/A
Drawing Number	12527
Sufficiency Rating	92.7
Deck Rating	7-Good
Deck Health Index	86

I00090069+00412	
Year Built	1964
Year Reconstructed	HMWM treatment, thrie beam rail added in 1995
Total Length (feet)	189-6
Width (curb to curb) (feet)	44
Number of Spans	4
Bridge Rail Type	Thrie Beam
Superstructure Type	Concrete Beams
Deck Joint Characteristics	3-Exp
Drawing Number	6571
Sufficiency Rating	97.7
Deck Rating	7-Good
Deck Health Index	86

I00090070+00901	
Year Built	1981
Year Reconstructed	HMWM treatment in 1995
Total Length (feet)	781
Width (curb to curb) (feet)	41-4
Number of Spans	7
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Welded Plate/Rolled Steel Girders
Deck Joint Characteristics	1-Exp/7-Exp

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Drawing Number	12278
Sufficiency Rating	98
Deck Rating	6-Satisfactory
Deck Health Index	67

I00090070+00902	
Year Built	1965
Year Reconstructed	HMWM treatment, barrier added in 1995
Total Length (feet)	762-2
Width (curb to curb) (feet)	28-0
Number of Spans	9
Bridge Rail Type	Concrete Barrier
Superstructure Type	Continuous Welded Plate/Rolled Steel Girders
Deck Joint Characteristics	2-Cont/3-Cont/4-Exp/5-Cont/6-Cont/7-Exp/8-Cont/9-Cont
Drawing Number	6468
Sufficiency Rating	47
Deck Rating	4-Poor
Deck Health Index	42

Traffic Data

Based on the limited scope of work anticipated for the project, a traffic data analysis study has not been requested at this time. The Traffic by Sections Report shows the I-90 AADT within the project limits varies from 6390 to 7300 based on 2012 traffic data.

Crash Analysis

Based on the limited scope of work anticipated for this project, a crash analysis study has not been requested at this time.

Major Design Features

- **Design Speed.** Due to the nature of this project, the design speed will not be a major design criterion. However, it may be necessary for determining clear zone distances and in the design of guardrail lengths. The design speed for I-90 is 70 mph.
- **Horizontal Alignment.** The existing horizontal alignment will be maintained.
- **Vertical Alignment.** At locations where the bridges will receive an overlay, the vertical alignment will need to be raised to match the elevation of the bridge ends. The approaches will be milled and tapered as necessary to match the new elevations.
- **Typical Sections and Surfacing.** The existing roadway widths will be maintained. The surfacing design for the approaches will be the responsibility of the Surfacing Design Section.
- **Geotechnical Considerations.** Geotechnical recommendations will be required if the removal or replacement of the existing approach slabs is deemed necessary.
- **Hydraulics.** The Hydraulic Section will evaluate the bridge decks for runoff.
- **Bridges.** Below is the proposed work for each bridge. The treatments below are preliminary and the final scope of work for each bridge will be determined as the project progresses.
 - Clark Fork EB [I00090042+09191]
 - Class A repair on the west approach slab (Bent No. 1)
 - Class A and B deck repair (0.7% spalls/delaminations)
 - Thin polymer overlay
 - Reseal joint at Bent No. 1; Repair or replace drainage chute under Bent No. 7 finger joint
 - Repair deck drains

Preliminary Field Review Report

- Clark Fork WB [I00090042+09192]
 - Class A repair on the west approach slab (Bent No. 1)
 - Class A and B deck repair (4.3% spalls/delaminations)
 - Thin polymer overlay
 - Repair or replace drainage chutes under Bents No. 1 and 7 finger joints
- Sep. County Road EB [I00090065+04971]
 - Class A and B deck repair (2.7% spalls/delaminations)
 - Thin polymer overlay
 - Replace joint at Bent No. 3
- Sep. County Road WB [I00090065+04972]
 - Class A and B deck repair (6.3% spalls/delaminations)
 - Thin polymer overlay
 - Reseal joints at Bents No. 3, 5, 6, and 7
- Clark Fork EB [I00090066+02791]
 - Class A and B deck repair (1.3% spalls/delaminations)
 - Thin polymer overlay
 - Repair or replace drainage chutes under Bents No. 1 and 6 finger joints
- Clark Fork WB [I00090066+02792]
 - Class A and B deck repair (3.3% spalls/delaminations)
 - Thin polymer overlay
 - Reseal joints at Bents No. 3 and 6
- Montana Rail Link EB [I00090066+04211]
 - Class A repair on approach slabs
 - Modified concrete overlay (11.3% spalls/delaminations)
 - Replace joints at Bents No. 1 and 5
- Montana Rail Link WB [I00090066+04212]
 - Class A and B deck repair (0.5% spalls/delaminations)
 - Thin polymer overlay
 - Reseal joints at Bents No. 3, 4, and 5
- Local, Montana Rail Link EB [I00090069+00411]
 - Class A and B deck repair (3.5% spalls/delaminations)
 - Thin polymer overlay
- Local, Montana Rail Link WB [I00090069+00412]
 - Class A and B deck repair (6.7% spalls/delaminations)
 - Remove Bent No. 1 guard angle
 - Thin polymer overlay
 - Reseal joint at Bent No. 3
 - Modify bridge rail from Thrie beam to concrete barrier
- INT Cyr, Clark Fork EB [I00090070+00901]
 - Class A and B deck repair (2.9% spalls/delaminations)
 - Thin polymer overlay
 - Repair or replace drainage chutes under Bents No. 1 and 5 finger joints
- INT Cyr, Clark Fork WB [I00090070+00902]
 - Modified concrete overlay (7.7% spalls/delaminations)
 - Replace joints at Bent No. 4 and 7
 - Removal of contraction joints at Bent No. 2,3,5,6,8,9
- **Traffic.** The existing geometric traffic conditions will be maintained. Bridge deck and thin polymer overlays will require new striping.
- **Pedestrian/Bicycle/ADA.** No dedicated pedestrian, bicycle, or ADA features exist, and none will be impacted or be constructed as part of this project.
- **Miscellaneous Features.** All substandard bridge approach sections will be modified as necessary. Existing concrete bridge barrier may require end modifications to accept approach

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sections. Areas identified during the site visit for modification include but are not limited to:

- Replace bridge approach end section right at 66.279 EB
 - Replace concrete barrier rail between bridges at 66.279 and 66.421 EB
 - Replace w-beam rail between bridges at 66.279 and 66.421 WB
 - Replace bridge approach end sections left and right at 66.412 WB
 - Replace bridge approach end sections left and right at 69.411 EB
 - Replace w-beam rail between bridges at 69.411 and 70.090 EB
 - Replace w-beam rail between bridges at 69.412 and 70.090 WB
 - Replace bridge approach sections at 70.090 WB
- **Context Sensitive Design Issues.** There was no context sensitive design issues noted during the review.

Other Projects

The I-90 Nemote Creek Culvert project [UPN 8189000] is located within the project limits. The construction timeframes of the two projects may overlap but it should not have an adverse effect on the project.

Ten of the twelve bridges fall within the Tarkio-East [UPN 8729000] pavement preservation project which is nominated for the FY 2016 letting. Tying these projects together would reduce the impact on the traveling public and may reduce mobilization costs.

Location Hydraulics Study Report

Based on the limited scope of work for this project, a Locations Hydraulic Study Report will not be required. The Hydraulic section will evaluate the bridge decks for runoff.

Design Exceptions

No design exceptions are anticipated at this time.

Right-of-Way

The proposed work is within the existing right-of-way limits. No new right-of-way acquisitions or construction permits are anticipated at this time.

Access Control

There will no changes to access control on this project.

Utilities/Railroads

The Utilities Section will verify that there are no utilities within the project limits.

Four bridges on the project cross the Montana Rail Link line so coordination with the railroad will be necessary. No other railroads were identified near the other bridge sites.

Maintenance Items

Due to the minimal striping requirements for this project, department maintenance forces will perform all striping activities after completion of construction.

Intelligent Transportation Systems (ITS) Features

No ITS features are proposed for the project.

Experimental Features

There are no experimental features proposed for this project.

Survey

Survey may be needed if crossovers are required for this project.

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NHPB 90-1(202)40 I-90 BR Decks MP 40-70

Project Manager: Chris Hardan, PE

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Public Involvement

Level A public involvement is being proposed with a news release explaining the project including a department point of contact.

Environmental Considerations

A Categorical Exclusion is anticipated for this project. Generally, the proposed project is not anticipated to adversely affect biological resources in the vicinity of the structures. No direct wetland impacts are anticipated at this time. As no impacts to the bed and bank of any stream are anticipated, a SPA 124 will not be required for the proposed work.

Energy Savings/Eco-Friendly Considerations

Deck overlays will be used where possible instead of deck replacements to reduce the amount of material used in the project.

Traffic Control

Interstate traffic for mainline interstate structures will be maintained with either median crossovers or single lane closures. Temporary rail on bridge departure ends may be needed for temporary two way traffic. If crossovers are left in place, cable guardrail will be installed in the median.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project.

Project Management

The Bridge Bureau will manage the preconstruction phase of this project. Chris Hardan is the Design Project Manager. 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		
Structure Rehab	\$4,615,909		
Traffic Control	\$375,000		
Subtotal	\$5,100,909		
Mobilization (18%)	\$918,164		
Subtotal	\$6,019,073		
Contingencies (10%)	\$601,907		
Total CN	<u>\$6,620,980</u>	<u>\$1,088,788</u>	<u>\$8,412,897</u>
CE (10%)	<u>\$662,098</u>	<u>\$150,987</u>	<u>\$1,166,657</u>
TOTAL CN+CE	<u>\$7,283,078</u>	<u>\$1,239,775</u>	<u>\$9,579,554</u>

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 9.12% for FY 2014.

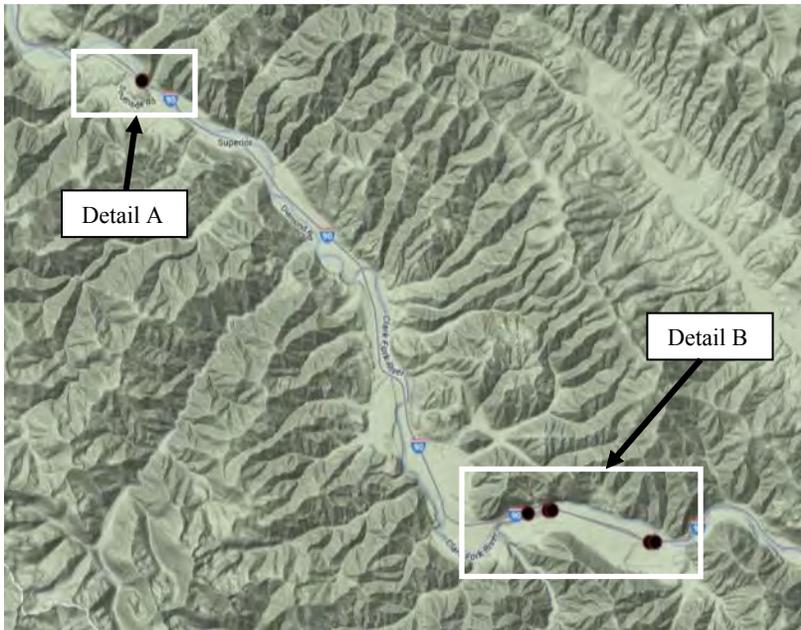
Ready Date

A ready date will be established once the override process is complete in OPX2.

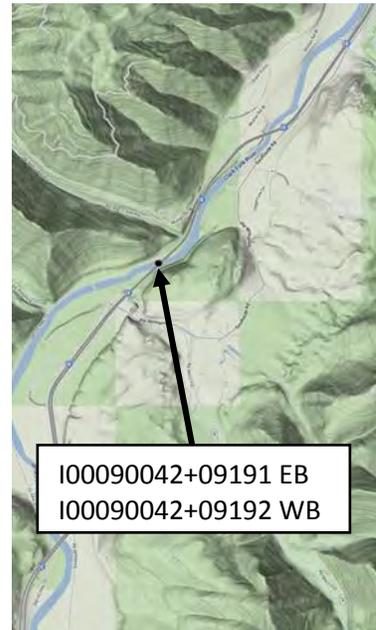
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Site Map

Project Overview



Detail A



Detail B

