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Working Together to Preserve Montana’s Transportation System

The System Impact Action process is a coordinated review of projects initiated outside of MDT that may substantially and permanently impact the transportation system. The goals of this process include:

- Provide an avenue for private developers to request access to and from the state highway system.
- Facilitate a timely review of the developer’s request amongst a varied group of MDT technical offices.
- Identify reasonable accommodation of the developer’s project needs.
- Preserve the safety, operational efficiency and integrity of Montana’s transportation system.
- Protect taxpayer investments by recovering costs from developers for their project’s impacts to the transportation system.
- Ensure MDT permitting does not precede an environmental process (NEPA/MEPA).

Coordinated through the Policy, Program & Performance Analysis Bureau
2960 Prospect Avenue / PO Box 201001
Helena, MT 59620-1001

Jim Skinner, Bureau Chief (406) 444-9233
Jon Burnett (406) 444-4262
Stephanie Maes (406) 444-6126
Jean Riley, PE (406) 444-9456
Mike Tierney (406) 444-9416
Brianna Whitaker (406) 444-9342
District and Area Offices

Ed Toavs, PE, District Administrator
2100 W. Broadway/PO Box 7039
Missoula, MT  59807-7039
Phone (406)523-5800

Dave Hand, District Administrator
200 Smelter Ave. NE/PO Box 1359
Great Falls, MT  59403-1359
Phone (406)454-5880

Shane Mintz, District Administrator
503 N. River Ave./PO Box 890
Glendive, MT  59330-0890
Phone (406)345-8200

Jeff Ebert, PE, District Administrator
3751 Wynne/PO Box 3068
Butte, MT  59702-3068
Phone (406)494-9600

Stefan Streeter, PE, District Administrator
424 Morey Street/PO Box 20437
Billings, MT  59104-0437
Phone (406)252-4138
Proposed Development Planned

- Request, complete, and return an Approach Permit Application with the Environmental Checklist

District

- District preliminarily screens for System Impact Action

Optional Start-up meeting/conference call with MDT for project's scope

Helena

- MDT Reviews Site Analysis/ TIS/ Hydraulics/Environmental Checklist

- MDT Reviews and Approves Design Plan/Report and/or Access Location/Configuration

- Memorandum of Agreement signed (if needed)

- Approval to enter Right of Way prior to construction Traffic Control Plan/Work Zone Safety and Mobility Analysis (required) and proof of Financial Guarantee (if required)

- Construction Completed and Inspected

- Permit Issued (at Districts discretion)

- As-Builts & Improvements Estimate Form Provided to MDT

- MDT Releases Financial Guarantee (if required)

District

See following process steps for definition and submittal requirements
System Impact Action Process Steps

1. Developer submits an approach, encroachment, or utility permit application with Environmental Checklist to MDT-District Office.

   Permit Application + Environmental Checklist
   Submitted by applicant to the District Office

2. The optional Start-up meeting with MDT is to scope new projects with the developer(s) and/or their consultants. This meeting is to determine the detail needed for system impact assessment, whether it is a high-level site analysis or an in-depth Traffic Impact Study. If you have worked with MDT on prior projects, you may opt to go directly to activity three.

3. MDT reviews the Site Analysis, Right-of-Way, Hydraulics, Environmental & Traffic Impact Study and identifies conditions for concurrence with the development’s identified needs and the associated impacts and mitigation measures to be addressed.

   The time required to review and approve the Study is directly related to the quality of the analysis and recommendations. If the study is sub-standard the Developer/Consultant must correct the document and resubmit.

Driveway Approach Permit Application:

Encroachment Permit Application:

Utility Occupancy and Location Agreement

Environmental Checklist:
http://www.mdt.mt.gov/other/environmental/external/forms/MDT-ENV-006-ENVIRONMENTAL_CHECKLIST.PDF
System Impact Action Process Steps

4. MDT approves Access Location and/or Design Plan/Report provided by developer. The complexity of this activity is dependent on size and type of development, the location of the project site and the level of access control existing on the associated transportation facility.

Final Roadway Improvement Plans

Final Signal Plans (if needed)

5. If a Memorandum of Agreement (MOA) is necessary for this project, both the developer and MDT must sign the MOA before proceeding on to the next activity. The MOA defines the agreement of responsibilities between MDT and the Developer.

The local government (City/County) participates in the mitigation decisions and concurs with the MOA.

Review and Sign MOA/Financial Guarantee * (if required)

The developer must notify and gain approval from MDT’s District Office to enter the right-of-way prior to beginning construction. A traffic control plan, work zone safety and mobility analysis and construction oversight/construction agreement are required at this time. If a Financial Guarantee is required, it must be in place prior to MDT issuing the permit.

Traffic Control Plan/Work Zone Safety & Mobility Analysis

Construction Financial Guarantee (if required)

6. * The Financial Guarantee is based on an estimate submitted by the developer and approved by MDT. To create the estimate, please use the Cost Estimate Spreadsheet or the Preliminary Estimating Tool and the Average Prices Catalog.

Cost Estimate Spreadsheet & Preliminary Estimating Tool:

Average Prices Catalog:
Once construction is complete for all necessary roadway mitigations, the District must inspect the project to ensure the permit or MOA conditions have been met. The developer/consultant must forward the inspection sign-off sheet to MDT to be kept on file.

Upon notification from the Systems Impact Section that all requirements have been met, the MDT District Office issues the permit per their internal process.

As-built plans must be provided to the MDT District Office to be kept on file along with Improvement Cost Estimate Form that must be Submitted to MDT Planning Division.

Consistent with the terms of the MOU and Financial Guarantee, MDT releases the Financial Guarantee.
### Timeline for System Impact Action Process

(may be longer/shorter depending on the nature of the development)

<table>
<thead>
<tr>
<th>Step</th>
<th>Item</th>
<th>Weeks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Project Identified as a System Impact Action</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Study Scope Meeting or Conversation with Developer</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Complete Traffic Impact Study or Site Analysis</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Clear Other Agencies</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Address Drainage/Hydraulics</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Address R/W and Utilities</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>MDT Reviews and Comments</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Meeting to Discuss Comments</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Negotiate Mitigations</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Credit MOA</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Develop Preliminary Design Plans</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Review Preliminary Design Plans</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Plan in Hand Meeting</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>MDT Concurs with Design</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Finalize MOA</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Traffic Control Plan/Approval to Enter ROW/Work Zone Safety</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Construction Oversight/Construction Agreement with Contractor</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Construction and Inspection</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Issue Permit</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Provide As-Buils to MDT</td>
<td></td>
</tr>
</tbody>
</table>

**MDT Actions**

**Developer/Consultant Actions**

**Combined Actions**

**Project Specific**

### Additional Notes

- Review time dependent upon the quality of submission

---
Appendix
System Impact Action Criteria

New developments requiring off site improvements will be considered a System Impact Action. The Transportation Planning Division coordinates the review process. The following is a guideline for developments, which may require off site improvements and generally follow the System Impact Action Process.

1. Developments generating 150 trips per hour *

<table>
<thead>
<tr>
<th>Type of Land-use Development</th>
<th>Example</th>
</tr>
</thead>
</table>
| Commercial                  | Single Outlet Retail  
                             | Multi-Unit Retail Development  
                             | Regional Shopping Center  
                             | High turn over sit down restaurant  
                             | Motel  
                             | Convention Center or Arena  |
| Residential                 | Single family, Multi Family, etc.  
                             | (total dwellings may come in multiple phases)  |
| Industrial                  | Heavy Industrial  
                             | (generating C-70 or C-50 trucks)  |
| Institutions                | Schools adjacent to a State Highway  |
| Offices                     | General Office Building  |
| Multiple Developments       | Commercial/Residential; Light Industrial/Commercial; etc.  |

* Trips per peak hour where the vehicular trip is defined as a one-way journey of a motorized vehicle

2. Developments accessing an Access Control Facility:

<table>
<thead>
<tr>
<th>New Access</th>
<th>New Development</th>
</tr>
</thead>
</table>
| Existing Access | Change in property use:  
                             | Change in zoning  
                             | Construction of new buildings  
                             | Increase in floor space of existing building  
                             | Division or consolidation of property boundaries  
                             | Change in the character of the traffic using the approach; or  
                             | Change in internal circulation design  
                             | Re-establishment of a property’s use, that had been unused for two years  |

3. Other proposals/developments transmitted to Transportation Planning for initial evaluation:

- New access roadway request – has the potential to open up existing undeveloped land and would be dedicated public right of way.
- Operational/safety issues that may require engineering solutions such as turn lanes or signals. Includes at-grade or above grade railroad crossing.
- The access would serve a mine greater than 5 acres
- In cases not meeting the System Impact Criteria, the district must confirm that other state and/or federal permits and environmental analysis are completed. MDT will not issue permits in advance of other permitting.

If it is determined an engineering solution is not needed and environmental issues do not exist, the development will NOT continue through the Systems Impact Action Process. Review/coordination reverts to the appropriate District. At anytime the District has uncertainties regarding any project; they may contact the Transportation Planning Division to determine if the project should go through this coordinated review process.
## Summary of Submittals
### Commonly Required for System Impact Action

<table>
<thead>
<tr>
<th>Process Flow Step</th>
<th>Submittal</th>
<th>Point of Contact</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Permit Application</td>
<td>MDT District Office</td>
<td>Forwards to Headquarters if a System Impact Action</td>
</tr>
<tr>
<td></td>
<td>Physical Environment Checklist</td>
<td></td>
<td>Completes and forwards to Headquarters</td>
</tr>
<tr>
<td>3</td>
<td>Traffic Impact Study</td>
<td>MDT District Office</td>
<td>Determined in initial planning meeting or staff review</td>
</tr>
<tr>
<td></td>
<td>Signal Warrant Analysis</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Preliminary Roadway Improvement Plans</td>
<td>MDT District Office</td>
<td>Must depict location and design</td>
</tr>
<tr>
<td></td>
<td>Preliminary Signal Plans</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Drainage Report</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Geologic Analysis</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Design Exception Request</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Other Agency Approvals</td>
<td></td>
<td>as needed - Confirmed prior to granting permit</td>
</tr>
<tr>
<td>4</td>
<td>Final Roadway Improvement Plans</td>
<td></td>
<td>All MDT Pre. Plan Comments Addressed</td>
</tr>
<tr>
<td></td>
<td>Final Signal Plans</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td>5</td>
<td>Review Memorandum of Agreement &amp; Respond</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td>6</td>
<td>Construction Oversight/Construction Agreement</td>
<td></td>
<td>required</td>
</tr>
<tr>
<td></td>
<td>Financial Guarantee for Construction</td>
<td></td>
<td>as needed</td>
</tr>
<tr>
<td></td>
<td>Traffic Control Plan/Work Zone Safety &amp; Mobility</td>
<td>MDT District Office</td>
<td>project specific</td>
</tr>
<tr>
<td>8</td>
<td>Construction Inspection Sign-Off</td>
<td>MDT District Office</td>
<td>as needed</td>
</tr>
<tr>
<td>9</td>
<td>As-Built Plans</td>
<td></td>
<td>MDT keeps these on file</td>
</tr>
<tr>
<td></td>
<td>Other items may be required</td>
<td>MDT District Office</td>
<td>project specific</td>
</tr>
</tbody>
</table>

Addresses and telephone numbers may be found on the introduction and district pages.
District Traffic Engineers

**Billings District**
Stan Jonutis, Traffic Engineer  
Phone (406) 657-0240  
Stefan Streeter, PE, District Administrator  
424 Morey Street / PO Box 20437  
Billings, MT  59104-0437  
Phone (406) 252-4138

**Butte District**
Lee Alt, Traffic Engineer  
Phone (406)494-9611  
Jeff Ebert, PE, District Administrator  
3751 Wynne / PO Box 3068  
Butte, MT  59702-3068  
Phone (406) 494-9600

**Great Falls District**
James Combs, PE, Traffic Engineer  
Phone (406) 455-8327  
Dave Hand, District Administrator  
200 Smelter Ave NE / PO Box 1359  
Great Falls, MT  59403-1359  
Phone (406) 454-5880

**Glendive District**
Keith Bithell, Traffic Engineer  
Phone (406) 345-8215  
Shane Mintz, District Administrator  
503 N River Ave / PO Box 890  
Glendive, MT  59330-0890  
Phone (406) 345-8200

**Missoula District**
Glen Cameron, Traffic Engineer  
Phone (406) 523-5869  
Ed Toavs, PE, District Administrator  
2100 W Broadway / PO Box 7039  
Missoula, MT  59807-7039  
Phone (406) 523-5800

**MDT Headquarters – Helena Point of Contact**
Jim Skinner (406) 444-9233  
Policy, Program & Performance Analysis  
2960 Prospect Ave. / PO Box 201001  
Helena, MT  59620-1001  
Mike Tierney (406) 444-9416  
Stephanie Maes (406) 444-6126  
Jon Burnett (406) 444-4262  
Jean Riley, PE (406) 444-9456  
Brianna Whitaker (406) 444-9342
Definition of Terms

The following definitions are for clarification of terminology used in this handout:

Access Control—(Control of Access) means “the condition in which the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by public authority” [MCA 60-1-103 (6)].

As Built Drawings – The contract drawings which show the actual location, character and dimensions of the completed work, including layouts, profiles, cross sections and other details.

Capacity – The maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic and control conditions.

Capture Traffic – Those trips which are internal to the site plan making multiple stops within the development.

Cultural Resource – properties that are protected as historic and/or archeological resources.

Department – The Montana Department of Transportation.

Developer - The landowner or otherwise bona-fide applicant of an approach permit or development proposal.

Hydraulics/Drainage Report— A document that defines what impact the project will have on the State’s highway system with respect to drainage and demonstrates that the historical peak runoff flows will not be exceeded. See the attached list for specific report and calculation requirements.

Level of Service (LOS) – A set of criteria that describes the degree to which intersections, roadway, weaving section or ramp can effectively serve peak-hour and/or daily traffic. Levels of service definitions are provided in the Highway Capacity Manual.

MDT – The Montana Department of Transportation.

MOA – Memorandum of Agreement.

MOU – Memorandum of Understanding.

On-Site Circulation – Vehicular network which primarily accommodates site-generated traffic within the site boundary and includes roadways, parking lots loading docks, parking garages and parking deck travel ways.
Pass-by Trips – Those trips that are diverted from traffic already on the roadway system.

Site Access Plan - A scaled drawing that explicitly illustrates the location, configuration and geometrics of all site approaches in relation to the local highway system and other approaches. The site access plan should also illustrate the supporting internal circulation to include truck access if necessary (identify design vehicle), parking and loading facilities of the development, the footprints of key building structures and any out-parcel locations, and the type and location of any required off-site improvements.

System Impact Action Process – An internal MDT process for the review and assessment of development projects that significantly and permanently impact the State transportation system.

Traffic Generation – The estimated number of origins from and destinations to a site resulting from the land-use activity on that site.

Traffic Impact – the effect of site traffic on highway operations and safety.

Traffic Impact Analysis – An engineering and traffic study that determines the potential traffic impacts of a proposed traffic generator. A complete analysis includes an estimation of future traffic with and without the proposed generator, analyses of the traffic impacts and recommended roadway improvements that are necessary to accommodate the additional site traffic.

Traffic Impact Mitigation – The reduction of traffic impacts on roadways and/or intersections to an acceptable level of service.

Trip Distribution – The ratio of geographical origin of vehicle trips on the surrounding roadway network intending to use the subject development.

Vehicular Trip – A single or one-way vehicular trip with its origin (i.e. out bound), destination (i.e. inbound) or both trip ends made inside the study area.

Work Zone – The area where the construction, repair, maintenance, or survey work is actually taking place. The boundaries of the work zone must be clearly identified by the posting of signs.

Work Zone Mobility – In general terms, work zone mobility is the ability to move the traveling public efficiently through and around a work zone area with minimum delay compared to a baseline travel when no work zone is present.

Work Zone Safety – Safety refers to minimizing hazards to the traveling public and highway workers in a work zone.
Montana Department of Transportation
Environmental Checklist

Control Number/UPN | Project Identification Number | Name/Location Description | Route/Corridor | Federal Funds Involved?
--- | --- | --- | --- | ---

Date | Choose type of Environmental Checklist:
--- | ---

Location
Highway or Route: | Milepost(s):
--- | ---
Physical Address: | City:
--- | ---
Legal Description: | County:
--- | ---
 Township: | Range: | Section(s):
--- | --- | ---

Applicant Information:
Name: | Title:
--- | ---
Company/Utility: | Mailing Address: | Phone:
--- | --- | ---

MDT Environmental Checklist Help Guide
(Click button or go to www.mdt.mt.gov/other/environmental/external/forms/ENVIRONMENTAL-CHECKLIST-HELPSHEET.PDF)

Impact Questions
Actions that qualify for Categorical Exclusion under MEPA and/or NEPA (See ARM 18.2.261 and 23 CFR 771.117) (See ARM 18.2.261 and 23 CFR 771.117)

1. Will the proposed action impact any known historical or archaeological site(s)?
   Yes | No
2. Will the proposed action impact any publicly owned parkland(s), recreation area(s), wildlife or waterfowl refuge(s)?
   Yes | No
3. Will the proposed action impact prime farmlands? (If yes, attach completed Farmland Conversion Impact Rating Ad-1006)
   Yes | No
4. a. Will the proposed action impact on the human environment that may result from relocations of persons or businesses, changes in traffic patterns, changes in grade, or other types of changes?
   Yes | No
   b. Has the proposed action received any preliminary or final approval from the local land use authority?
   Yes | No
5. For the proposed action, is there documented controversy on environmental grounds? (For example, has the applicant received a letter of petition from an environmental organization?)
   Yes | No
6. Will the proposed action require work in, across or adjacent to a listed or proposed Wild or Scenic River?
   Yes | No
7. Will the proposed action require work in a Class I Air Shed or nonattainment area?
   Yes | No
8. Will the proposed action impact air quality or increase noise, even temporarily?
   Yes | No
9. a. Is the proposed project a MS4 Area? (Billings, Bozeman, Butte, Helena, Great Falls, Kalispell, and Missoula)
   Yes | No
   b. Will the proposed action have potential to affect water quality, wetlands, streams or other water bodies? If YES, an environment-related permit or authorization may be required.
   Yes | No
10. Are solid or hazardous wastes or petroleum products likely to be encountered? (For example, project occurs in or adjacent to superfund sites, known spill areas, understorage tanks, or abandoned mines.)
    Yes | No
11. a. Are there any listed or candidate threatened or endangered species, or critical habitat in the vicinity of the proposed action?
    Yes | No
    b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?
    Yes | No
12. Will the proposed action require an environmental-related permit or authorization?
    If the answer is "yes," please list the specific permits or authorizations.
    Yes | No
13. a. Is the proposed action on or within approximately 1 mile of an Indian Reservation?
    Yes | No
    b. If "yes", will a Tribal Water Permit be required?
    Yes | No | N/A
14. Will the proposed action result in increased traffic volumes, increased wait or delays on state highways, or have adverse impacts on other forms of transportation (rail, transit or air movements)?
    Yes | No
15. Is the proposed action part of a project that may require other governmental permits, licenses or easements? If "Yes," describe the full extent of the project and any other permits, licenses or easements that may be necessary for the applicant to acquire.
    Yes | No
Checklist Conditions and Required Approvals

A. 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.

B. Complete the checklist items 1 through 15, 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. Ensure that information required for items 16, 17, and 18, is attached. The checklist preparer, by signing, certifies the accuracy of the information provided.

C. If "Yes" is indicated on any of the items, the Applicant must explain the impacts as applicable. Appropriate mitigation measures that will be taken to avoid, minimize, and/or mitigate adverse impacts must also be described. Any proposed mitigation measures will become a condition of approval.

Use attachments if necessary. If the applicant checks "No" and the District concludes there may in fact be potential impacts, the Environmental Checklist must be forwarded to Environmental Services Bureau for review and approval.

D. If "Yes" is indicated in item 11 a. (threatened or endangered species), the Applicant should provide information naming the particular species and the expected location, distribution and habitat use in the proposed action area, i.e. within the immediate area of the proposed action; or, in the general area on occasion (seasonally passes through) but does not nest, den or occupy the area for more than a few days.

E. If the applicant checks "Yes" for any item, the approach permit, occupancy agreement or permit, along with the checklist and supporting information, including the Applicant's mitigation proposal, documentation, evaluation and/or permits must be submitted to MDT Environmental Services Bureau. Electronic format is preferred.

F. When the applicant checks "Yes" to any item, the Applicant cannot be authorized to proceed with the proposed work until the MDT Environmental Services Bureau and/or Transportation Planning, as appropriate, reviews the information and signs the checklist.

G. Applicant must obtain all necessary permits or authorizations from other entities with jurisdiction prior to beginning the proposed action or activity. The Applicant is solely responsible for any environmental impacts incurred as a result of the project; obtaining any necessary environmental permits, notifications, and/or clearances, and ensuring compliance with environmental laws and regulations.
MDT Environmental Checklist Help Sheet

The following information is provided as a courtesy and is intended to be used for informational purposes only. The Applicant is expected to confirm that the information is accurate and up to date. The Applicant is responsible for ensuring accurate, current information in the checklist responses and compliance with all environmental laws and regulations applicable to the proposed activity.

Where Do I Start?
The following links are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult other information sources and/or professionals.
- Threatened and Endangered Species: [http://www.fws.gov/mt/Endangered_Species/Listed_Species.html](http://www.fws.gov/mt/Endangered_Species/Listed_Species.html)
- CSKT Environmental Permits: [http://www.cskt.org/tr/Spa.htm](http://www.cskt.org/tr/Spa.htm)
- Air Quality Nonattainment Areas: [http://deq.mt.gov/AirQuality/Planning/AirQuality.html](http://deq.mt.gov/AirQuality/Planning/AirQuality.html)
- Class I Airsheds: [http://deq.mt.gov/AirQuality/Planning/ClassI.html](http://deq.mt.gov/AirQuality/Planning/ClassI.html)

Do I Need Other Permits?

Commonly required water quality related permits or authorizations are listed below. Other permits or authorizations may be required and other laws may apply, depending on the type and location of the proposed activity. For more information, please reference the "A Guide to Stream Permitting in Montana" available on the Internet at [http://dirc.mt.gov/permits/streampermitting/default.asp](http://dirc.mt.gov/permits/streampermitting/default.asp) or from your local conservation district office. (The information provided below was adapted from "A Guide to Stream Permitting in Montana").

Applicants are encouraged to plan ahead! Note that applicable permits must be secured before beginning work. Permitting application processing can take from 10 to 120 days from the time a complete application is submitted, depending upon the agency with authority and the proposed activity.

**Montana Natural Streambed and Land Preservation Act (310 Permit)**
Any private, nongovernmental individual or entity that proposes to work in or near a stream on public or private land must obtain a 310 permit for any activity that physically alters or modifies the bed or immediate banks of a perennially flowing stream. For more information, contact the local conservation district, the Conservation Districts Bureau of the Department of Natural Resources and Conservation at (406) 444-8667, or the Montana Association of Conservation Districts at (406) 443-5711 or [http://dirc.mt.gov/permits/](http://dirc.mt.gov/permits/)

**Montana Stream Protection Act (SPA 124 Notification)**
Any agency or subdivision of federal, state, county, or city government proposing a project that may affect the bed or banks of any stream in Montana must obtain an SPA 124 for any project including the construction of new facilities or the modification, operation, and maintenance of an existing facility that may affect the natural existing shape and form of any stream or its banks or tributaries. For more information, contact the Habitat Protection Bureau of the Department of Fish, Wildlife and Parks at (406) 444-2449 or [http://dirc.mt.gov/permits/StreamPermitting/StreamProtectionAct.asp](http://dirc.mt.gov/permits/StreamPermitting/StreamProtectionAct.asp)

**Montana Floodplain and Floodway Management Act (Floodplain Development Permit)**
Anyone planning new construction within a designated 100-year floodplain must obtain a floodplain development permit. New construction includes, but is not limited to, placement of fill, roads, bridges, culverts, transmission lines, irrigation facilities, storage of equipment or materials, and excavation; new construction, placement, or replacement of manufactured homes; and new construction, additions, or substantial improvements to residential and commercial buildings. Permit applications are available from the local floodplain administrator or from the Department of Natural Resources and Conservation. For more information, contact the Floodplain Management Section of the Department of Natural Resources and Conservation at (406) 444-0860 or [http://dirc.mt.gov/](http://dirc.mt.gov/)

**Federal Clean Water Act (404 Permit)**
Any person proposing a project that will result in the discharge or placement of dredged or fill material into waters of the U.S. must obtain a 404 permit. "Waters of the U.S." include lakes, rivers, streams (including perennial, intermittent, and ephemeral channels), some irrigation facilities, wetlands, and other aquatic sites. Submit an application to the U.S. Army Corps of Engineers. The U.S. Environmental Protection Agency (EPA) also has regulatory review and enforcement functions under the law. For more information, contact the Army Corps of Engineers at (406) 441-1375 or [http://www.epa.gov/](http://www.epa.gov/)

**Short-term Water Quality Standard for Turbidity (318 Authorization)**
Any person initiating construction activity that will cause short term or temporary violations of state surface water quality standards for turbidity in any "State water" must obtain a 318 Authorization before beginning work. "State water" includes any body of water, irrigation system, or drainage system, either surface or underground, including wetlands, except for irrigation water where the water is used up within the irrigation system and the water is not returned to other state water. The authorization may be obtained from the Department of Environmental Quality (DEQ) or may be waived by the Department of Fish, Wildlife and Parks during its review process under the Natural Streambed and Land Preservation Act (310 Permit) or the Stream Protection Act (SPA 124 Notification). For more information contact the DEQ Water Protection Bureau at (406) 444-3080 or [http://deq.mt.gov/wqinfo/OtherCert/318Authorization.html](http://deq.mt.gov/wqinfo/OtherCert/318Authorization.html)

**Storm Water Discharge General Permits**
Anyone proposing construction activities (which include soil disturbing activities such as clearing, grading, excavating, stockpiling, etc.) that disturb one or more acres, or smaller sites that are part of a larger common plan of development or sale, are regulated under either EPA's NPDES stormwater program or DEQ's MPDES stormwater program. For more information contact EPA at [http://cfpub.epa.gov/nmpdes/stormwater/cap.htm](http://cfpub.epa.gov/nmpdes/stormwater/cap.htm) or the DEQ Storm Water Protection Bureau at (406) 444-3080 or [http://deq.mt.gov/wqinfo/MPDES/StormwaterConstruction.html](http://deq.mt.gov/wqinfo/MPDES/StormwaterConstruction.html)
Montana Department of Transportation
Environmental Checklist

Control Number / UPN: [Blank]
Project Identification Number: [Blank]
Name / Location Description: [Blank]
Route / Corridor: [Blank]
Federal Funds Involved: [Blank]

(For MDT Use Only)

Date: [Blank]
Choose type of Environmental Checklist: [Blank]

Location
Highway or Route: [Blank]
Milepost(s): [Blank]
Physical Address: [Blank]
City: [Blank]
Legal Description: [Blank]
County: [Blank]
Township: [Blank]
Range: [Blank]
Section(s): [Blank]

Applicant Information:
Name: [Blank]
Title: [Blank]
Company / Utility: [Blank]
Mailing Address: [Blank]
City: [Blank]
State: [Blank]
Zip: [Blank]
Phone: [Blank]
Business Phone: [Blank]

MDT Environmental Checklist Help Guide
(Click button or go to www.mdt.mt.gov/other/environmental/external/forms ENVIRONMENTAL-CHECKLIST-HELPSHEET-PDF)

Impact Questions
Actions that qualify for Categorical Exclusion under MEPA and/or NEPA (See ARM 18.2.261 and 23 CFR 771.117)
(See ARM 18.2.261 and 23 CFR 771.117)

1. Will the proposed action impact any known historical or archaeological site(s)?
   - Yes
   - No
   - Observed NRHP site on 3/7/13

2. Will the proposed action impact any publicly owned parkland(s), recreation area(s), wildlife or waterfowl
   refuge(s)?
   - Yes
   - No
   - No publicly owned parks adjacent, and no R&W necessary

3. Will the proposed action impact prime farmlands? (If yes, attach a completed Farmland Conversion Impact Rating
   Ad-100X.)
   - Yes
   - No
   - See attached map

4. a. Will the proposed action have an impact on the human environment that may result from relocations of
   persons or businesses, changes in traffic patterns, changes in grade, or other types of changes?
   - Yes
   - No
   - Bedrock County has approved Site Plan
     Issued news released on 1/11/13, received 3 comments in favor during
     30 day comment period

5. For the proposed action, is there documented controversy on environmental grounds? (For example, has the
   applicant received a letter of petition from an environmental organization?)
   - Yes
   - No
   - Reviewed NRPS site and no contaminated sites were found within the project area

6. Will the proposed action require work in access or adjacent to a listed or proposed Wild or Scenic River?
   - Yes
   - No
   - Bull Trout may be present

7. Will the proposed action require work in a Class I Airshed or immunization area?
   - Yes
   - No
   - Impacts are anticipated to be minor.

8. Will the proposed action impact air quality or increase noise, even temporarily?
   - Yes
   - No
   - Flathead Indian Reservation

9. a. Is the proposed project a MSA Area? (Billings, Bozeman, Butte, Helena, Great Falls, Kalispell, and Missoula)
   - Yes
   - No
   - There are wetlands located within MDT R/W at STA 23+22 & 34+56

   b. Will the proposed action have potential to affect water quality, wetlands, streams or other water bodies? If YES,
      an environment-related permit or authorization may be required.
      - Yes
      - No
      - Reviewed NRPS site and no contaminated sites were found within the project area

10. Are solid or hazardous wastes or petroleum products likely to be encountered? (For example, project occurs in or
     adjacent to Superfund sites, known spill areas, under storage tanks or abandoned mines.)
    - Yes
    - No
    - Reviewed County list of T&E species.

11. a. Are there any listed or candidate threatened or endangered species, or critical habitat in the vicinity of the
     proposed action?
    - Yes
    - No
    - Impacts are anticipated to be minor.

   b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely
      modify critical habitat?
    - Yes
    - No
    - Stormwater Construction Permit

12. Will the proposed action require an environmental-related permit or authorization?
    If the answer is “Yes,” please list the specific permits or authorizations.
    - Yes
    - No
    - Flathead Indian Reservation

13. a. Is the proposed action on or within approximately 1 mile of an Indian Reservation?
    - Yes
    - No
    - Tribal Water Permit be required?

    b. If “Yes”, will a Tribal Water Permit be required?
    - Yes
    - No
    - N/A
Montana Department of Transportation
Environmental Checklist

14. Will the proposed action result in increased traffic volumes, increased wait or delays on state highways, or have adverse impacts on other forms of transportation (rail, transit or air movements)?
   - Yes
   - No

15. Is the proposed action part of a project that may require other governmental permits, licenses or easements? If "Yes", describe the full extent of the project and any other permits, licenses or easements that may be necessary for the applicant to acquire.
   - Yes
   - No

16. Attach a brief description of the work to be performed, including any subsurface work.
   - Description Attached

17. Attach representative photos of the site(s) where the proposed action would be implemented. Photos are to include any structures, streams, irrigation canals, and/or potential wetlands in the project area.
   - Photos Attached

18. Attach map(s) showing the location(s) of the proposed action(s), Section, Township, Range, highway or route number and approximate route post(s).
   - Maps Attached

Checklist preparer: ________________________________

Reviewed for completeness by:

MDT District Representative

Checklist Approved by:

Environmental Services Bureau
   (When any of the items 1 through 15 are checked "Yes")

Transportation Planning
   (When any of the items 14 or 15 are checked "Yes")

Checklist Conditions and Required Approvals

A. 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.

B. Complete the checklist items 1 through 15, 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. Ensure that information required for items 16, 17, and 18, is attached. The checklist preparer, by signing, certifies the accuracy of the information provided.

C. If "Yes" is indicated on any of the items, the Applicant must explain the impacts as applicable. Appropriate mitigation measures that will be taken to avoid, minimize, and/or mitigate adverse impacts must also be described. Any proposed mitigation measures will become a condition of approval.
   
   Use attachments if necessary. If the applicant checks "No" and the District concludes there may in fact be potential impacts, the Environmental Checklist must be forwarded to Environmental Services Bureau for review and approval.

D. If "Yes" is indicated in item 11 a. (threatened or endangered species), the Applicant should provide information naming the particular species and the expected location, distribution and habitat use in the proposed action area, i.e. within the immediate area of the proposed action; or, in the general area on occasion (seasonally passes through) but does not nest, den or occupy the area for more than a few days.

E. If the applicant checks "Yes" for any item, the approach permit, occupancy agreement or permit, along with the checklist and supporting information, including the Applicant's mitigation proposal, documentation, evaluation and/or permits must be submitted to MDT Environmental Services Bureau. Electronic format is preferred.

F. When the applicant checks "Yes" to any item, the Applicant cannot be authorized to proceed with the proposed work until the MDT Environmental Services Bureau and/or Transportation Planning, as appropriate, reviews the information and signs the checklist.

G. Applicant must obtain all necessary permits or authorizations from other entities with jurisdiction prior to beginning the proposed action or activity. The Applicant is solely responsible for any environmental impacts incurred as a result of the project; obtaining any necessary environmental permits, notifications, and/or clearances; and ensuring compliance with environmental laws and regulations.
Montana Department of Transportation
Drainage / Hydraulic Report Checklist

For MDT to properly evaluate this proposal, a hydraulic report will need to be submitted to document the proposed design and residual effects the project will have on the highway system with respect to drainage. The hydraulic report will need to be stamped by a professional engineer and include the following items:

<table>
<thead>
<tr>
<th>Report Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description (Location)</td>
<td>City / County, State highway route, mile marker / local streets</td>
</tr>
<tr>
<td>Property Description</td>
<td>Area</td>
</tr>
<tr>
<td></td>
<td>Ground cover</td>
</tr>
<tr>
<td></td>
<td>Historic drainage patterns</td>
</tr>
<tr>
<td></td>
<td>Streams</td>
</tr>
<tr>
<td></td>
<td>Drainage-ways</td>
</tr>
<tr>
<td></td>
<td>Ditches</td>
</tr>
<tr>
<td></td>
<td>Irrigation facilities</td>
</tr>
<tr>
<td></td>
<td>Culverts</td>
</tr>
<tr>
<td>Project Description and the Proposed Drainage Concept including the following:</td>
<td>Land use</td>
</tr>
<tr>
<td></td>
<td>Ground cover</td>
</tr>
<tr>
<td></td>
<td>Drainage patterns</td>
</tr>
<tr>
<td></td>
<td>Compliance with historical offsite runoff restrictions</td>
</tr>
<tr>
<td></td>
<td>Detention storage</td>
</tr>
<tr>
<td></td>
<td>Outlet design</td>
</tr>
<tr>
<td></td>
<td>Maintenance</td>
</tr>
<tr>
<td>Drainage Map including:</td>
<td>Topography</td>
</tr>
<tr>
<td></td>
<td>Existing and proposed drainage facilities</td>
</tr>
<tr>
<td></td>
<td>Delineated drainage basins</td>
</tr>
<tr>
<td></td>
<td>Flow patterns</td>
</tr>
<tr>
<td></td>
<td>Highway right of way</td>
</tr>
<tr>
<td></td>
<td>Facilities</td>
</tr>
<tr>
<td>Runoff Calculations</td>
<td>For historical and proposed peak flow rates for the 2-year event</td>
</tr>
<tr>
<td></td>
<td>using the time of concentration to determine the intensity</td>
</tr>
<tr>
<td></td>
<td>For historical and proposed peak flow rates for the 100-year event</td>
</tr>
<tr>
<td></td>
<td>using the time of concentration to determine the intensity</td>
</tr>
<tr>
<td>Detention Storage</td>
<td>Volume calculations required to limit the develop peak flows to the historic peak flow for the 2-year event. Or retention storage volume calculations required to contain the 2 year 24 hour event.</td>
</tr>
<tr>
<td>Outlet Structure Design</td>
<td>Including orifice calculations to control the 2-year event</td>
</tr>
<tr>
<td>Emergency Overflow</td>
<td>Design to pass the 100-year event</td>
</tr>
<tr>
<td>Calculations</td>
<td>Demonstrate that the developed peak flows do not exceed the historical peak flows during the 2-year event. Additionally, the 100-year event should be analyzed to determine how the water will pass through the system and what impact it will have on roadway overtopping, flooding structures, etc.</td>
</tr>
</tbody>
</table>

Available on request from MDT: A spreadsheet has been prepared to facilitate runoff calculations. The MDT-Rational Spreadsheet may be used to perform runoff calculations using the Rational Method.
# Montana Department of Transportation
## Traffic Impact Study Checklist

<table>
<thead>
<tr>
<th>Report Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td>Development (scaled)</td>
</tr>
<tr>
<td>Site Plan (Must include MDT project stationing)</td>
<td>( w/ ) Neighboring area (scaled)</td>
</tr>
<tr>
<td>Development Phasing and Timing</td>
<td>Multiple Stages (?)</td>
</tr>
<tr>
<td>Existing Traffic Volumes (Base)</td>
<td>Current Daily and Hourly Volumes</td>
</tr>
<tr>
<td>Existing Traffic Conditions</td>
<td>Lane Configuration (Adjacent Roadways &amp; Intersections)</td>
</tr>
<tr>
<td></td>
<td>Transit Service</td>
</tr>
<tr>
<td></td>
<td>Level of Access Control</td>
</tr>
<tr>
<td>Projected Traffic</td>
<td>Trip Generation per ITE</td>
</tr>
<tr>
<td></td>
<td>AM / PM peaks ADT (others as needed)</td>
</tr>
<tr>
<td></td>
<td>Pass-By and Capture Traffic</td>
</tr>
<tr>
<td></td>
<td>Trip Distribution</td>
</tr>
<tr>
<td></td>
<td>Approach and Roadway Assignment</td>
</tr>
<tr>
<td></td>
<td>Full development (Projected base + site traffic)</td>
</tr>
<tr>
<td>Traffic Analysis</td>
<td>Capacity Analysis and LOS</td>
</tr>
<tr>
<td></td>
<td>Existing (base non-site traffic)</td>
</tr>
<tr>
<td></td>
<td>Full development (Existing + site traffic)</td>
</tr>
<tr>
<td></td>
<td>Traffic Operation - Access Design</td>
</tr>
<tr>
<td></td>
<td>Traffic Operation - Lane Assignment</td>
</tr>
<tr>
<td></td>
<td>Site Circulation and Parking (Impact on accessibility)</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Access Considerations</td>
</tr>
<tr>
<td>Truck Access</td>
<td>Approach - delivery vehicles use (Identify)</td>
</tr>
<tr>
<td></td>
<td>Turning Movements - sufficient radius of turn</td>
</tr>
<tr>
<td>Other Transit Considerations</td>
<td>Rail, Bus and Bicycle (Site Dependent)</td>
</tr>
<tr>
<td>Improvement Analysis</td>
<td>Accommodate Site Access</td>
</tr>
<tr>
<td></td>
<td>Accommodate Adjacent Roadway and Intersection Function</td>
</tr>
<tr>
<td></td>
<td>Alternatives</td>
</tr>
<tr>
<td>Conclusions and Recommendations</td>
<td>Including Mitigations Developer Commits to</td>
</tr>
<tr>
<td>Appendices</td>
<td>Traffic Counts</td>
</tr>
<tr>
<td></td>
<td>Capacity Analyses Worksheets</td>
</tr>
<tr>
<td></td>
<td>Traffic Control Needs Studies</td>
</tr>
<tr>
<td></td>
<td>Traffic Signal Needs Studies</td>
</tr>
</tbody>
</table>
### Montana Department of Transportation
### Additional Systems Impact Information Checklist

<table>
<thead>
<tr>
<th>Report Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way (upon MDT request)</td>
<td>Chain of title with copies of Bargain and Sale deeds and corresponding full sized Certificate of Survey’s (C.O.S.) for all owners beginning with the owner at the time of the last MDT project</td>
</tr>
<tr>
<td></td>
<td>Adjacent property approach location information (inventory of approaches in the impacted area)</td>
</tr>
<tr>
<td>Hydraulic Analysis</td>
<td>See Checklist on Page 18</td>
</tr>
<tr>
<td>Environmental Analysis</td>
<td>See Checklist on Page 14</td>
</tr>
<tr>
<td></td>
<td>Cultural Resources (Identify when requested)</td>
</tr>
<tr>
<td></td>
<td>Local Land use Plan (When Requested)</td>
</tr>
<tr>
<td></td>
<td>MTDEQ Storm water Discharge NOI Verification Letter - (Required if more than 1 acre disturbed)</td>
</tr>
<tr>
<td></td>
<td>Other Fed or State Agency Permits (DEQ, COE, FWP,)</td>
</tr>
<tr>
<td>Construction Analysis</td>
<td>Construction site Details for development (When Requested)</td>
</tr>
<tr>
<td></td>
<td>Construction Details of Mitigation Facilities (When Requested)</td>
</tr>
<tr>
<td>Work Zone Safety and Mobility Analysis</td>
<td>See Appendix A (Criteria for Defining Significant Projects) on pages 21-26</td>
</tr>
<tr>
<td></td>
<td>Applies to all agencies that receive Federal-aid Highway Funding</td>
</tr>
</tbody>
</table>
APPENDIX A - Criteria for Defining Significant Projects

**Significant Projects**
A significant project is one that alone or in combination with other concurrent projects nearby is anticipated to cause sustained construction zone impacts greater than what is considered acceptable based on MDT guidelines and engineering judgment. Levels of impact are defined below. Projects with Level 1 impacts are considered significant.

The intent of the Work Zone Safety and Mobility Policy is to maintain flexibility for the project design team to determine project-specific impact levels. If project- or site-specific conditions indicate that a project could have a higher or lower level of significance, the design team is expected to develop the appropriate components of the Traffic Management Plan (TMP).

**Impact Levels**

**Level 1**
Work impacts the traveling public at the metropolitan, regional, or interstate level. The construction project has a high level of public interest. Construction work will directly impact a large number of travelers. Construction will have high user cost impacts and the duration is usually very long. Examples of this work type would be: major corridor reconstruction, high impact interchange improvements, full closures on high volume facilities, major bridge repair, repaving projects that require lane closures for more than three days and result in substantial increases in congestion, etc.

Attachment 1 is a listing of the corridors in Montana that are of Level 1 significance. The following guidance defines the criteria used to decide if a project is Level 1:

1. Projects on non-Interstate principal arterials within urban areas that reduce the number of through travel lanes under any of the following conditions:
   - more than 3-consecutive days,
   - during the morning, lunch time or evening peak period, or
   - impair critical movements at a major intersection for more than a 3-consecutive day period.
   An Urban area is defined as any land area within the boundaries of the designated urban areas (population over 5,000) as shown on the official urban-area maps.

2. Rural highway corridors that qualify for Level 1 significant projects are listed in Attachment 1.

3. Projects that meet other conditions as described on Attachment 3, Significant Project Checklist.

Other projects can be elevated to level 1 with a request through the District Administrator if contributing factors justify. Conversely, some projects do not have high levels of construction zone impacts and the Project Design Manager, with concurrence from the District Administrator, may apply for an exception to the Significant Project procedures that shall be documented and approved by the Preconstruction Engineer.
The TMP for Level 1 projects will consist of a Traffic Control Plan (TCP) as well as Transportation Operations (TO) and Public Information (PI) components. The TCP addresses traffic safety and control through the construction zone. The TO component addresses sustained operations and management of the construction zone impact area, and the PI component addresses communication with the public and concerned stakeholders.

Recent MDT projects that would exemplify Level 1, Significant Projects would include:

- The Highway 93 corridor reconstruction projects (N-5) between Evaro and Polson, with Average Annual Daily Traffic (AADT) ranging from 6,600 to 15,000, carrying heavy tourist traffic as well as serving the residents. The projects are located in an environmentally sensitive area within the Flathead Indian Reservation, confined by topographic and environmentally sensitive features. Detour options were limited, the traffic volumes and potential for significant delay and queuing were high, and the public, tribal, and political involvement were well above average.

- The shoulder and median mill/fill project on Highway 12 (NH-8) in Helena that shut down lanes during peak hours and backed traffic up to the railroad overpass, delaying morning traffic into Helena for more than three consecutive days.

- 10th Avenue South reconstruction in Great Falls (NH-60), which shut down multiple blocks of a principal arterial with a high commercial density to reconstruct the concrete pavement and widen the road.

- King Avenue Interchange reconstruction work in Billings (U-1010) which included involvement with the railroad, traffic volumes in excess of 30,000 AADT on four lanes, lane closures for extended periods of time, and the potential for major impacts on other intersections beyond the construction zone resulting from detouring traffic.

- Weeksville – West: 3.8 mile reconstruction project on MT 200 (P-6) that involved grading operations, blasting adjacent to the railroad, and paving operations. Although this section of highway is not on the Level 1 list, the nature of the project required Level 1 consideration. Blasting operations had the potential to delay traffic for up to 2 hours, so variable message signs and other public notification were used to minimize the impact on travelers.

**Level 2**

Work impacts the traveling public at the city or regional level. It has a moderate level of public interest. It will directly impact a moderate level of travelers. It will have low to moderate user cost impacts, and can include lane closures for a moderate duration if not during peak hours. Examples of this work type would be: Repaving work on roadways on the National Highway System (NHS) with moderate AADT, minor bridge repair, shoulder repair and construction, minor interchange repairs, etc.

Attachment 2 is a listing of the corridors in Montana that are of Level 2 significance. The following guidance defines the criteria used to decide if a project is a non-significant, Level 2 project:

1. Projects on through roadways in any incorporated city/town.

2. Additional highway corridors that would qualify for Level 2 projects are listed in Attachment 2.
In addition, projects can be elevated to this level with a request through the District Administrator. Projects in high traffic areas or on secondary or off system routes may fall under level 2. Conversely, some projects do not have high levels of construction zone impacts and the Project Design Manager, with concurrence from the District Administrator, may apply for an exception to the Significant Project procedures that must be documented and approved by the Preconstruction Engineer.

For Level 2 Projects, the TMP may consist only of a TCP. Some of these Projects will require a limited TMP where the TCP and TO will be described briefly and where TCP and TO plans for critical phases may be developed. The level of public involvement will be assessed. Generally, a detailed and comprehensive PI component will not be necessary. However, public notification in newspapers and on the radio should be considered. See Appendix E for PI guidance and strategies.

Recent MDT projects that would exemplify Level 2 Projects would include:

- Milling and paving work on I-15 near Jefferson City that involved lane reduction without causing significant congestion.
- Reconstruction of US 287 (NH-8) to provide passing lanes and a wider roadway section that inconvenienced the traveling public, but didn't cause significant delay or congestion.
- Overlay projects east of Lincoln on MT 200 (NH-24) caused some inconvenience to the traveling public, but didn't involve significant delays.
- Nashua – East and West 10-mile reconstruction project on US 2 (NH-1) east of Glasgow that involved grading and structure work. Although this section of highway isn't on the Level 2 list, the proximity to Glasgow and the involvement with the Tribe elevated the project. Additional thought was given to traffic control to minimize the construction impacts to the traveling public.

Level 3
Work impacts the traveling public to a small degree. Public interest is low and AADT is low. Duration of work is short to moderate. Construction zones can be mobile, and typically this work is recurring. Examples of this work type would be: Certain low impact striping work, guardrail repair, minor shoulder repair, pothole patching, very minor joint sealing, minor bridge painting, sign repair, mowing, etc.

Typical, recent MDT work that would exemplify Level 3 Projects would include:

- Off system bridge reconstruction projects in rural areas with very low AADT, with single lane detours or road closures with alternative detour routes established.
- Routine Maintenance guardrail repair, mowing operations, striping, etc.
- Crack sealing projects where one short section of a through-lane may be closed for a day, then the operation moves on for the next day.

The TMP will consist of a TCP; TO and PI components are not necessary at this level.
**Attachment 1.**

**LEVEL 1 CORRIDORS**

A. The following rural corridors:

<table>
<thead>
<tr>
<th>MDT Route*</th>
<th>Map Route</th>
<th>RP to RP</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-90</td>
<td>I-90</td>
<td>96</td>
<td>110</td>
</tr>
<tr>
<td>I-90</td>
<td>I-90</td>
<td>29</td>
<td>331</td>
</tr>
<tr>
<td>I-90</td>
<td>I-90</td>
<td>43</td>
<td>457</td>
</tr>
<tr>
<td>N-1</td>
<td>US 2</td>
<td>10</td>
<td>153</td>
</tr>
<tr>
<td>N-4</td>
<td>US 310</td>
<td>42</td>
<td>54</td>
</tr>
<tr>
<td>N-5</td>
<td>US 93/MT 200</td>
<td>0</td>
<td>130</td>
</tr>
<tr>
<td>P-6</td>
<td>MT 200</td>
<td>76</td>
<td>116</td>
</tr>
<tr>
<td>N-7</td>
<td>US 93</td>
<td>30</td>
<td>91</td>
</tr>
<tr>
<td>N-50/P-50</td>
<td>US 191</td>
<td>20</td>
<td>91</td>
</tr>
<tr>
<td>N-85</td>
<td>MT 85</td>
<td>0</td>
<td>7</td>
</tr>
</tbody>
</table>

*Departmental route

B. Non-interstate principal arterials within the federally designated urban areas:

<table>
<thead>
<tr>
<th>City</th>
<th>City</th>
<th>City</th>
<th>City</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anaconda</td>
<td>Bozeman</td>
<td>Havre</td>
<td>Laurel</td>
<td>Miles City</td>
</tr>
<tr>
<td>Belgrade</td>
<td>Butte</td>
<td>Helena</td>
<td>Lewistown</td>
<td>Missoula</td>
</tr>
<tr>
<td>Billings</td>
<td>Great Falls</td>
<td>Kalispell</td>
<td>Livingston</td>
<td>Whitefish</td>
</tr>
</tbody>
</table>

C. Projects on other corridors that are not listed may be considered significant; see the checklist (attachment 3) for additional guidance.
WORK ZONE SAFETY AND MOBILITY REQUIREMENTS

LEVEL 2 CORRIDORS
A. All Interstate corridors and through-roads in incorporated towns not considered Level 1.
B. And the following corridors:

<table>
<thead>
<tr>
<th>MDT Route*</th>
<th>Route Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>N-1 US 2</td>
<td>Idaho border to Marion</td>
</tr>
<tr>
<td>N-1 US 2</td>
<td>West Glacier to Shelby</td>
</tr>
<tr>
<td>N-1 US 2</td>
<td>Havre to Malta</td>
</tr>
<tr>
<td>N-3 US 89</td>
<td>Vaughn to Sun River</td>
</tr>
<tr>
<td>N-5 US 93</td>
<td>Whitefish to Canada border</td>
</tr>
<tr>
<td>P-6 MT 200</td>
<td>Idaho border to Plains</td>
</tr>
<tr>
<td>N-7 US 93</td>
<td>Idaho border to Darby</td>
</tr>
<tr>
<td>N-8 US 12/US 287</td>
<td>Garrison to Three Forks</td>
</tr>
<tr>
<td>N-10 US 87</td>
<td>Great Falls to Havre</td>
</tr>
<tr>
<td>N-11 US 89</td>
<td>Gardiner to Livingston</td>
</tr>
<tr>
<td>N-12 US 20</td>
<td>Idaho border to West Yellowstone</td>
</tr>
<tr>
<td>P-13 US 287</td>
<td>Ennis to Norris</td>
</tr>
<tr>
<td>N-14 US 12/US 87</td>
<td>Roundup vicinity</td>
</tr>
<tr>
<td>N-16 US 87</td>
<td>Billings to Roundup</td>
</tr>
<tr>
<td>P-19 MT 1</td>
<td>Jct. I-90 to W. of Anaconda</td>
</tr>
<tr>
<td>N-20/P-20 MT 16/MT 200</td>
<td>Glendive to North Dakota border</td>
</tr>
<tr>
<td>N-24 MT 200</td>
<td>Bonner to Great Falls</td>
</tr>
<tr>
<td>P-28 US 212</td>
<td>Beartooth Highway</td>
</tr>
<tr>
<td>N-37 US 212</td>
<td>Crow Agency to Ashland</td>
</tr>
<tr>
<td>N-38 MT 40</td>
<td>Whitefish to Columbia Falls</td>
</tr>
<tr>
<td>P-49 MT 41</td>
<td>Dillon</td>
</tr>
<tr>
<td>N-50 US 191/US 287</td>
<td>West Yellowstone to Big Sky</td>
</tr>
<tr>
<td>N-52 MT 35</td>
<td>Polson to Kalispell</td>
</tr>
<tr>
<td>N-57 US 87/US 191/MT 3/MT 200</td>
<td>Armitage to Lewistown</td>
</tr>
<tr>
<td>N-60 US 87/US 89/MT 3</td>
<td>Armitage to Great Falls</td>
</tr>
<tr>
<td>P-78 MT 78</td>
<td>Absarokee to Columbus</td>
</tr>
<tr>
<td>P-82 MT 82</td>
<td>S. of Kalispell, Jct. US 93 to Jct. MT 83</td>
</tr>
<tr>
<td>P-84 MT 84</td>
<td>Norris to Four Corners</td>
</tr>
<tr>
<td>P-89 MT 41</td>
<td>Dillon</td>
</tr>
<tr>
<td>S-203 203</td>
<td>N. of Stevensville</td>
</tr>
<tr>
<td>S-205 205</td>
<td>Belgrade to Bozeman</td>
</tr>
<tr>
<td>S-206 206</td>
<td>Big Fork to Ferndale</td>
</tr>
<tr>
<td>S-269 269</td>
<td>Hamilton to Corvallis</td>
</tr>
<tr>
<td>S-269 269</td>
<td>Jct. 370 to Stevensville</td>
</tr>
<tr>
<td>S-411 411</td>
<td>N. of Belgrade</td>
</tr>
</tbody>
</table>

*C. Some X-routes may qualify as Level 2 corridors; however, AADT counts are not available for most of these routes (but can be requested). In addition, small sections of Secondary routes that are not listed above may also qualify as Level 2. Consider traffic volumes, detour availability, and route confinement to determine whether or not the TMP should include a TO component.

*Departmental route
Attachment 3.

SIGNIFICANT PROJECT CHECKLIST

IF any of the following boxes are checked:

- Through-lane closures for more than 3 continuous days
- Through-lane closures during morning, lunch time or evening peak directional traffic flow periods for more than 3 continuous days
- Impair critical movements at a major intersection for more than a 3-consecutive day period

And one of the following:

- On Level 1 corridor list
- Principal arterial within an urban area

Or other triggers for significant projects apply:

- High level of public interest, political influences, or tribal involvement
- Critical movements at major intersections impaired for more than 3 continuous days (not necessarily within the construction zone)
- Impacts to adjacent roadways, intersections, or interchanges (outside the project limits) that increase delay by 15 or more minutes or will cause noticeable queues to form in new locations
- In a confined setting with no room for detours (for example, a road corridor confined by a steep cut on one side and a river on the other)
- Major highway through an urban area with no alternate accesses for businesses
- Construction impacts are anticipated to be substantial and justify all three TMP components
- Located within a High-Crash Corridor as described in the Montana Comprehensive Highway Safety Plan (Table VI-1 of CHSP)

THEN this project is considered a Significant Project for Work Zone Safety and Mobility purposes. The Traffic Management Plan (TMP) must include all three of the following:

- Traffic Control Plan (TCP)
- Transportation Operations (TO) component
- Public Information (PI) component

Note: Special considerations may be necessary for significant community events, but not for the rest of the construction period.
MDT attempts to provide accommodations 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) 444-6331 or TDD (800) 335-7592.