



December 22, 2014

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Lisa Applebee  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena MT 59602

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects  
STPP 26-4(18)3  
JCT SEC 261-East  
UPN 8712000  
Work Type 180-Resurfacing-Asphalt

Dear Lisa Applebee:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW and the signed Environmental Checklist. Environmental-related Special Provisions are not anticipated at this time.

If you have questions or concerns, please contact Tom Atkins or me at 444.7202. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

e-copies w/checklist encl.:

Shane Mintz, Glendive District Administrator  
Tom Martin, P.E., Environmental Service Bureau Chief  
Heidi Bruner, P.E., ESB Engineering Section Supervisor  
Paul Ferry, P.E., Highways Engineer  
Suzy Price, Contract Plans Bureau Chief  
Lisa Hurley, Fiscal Programming  
Tom Erving, Fiscal Programming  
Montana Legislative Branch Environmental Quality Council  
File

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

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

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

Project Number: STPP 26-4(18)3 Control No 8712000 Project Name: JCT SEC 261-East

Reference Post (Station): 2.8 To Reference Post (Station): 7.5

Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Overlay, S & C

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

Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
	Yes	No	Comment (Use attachments if necessary)
1. Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See <a href="http://www.rivers.gov/wildriverslist.html">http://www.rivers.gov/wildriverslist.html</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2a. Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Unknown
2b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Unknown
3. Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3a. If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit) required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See <a href="http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x">http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x</a> ). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Does the proposed project have impacts to wetlands, streams, or other water bodies? If 'No', go to question 5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
4b. If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
5. Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See <a href="http://nris.mt.gov/deq/remsitequery/portal.aspx">http://nris.mt.gov/deq/remsitequery/portal.aspx</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6a. Are any Tribal water permits required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See <a href="http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x">http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcp.x</a> ) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck 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"/>	

Checklist prepared by: Steve Heidner, PE <sup>KSG</sup> <sub>fw</sub> Project Design Engineer Title 12/9/2014 Date

Approved by: [Signature] ENVIRONMENTAL ENGINEERING Title SECTION SUPERVISOR 12/23/14 Date

Applicant: Environmental Services

Project Number: STPP 26-4(18)3Control No.: 8712000 Project Name: JCT SEC 261-East  
(When any of the above questions are checked "Yes")

The Applicant is **not** authorized to proceed with the proposed work until the checklist has been reviewed and approved, as necessary, and any requested conditions of approval have been incorporated.

- A. Complete the checklist items 1 through 7, indicating "Yes" or "No" for each item. Include comments, explanations, information sources, and a description of the magnitude/importance of potential impacts in the right hand column. Attach additional and supporting information as needed. The checklist preparer, by signing, certifies the accuracy of the information provided.
- B. When "Yes" is indicated on any item, the checklist preparer must explain why and provide the appropriate documentation, evaluation, permit, and/or mitigation measures required to satisfy environmental concerns for the project. Use attachments if necessary. **Any proposed mitigation measures will become a condition of approval.**
- C. If the applicant checks "Yes" for any one item, the checklist and MDT's mitigation proposal, documentation, evaluation and/or permit shall be submitted to MDT Environmental Services Bureau. Electronic format is preferred. Contact Number 444-7228.
- D. When the applicant checks a "Yes" item, MDT cannot be authorized to proceed with the proposed work until Environmental Services Bureau reviews the information and signs the checklist.
- E. MDT will obtain all necessary permits or authorizations from other entities with jurisdiction prior to beginning the Pavement Preservation Activity.
- F. The links above are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult Environmental Services Bureau and/or other information sources.



**Memorandum**

To: Distribution

From: Paul Ferry, P.E. *PF*  
 Highways Engineer

Date: December 15, 2014

Subject: **STPP 26-4(18)3**  
**JCT SEC 261-East**  
**UPN 8712000**  
**Work Type 180-Resurfacing-Asphalt**

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 12/15/14. 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:**

- |  |  |
|--|--|
| Shane Mintz, Glendive District Administrator | Tom Martin, Environmental Services Bureau Chief              |
| Kent Barnes, Bridge Engineer                 | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| 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:**

- |   |   |
|---|---|
| Steve Heidner, Project Manager, Glendive District | Dawn Stratton, Fiscal Programming Section |
| Damian Krings, Road Design Engineer               |   |

**e-copies:**

- |   |   |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer    | Jake Goettle, Construction Bureau – VA Engineer               |
| Lesly Tribelhorn, Highways Design Engineer            | Jim Frank, District Preconstruction                           |
| Mark Goodman, Hydraulics Engineer                     | Steve Heidner, District Projects Engineer                     |
| Marc Wotring, District Hydraulics Engineer            | Ray Peaslee, District Materials Lab                           |
| Bryce Larsen, Supervisor, Photogrammetry & Survey     | Tom Roberts, District Maintenance Chief                       |
| Larry Sickerson, District Biologist                   | Patty Patterson, District Right of Way Supervisor             |
| Tom Atkins, District Project Development Engineer     | Phillip Inman, Utilities Engineering Manager                  |
| Danielle Bolan, Traffic Operations Engineer           | David Hoerning, Lands Section Supervisor                      |
| Ivan Ulberg, Traffic Design Engineer                  | Greg Pizzini, Acquisition Section Supervisor                  |
| LeRoy Wosoba, District Traffic Project Engineer       | Joe Zody, R/W Access Management Section Manager               |
| Kraig McLeod, Safety Engineer                         | Matt Strizich, Materials Engineer                             |
| Scott Walter, Bridge Area Engineer, Glendive District | Jim Davies, Pavement Analysis Engineer                        |
| Engineering Cost Analyst                              | Darin Reynolds, Surfacing Design Supervisor                   |
| Matt Wagner, Engineering                              | Jeff Jackson, Geotechnical Engineer                           |
| Paul Grant, Public Involvement Officer                | DJ Berg, District Geotechnical Manager                        |
| Sue Sillick, Research Section Supervisor              | Paul Johnson, Project Analysis Bureau                         |
| Suzy Price, Contract Plans Bureau Chief               | Jean Riley, Planner   |
| Alyce Fisher, Fiscal Programming Section              | Tom Christensen, R/W Design Supervisor                        |
| Dawn Stratton, Fiscal Programming Section             | Duane Williams, Motor Carrier Services Division Administrator |
| Angela Zanin, Bicycle/Pedestrian Coordinator          | Becky Duke, Traffic Data Collection Section Supervisor (WIM)  |
| Matt Maze, ADA Coordinator                            | Doug McBroom, Maintenance Division Ops Manager (RWIS)         |



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

**Memorandum**

To: Paul Ferry, P.E.  
Highways Engineer

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

Date: December 15, 2014

Subject: **STPP 26-4(18)3**  
**JCT SEC 261-East**  
**UPN 8712000**  
**Work Type 180-Resurfacing-Asphalt**

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

Approved PAUL FERRY Date 12/15/14  
Paul Ferry, P.E.  
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):  
Damian Krings, Road Design Engineer  
Highways File

## Preliminary Field Review/Scope of Work Report

STPP 26-4(18)3, JCT SEC 261-East, CN 8712000

Project Manager: Steve Heidner, PE

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### Introduction

A field review was held September 30, 2014. The following attended:

Shane Mintz, DA-Glendive  
Jim Frank, DPE-Glendive  
Steve Heidner, DPDE-Glendive  
Kevin Gilbert, Road Design-Helena  
Clay Blackwell, DCE-Miles City  
Marc Wotring, Hydraulics-Helena  
Scott Walter, Bridge-Helena

\*Tracy Stoner, Bridge-Helena  
Greg Zeihen, Surfacing Design-Helena  
Tom Roberts, Maintenance-Miles City  
Shane Jarvis, Road Design-Glendive  
Larry Sickerson, District Biologist-Helena  
Mike Skillestad, Maintenance-Glendive  
Darrel Brown, Maintenance-Sidney

\*Field Only

### Proposed Scope of Work

Scope of work includes:

0.20 ft. full width overlay, 0.50 ft. mill/fill for 200 ft. at the bridge ends

Seal & Cover type 1

Rumble Strips: 6" modified at the edge of the white stripe & centerline rumble strip

Pavement Markings

Signing and Delineation (if necessary)

Leveling, 75 tons/mile

Steepen surfacing inslope to 4:1 to maintain width

### Purpose and Need

The purpose of this project is to extend the existing pavement life and provide a safer, smoother riding surface by filling existing ruts with this overlay project.

### Project Location and Limits

- County: Richland, T. 22 N., R. 59, 60 E.
- Route and Functional Classification: P26/MT 23, Non-NHS Primary, Minor Arterial
- Begin: RP 2.8± as-built station 151+00 on F-BRF 26-1(4)3, 1987
- End: RP 7.5±, as-built station 401+35.9 on F-BRF 26-1(4)3, 1987
- Length: 4.7± miles

### 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 Traffic Control Plan (TCP). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### Physical Characteristics

a. As-builts:

This roadway was reconstructed in 1986 with project F-BRF-26-1 (4)3 from RP 2.5 to RP 7.5. The project received an overlay in 2002 with metric project SFCP 26-1(10)2, RP 1.63 to RP 7.53.

b. Pavement width and number of lanes:

The pavement width is mostly a 28 ft. finished top, which includes two-12 ft. driving lanes and two-2 ft. shoulders. There is a wider transition into the bridge from both directions that is a 40 ft. finished top width, which includes two-12 ft.

## Preliminary Field Review/Scope of Work Report

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Project Manager: Steve Heidner, PE

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driving lanes and two-8 ft. shoulders. There is also a climbing lane section that consists of two-12 ft. driving lanes, a 12 ft. climbing lane, and two-2 ft. shoulders. NOTE: the last overlay in 2002 was in metric units, so widths given are approximate.

c. Surfacing:

The roadway was constructed with 0.25 ft. of plant mix bituminous surfacing on top of 0.15 ft. crushed top surfacing, on top of a 2.35 ft. crushed base course. The project's subgrade was constructed to accommodate a 0.15 ft. future overlay. In 2002, a 0.15 ft. overlay was added. The existing surfacing inslopes are 6:1 for most of the project, but there are also 4:1 in areas that were constructed for future overlays.

\*PvMS Index Numbers & Recommended Treatments for 2014:

Section	Ride	Rut	ACI	MCI	Construction	Maintenance
RP 2.75 to RP 7.53	73.9	77.6	94.4	98.1	Do Nothing	Do Nothing
Year 2016					AC Thin Overlay	AC Thin Overlay

d. Thickness of existing overlays:

The previous metric overlay, SFCP 26-1(10)2, was approximately 0.15ft.

e. Terrain:

The existing terrain is rural rolling pasture and farmland.

f. Existing horizontal and vertical alignments:

The horizontal and vertical alignments will not be affected by this overlay project.

g. Existing Bridge:

Bennie Peer Creek – 7M SE Sidney NBI: P00026006+01411 MP 6.14  
Built in 1986 under Contract F BRF 26-1(4)3 (Drawing No. 13801)  
SR = 89.4 (Not Deficient) Posting Status: At/Above Legal Loads  
Length: 90'-0" (Bearing to Bearing)  
Width: 39'-4" (Face to Face of Barrier)/42'-1" (Edge of Deck to Edge of Deck)  
Rail Type: Concrete Barrier

### Traffic Data

	RP 2.8 to RP 7.5
2014 AADT	2,230 – Present
2016 AADT	2,390 – Letting Year
2036 AADT	4,750 – Design Year
DHV	620
T	22.7%
EAL	314
AGR	3.5%

The Upper Great Plains Traffic Institute, UGPTI, estimated the ESALs to be 763 due to oil development traffic. The typical design will be based off of 763 ESALs.

## Preliminary Field Review/Scope of Work Report

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Project Manager: Steve Heidner, PE

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### Crash Analysis

The following is the safety analysis from the Safety Section that was completed on a portion of Primary Route 26 (C000026) from reference post 2.8 to 7.5 for the 10-year period from January 1, 2004 through December 31, 2013. The analysis evaluates the project from both a corridor-wide perspective as well from a segmentation perspective. The majority of the project (RP 3.850-7.500) will be evaluated using the safety performance functions (SPF's) and Level of Service of Safety (LOSS) models developed for rural, flat and rolling 2-lane undivided highways. Non-intersection /non-interchange related crashes will be utilized for this analysis. SPF and LOSS models are not available for the 3-lane section (RP 2.800-3.850). Crash data in this area is summarized in the following sections. Intersection related crashes and any identified intersection crash trends are also summarized in the subsequent sections.

There have been 23 reported crashes within these limits including a fatal injury crash and 7 injury crashes resulting in 12 total injuries. Nineteen of the 23 crashes were non-intersection/non-interchange related. In general, this portion of P-26 is performing at a Level of Service of Safety (LOSS) II, indicating a low to moderate potential for crash reduction.

For both road departure crashes and severe injury (injury and fatal) roadway departure crashes, this portion of P-26 performing is also performing at a LOSS II, indicating a low to moderate for crash reduction.

A pattern recognition analysis using a minimum of 5 crashes and a cumulative probability of 95% did not identify any crash patterns.

With the number of crashes at the intersection of P-26 and S-202, investigate the feasibility of installing intersection signing on P-26 in advance of the junction with S-202 to provide drivers more guidance that there is an intersection ahead. In addition, evaluate the feasibility of adding transverse rumble strips in advance of the STOP sign on S-202.

Installing centerline rumble strips should be considered as this location has been identified as an area meeting the cost effectiveness thresholds for installation of this countermeasure.

Given the number of fixed object and rollover crashes (11), installation of a modified shoulder rumble strip should also be considered.

### Major Design Features

- a. **Design Speed.**  
The design speed for this Non-NHS Primary, minor arterial, in rolling terrain is 55 mph. The posted speed is 70 mph day/65 mph night and 60 mph day/55 mph night for trucks.
- b. **Horizontal Alignment.**  
This project will not affect the horizontal alignment.
- c. **Vertical Alignment.**  
This project will not affect the vertical alignment.
- d. **Typical Sections and Surfacing.**  
The typical section consists mainly of two-12 ft. driving lanes and two-2ft. shoulders. The typical section near the bridge ends consist of two-12ft. driving lanes and two-8 ft. shoulders to accommodate the approximately 40 ft. wide bridge. There is also a truck climbing lane that consists of two-12 ft. driving lanes, a 12 ft. climbing lane, and two 2-

## Preliminary Field Review/Scope of Work Report

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ft. shoulders. NOTE: previous overlay was a metric project so widths given here are approximate converted from the metric plans.

The overlay will be 0.20 ft. thick based on UGPTI institute estimated ESALs of 763. The roadway will have seal and cover and pavement markings. The surfacing inslopes will be steepened to 4:1 to maintain existing width.

Patched areas will be investigated for subgrade issues. Maintenance will provide the Glendive Lab the locations for soil investigation.

e. **Geotechnical Considerations.**

Several larger dips with maintenance patches were observed on the hill near the beginning of the project that may require digouts. The Geotechnical Section will look at these areas and provide recommendations.

f. **Hydraulics.**

No hydraulic issues were identified at the preliminary field review. Note, the bridge is in a delineated flood plain.

g. **Bridges.**

The bridge at Bennie Peer Creek will receive: class A deck repair, approximately 3 square yards, HMWM treatment, modify barrier ends to accommodate taper, replace w-beam with box beam guardrail.

h. **Traffic.**

The Traffic Section will determine if the existing signing meets reflectivity requirements and if the delineation needs to be upgraded or not. Include intersection signing on P-26 in advance of the junction with S-202 to provide drivers more guidance that there is an intersection ahead. The Traffic Section will also provide pavement marking quantities including words and symbols quantities at appropriate public approach intersections.

i. **Pedestrian/Bicycle/ADA.**

There are no existing ADA/pedestrian/bicycle facilities. The guardrail will be moved back 2 ft. from existing location and modified rumble strips on the shoulders will be used to improve the area for pedestrians and bicyclists.

j. **Miscellaneous Features.**

Guardrail:

Reset existing box beam rail 4 ft. away from the shoulder stripe instead of the current 2 ft. Replace existing w-beam rail bridge approach rail and end sections with box beam to reduce snow drifting. Note: the guardrail used to be set at 4ft from the edge of the travel lane, but was moved in on the last overlay project. Moving the guardrail out will not require any additional shoulder widening.

Rumble Strips:

Include centerline rumble strips, modified, 6" adjacent to edge stripe, shoulder rumble strips, and add transverse rumble strips in advance of the STOP sign on S-202 as recommended by the Safety Section.

## Preliminary Field Review/Scope of Work Report

STPP 26-4(18)3, JCT SEC 261-East, CN 8712000  
Project Manager: Steve Heidner, PE

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### Fencing:

Fencing appeared to be in good condition and will not be included in this project.

### Approaches:

There are 13 farm field, 13 private, and 5 public approaches. The existing public and private approaches are paved to the right of way. The farm field approaches have at least a paved 3ft. strip. All approaches will receive a 3 ft. plant mix strip.

### Mailboxes and Mailbox Turnouts:

Two existing mailboxes were placed with the 2002 overlay project and will be used as is. The turnouts will also receive the overlay.

### Cold Milling:

Cold milling will be included at the project's beginning and end connections, and at the bridge ends. The connections will be 0.20 ft. deep and 0.50 ft. in depth at the bridge ends. The milling quantity is expected to be minimal and the millings will either be used on the project or given to the contractor.

### Curbing:

Replace bituminous curbing behind the guardrail with concrete curb as the bituminous curb deteriorates and is less effective in protecting the fill slope.

#### k. **Context Sensitive Design Issues.**

No context sensitive design issues were raised at the preliminary field review.

### **Other Projects**

The project STPP 26-1(14)0, JCT MT 16-East was let in March of 2014 and should be completed before this project goes to contract. There also a project, HSIP 20-2(37)50, SF 139-Roundabout S of Sidney, at the intersection with MT 16 that is currently scheduled to be let in February of 2017.

### **Location Hydraulics Study Report**

A Location Hydraulic Study Report will not be needed for this pavement preservation project.

### **Design Exceptions**

No design exceptions are needed for this pavement preservation project.

### **Right-of-Way**

No right of way acquisition or construction permits will be needed for this pavement preservation project.

### **Access Control**

No changes to the current access control level are anticipated with this pavement preservation project.

### **Utilities/Railroads**

There is underground telephone, fiber optic, and gas lines in the vicinity that won't be affected by this project.

There is no railroad in the vicinity of this project.

## **Preliminary Field Review/Scope of Work Report**

STPP 26-4(18)3, JCT SEC 261-East, CN 8712000  
Project Manager: Steve Heidner, PE

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### **Maintenance Items**

Maintenance has identified a drainage issue involving an approach pipe off the end of this project. This work will not be included with this project.

Maintenance will provide the Glendive Lab the patch area locations that need soil investigation performed.

### **Intelligent Transportation Systems (ITS) Features**

No ITS solutions were discussed for this project.

### **Survey**

A soils investigation will identify the need for digouts. Maintenance will provide the Glendive Lab with the pavement patch locations.

### **Public Involvement**

The appropriate level of public involvement for this pavement preservation project is level A:

#### **Level A**

News release explaining the project and including a department point of contact.

### **Environmental Considerations**

A programmatic categorical exclusion environmental checklist is appropriate for this project. If situations are observed during construction that may potentially impact water quality, including wetland areas, utilize Best Management Practices (BMP) and/or temporary erosion control measures as necessary to protect the resource. Refer to Section 208 of the MDT Detailed Drawings (2005 English edition) for erosion and sediment control Best Management Practices.

### **Energy Savings/Eco-Friendly Considerations**

No energy savings/eco-friendly considerations were discussed for this pavement preservation project.

### **Experimental Features**

No experimental features were discussed at the field review for this pavement preservation project.

### **Traffic Control**

A traffic control plan will be developed as the design of the project progresses. Traffic will be maintained during construction activities throughout the project. The traffic across the bridge will be maintained using one lane only while the existing pavement at the bridge ends is being milled. Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual on Uniform Traffic Control Devices*.

## Preliminary Field Review/Scope of Work Report

STPP 26-4(18)3, JCT SEC 261-East, CN 8712000  
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### Preliminary Construction Cost Estimate

The following is taken from the nomination estimate on PPMS. The estimate will be updated at plan review stage when quantities are available.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$1,547,000		
New Structure	\$0		
Remove Structure	\$0		
Detour	\$0		
Traffic Control	\$30,000		
Subtotal	\$1,577,000		
Mobilization (10%)	\$158,000		
Subtotal	\$1,735,000		
Contingencies (10%)	\$174,000		
Total CN	\$1,909,000	\$4,900	\$2,089,000
CE (10%)	\$191,000	\$500	\$209,000
TOTAL CN+CE	\$2,100,000	\$5,400	\$2,298,000

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 9.13% as of FY 2015.

### Preliminary Engineering

The PE is estimated at \$60,000 at this time in PPMS. We believe that this amount is adequate to complete the design of the overlay, seal & cover, minor bridge work, and guard rail work.

### Project and Risk Management

Steve Heidner of the Glendive District Office will be the project manager. This project is not a project of division interest to FHWA.

At this time it appears that the extent of the digouts is the only minor risk, (because the extent of the digouts is unknown at this time), to development of this project for the given ready date below.

### Ready Date

The ready date in OPX2 is February 26, 2015. The letting date is May 28, 2015. There are no issues identified at this time that would affect Design meeting this ready date.

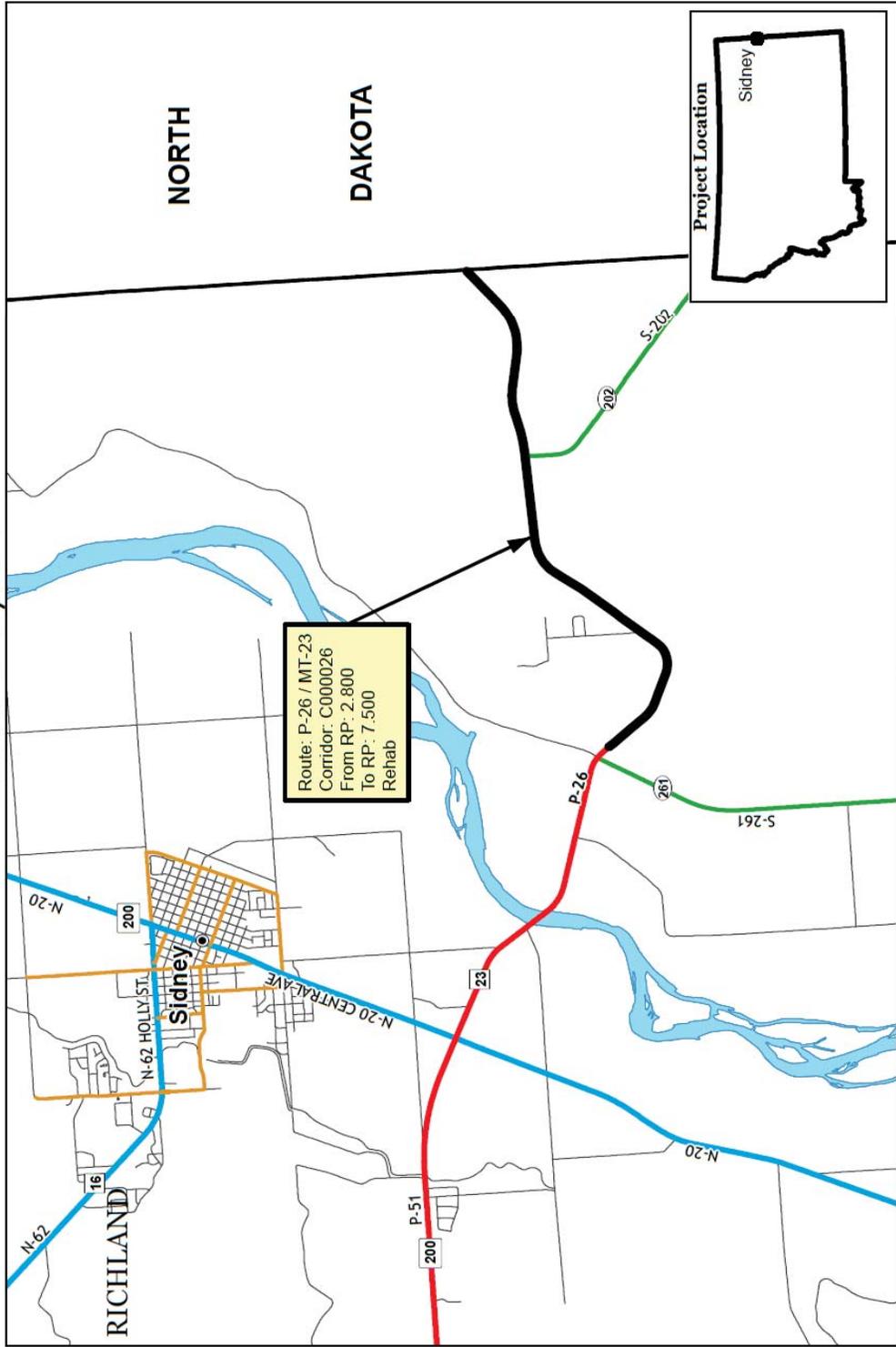
### Site Map

The project site map is attached.

# Preliminary Field Review/Scope of Work Report

STPP 26-4(18)3, JCT SEC 261-East, CN 8712000  
Project Manager: Steve Heidner, PE

## JCT SEC 261 - EAST UPN #8712



Created 2014  
Date: 7/16/2014 Path: X:\PROJ\NLY78\_MAPS\STIP\STIP\_2014\_2018\DIST\_48712\_JCT\_SEC\_261\_EAST.MXD

