MDT Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

MASTER FILE COPY

January 28, 2014

Brian Hasselbach
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
IM 15-3(82)142
ELK PARK - BASIN
Control Number: 8103000

Dear Brian Hasselbach:

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 (including the location map) and the signed Environmental Checklist. Environmental-related Special Provisions will be included in the contract plans.

If you have questions or concerns, please contact Barry Brosten at 444.0804 or me at 444.7203. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:
Jeff Ebert, Butte District Administrator
Tom Martin, P.E., Environmental Service Bureau Chief
Heidy Bruner, P.E., ESB Engineering Section Supervisor
Paul Ferry, P.E., Highways Engineer
Suzy Price, Contract Plans Bureau Chief
Lisa Hurley, Fiscal Programming Section Supervisor
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: IM 15-3(82)142 **Control No.:** 8103000 **Project Name:** Elk Park - Basin

Reference Post (Station): 142.4 **To Reference Post (Station):** 157.6

Applicant's Name: MDT – Butte District **Address:** PO Box 3068; Butte, MT 59702-3068

Type of Proposed Pavement Preservation Activity: Mill & Fill, Seal & Cover, Pavement Markings, Bridge Work, Bench Cleaning, Retaining Wall Cap

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 http://www.rivers.gov/wildriverslist.html)	☐	☒	
2a.	Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	☐	☐	☒ Unknown- See comments at end of Document
2b.	Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	☐	☐	☒ Unknown- See comments at end of Document
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.	☐	☒	See comments at end of Document
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.)	☐	☐	☒ N/A
3b.	Is the proposed project within an MS4 Permit Area? (See http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcpx). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	☐	☒	
4.	Does the proposed project have impacts to wetlands , streams, or other water bodies? If 'No', go to question 5.	☐	☒	See comments at end of Document
4a.	If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	☐	☐	☒ N/A
4b.	If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	☐	☐	☒ 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 http://nris.mt.gov/deq/remsitequery/portal.aspx)	☐	☒	
6.	Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	☐	☒	
6a.	Are any Tribal water permits required?	☐	☐	☒ N/A
7.	Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcpx) (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)	☐	☒	

Checklist prepared by:

Joe Walsh	District Projects Engineer	1/13/2014
Applicant	Title	Date

Approved by:

Environmental Services	ENVIRONMENTAL ENGINEER SECTION SUPERVISOR Click here to enter text	1/29/14 Click here to enter a date.
Environmental Services	Title	Date

Project Number: IM 15-3(82)142 Control No.: 8103000 Project Name: Elk Park - Basin
(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.

Comments regarding Impact Question No. 2a. and 2b.

MDT Environmental Services Biological Resources staff will evaluate the possibility of Threatened and Endangered species in the vicinity of the project area. Appropriate Special Provisions will be included in the Plans Package as necessary.

Comments regarding Impact Question No. 3a, 3b. and No. 4a, 4b

The following statement or an updated version will be included on the NOTES page of the Plan Package:

TEMPORARY EROSION AND SEDIMENT CONTROL

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 for erosion and sediment control Best Management Practices.

Additionally, the following Special Provision or an updated version will be included in the Plan Package.

PROTECTION OF WETLAND AREAS AND OTHER DRAINAGES

Impacts to any and all wetland areas and other drainages including spring, perennial, ephemeral or intermittent drainages, streams and rivers, located adjacent to the project are not anticipated in association with this project. MDT has NOT acquired any water quality permits or authorizations, including a Clean Water Act Section 404 permit (COE), a Stream Protection Act 124 notification (MFWP), or a 318 Authorization (DEQ). Therefore, impacts to any and all wetland areas and other drainages located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to the wetland areas and other drainages.

If complete avoidance of all impacts to these areas is not possible, contact the District Biologist at 444-0461 or the Construction Permit Coordinator at 494-9612, so that the proper permits can be secured prior to working in these areas. Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor.

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

Memorandum

To: Distribution

From: Paul Ferry, P.E.
Highways Engineer

Date: January 13, 2014

Subject: IM 15-3(82)142
Elk Park - Basin
UPN:8103000
Work Type 160 – Minor Rehab.

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:
Approved _____ Date _____

Distribution:

Jeff Ebert, Butte District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, Highways Engineer
Roy Peterson, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief
Tom Martin, Environmental Services Bureau Chief
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator
Jeff Patten - FHWA

cc:

Joe Walsh, Project Design Manager, Butte District
Master file
Dawn Stratton, Fiscal Programming Section
Damian Krings, Road Design Engineer

e-copies:

Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Walt Ludlow, Butte District Hydraulics Engineer
Bill Semmens, Env. Resources Section Supervisor
Deb Wambach, Butte District Biologist
Barry Brosten, Butte District Project Development Engineer
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
Leroy Wosoba, Butte District Traffic Project Engineer
Kraig McLeod, Safety Engineer
Nathan Haddick, Bridge Area Engineer, Butte District
Michael Grover, Engineering Cost Analyst
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Suzy Price, Contract Plans Bureau Chief
Alyce Fisher, Fiscal Programming
Dawn Stratton, Fiscal Programming Section
Angela Zanin, Bicycle/Pedestrian Coordinator
Matt Maze, ADA Coordinator
Bill Rabey, Environmental
Marisa Mailand, Road Log Manager
Jake Goettle, Construction Bureau – VA Engineer
Dustin Rouse, Butte District Preconstruction
Joe Walsh, Butte District Projects Engineer
Mike Walsh, Butte District Materials Lab
Kam Wrigg, Butte District Maintenance Chief
Therese Iwaniak, Butte District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Daniel Hill, Pavement Analysis Engineer
Jeff Jackson, Geotechnical Engineer
Patrick McCann, Butte District Geotechnical Manager
Dave Cunningham Butte District Geotechnical
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Wayne Noem, Secondary Roads Engineer
Michael Murphy, Eng. Manager, Bridge Management System
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Doug McBroom, Maintenance Division Operations Manager (RWIS)

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

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

From: Dustin Rouse, P.E.
District Engineering Services Engineer

Date: January 13, 2014

Subject: IM 15-3(82)142
Elk Park - Basin
UPN: 8103000
Work Type 160 - Minor Rehab.

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

Approved Paul Ferry Date January 14, 2014
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
Dustin Rouse P.E., Engineering Services Supervisor
Master file

Introduction

On August 5, 2013, a Preliminary Field Review was held for the above project.

In attendance were:
Dustin Rouse – MDT Butte
Kevin Mueller – MDT Butte
Joe Walsh – MDT Butte
Jim Davies – MDT Helena
Pat MCcann - MDT Helena
Deb Wambach – MDT Helena
Brett Williams – MDT Butte
Steve McEvoy – MDT Helena
Jason Brazil – MDT Butte

Proposed Scope of Work

This project was programmed as a Pavement Preservation project to mill and fill the passing lane full width, seal and cover, the section of Interstate System I-15 from Reference Post (RP) 142.4 to RP 157.6. However, during the Preliminary Field Review it was agreed that the appropriate treatment for the northbound and southbound lanes, ramps and crossroads would be full width cold milling to a depth of 0.20ft. and replaced with 0.20 ft. plant mix surfacing.
This project will include seal and cover full width for the entire length, bridge work, rumble strips and new pavement markings. Embankment protection will be reviewed by the district and addressed accordingly. Cut benches will be cleaned of fallen rock at the following locations RP 144.1, RP 146 .2 and RP 146.3. The retaining wall cap at RP-148 will be repaired. Cattle guards will be reviewed and replaced as necessary.

Purpose and Need

The purpose of the project is to extend the service life of the highway, provide additional skid resistance and take a cost-effective action to preserve and maintain the existing highway.

Project Location and Limits

This project is located in Jefferson County on Interstate Route 15. The project begins 13 miles north of Butte at RP-142.4 in Sec.29, T5N, R6W and extends north to RP-157.6, in Sec.16, T6N, R5W, north of the Basin interchange. The project length is 15.2 miles

Work Zone Safety and Mobility

A portion of this project (RP 151.7 to RP157.7) is part of a high crash corridor identified in the CHSP. Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. A Traffic Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

This 4 lane project is in mountainous terrain and the adjacent land use is forest. Horizontal and vertical alignments will be perpetuated. The functional classification is Interstate Principle Arterial. Surfacing information is provided on the following page.

Overall Avg.

From	To	Thickness (in)	Top Width (ft)
RP 142.4	RP 143.7	0.68 NB- 0.73 SB	38' (NB & SB)
RP 143.7	RP 148.6	0.72 NB- 0.73 SB	82' (38' NB- 4' med.- 38' SB.)
RP 148.6	RP 152.6	0.69 NB- 0.69 SB	38' (NB & SB)
RP 152.6	RP 157.7	0.71 NB- 0.71 SB	82' (38' NB.-4 med.- 38' SB.)

PvMS Index Numbers & Recommended Treatment for 2013:

Section	Ride	Rut	ACI	MCI	Construction	Maintenance
RP 143.6 to RP 157.6 RT	81.4	76.6	97.9	97.7	Do Nothing	Do Nothing
RP 143.6 to RP 157.6 LT	82.4	75.6	99.1	99.0	Do nothing	Do Nothing

a) **There are fourteen bridges located within the project limits**.

Structure ID	Intersection	Location
I00015143+09101	Sep Elk Park	12.4 mi N of Butte
I00015143+09102	Sep Elk Park	12.4 mi N of Butte
I00015151+07341	Int Bernice	5 mi S of Basin
I00015151+07342	Int Bernice	5 mi S of Basin
I00015151+09401	Boulder River	4.3 mi S of Basin
I00015151+09402	Boulder River	4.3 mi S of Basin
I00015154+02051	Boulder River	2.5 mi S of Basin
I00015154+06391	Boulder River	2.5 mi S of Basin
I00015154+08131	Boulder River	1.9 mi S of Basin
I00015155+00551	Boulder River	1.9 mi S of Basin
I00015155+05401	Boulder River	1.2 mi S of Basin
I00015155+09441	Boulder River	1.2 mi S of Basin
I00015156+02661	Sep Local Road-Basin Cr	Basin
I00015156+09111	Int Basin	Basin

Traffic Data

2013 ADT= 3,030 Present
2015 ADT= 3,090 Letting Year
2035 ADT= 3850 Design Year
DHV= 540
D= NA
T= 20.8%
EAL= 382
AGR= 1.1%

Crash Analysis

ENGINEERING STUDY EVALUATION DATE: August 28, 2013
DESCRIPTION: ELK PARK-BASIN
ROUTE & MP: IM 15-3(82)142 RP 142.4 to 157.6
DATE TIME FRAME: 01-01-2010 TO 12-31-2012

STATEWIDE AVERAGE FOR RURAL INTERSTATE ROUTES STUDY AREA

	(2008-2012)	(2010-2012)
ALL VEHICLES CRASH RATE:	0.90[1)]	2.29
ALL VEHICLES SEVERITY INDEX:	1.83[2)]	1.74
ALL VEHICLES SEVERITY RATE:	1.65[3)]	3.98
TOTAL RECORDED CRASHES:		103

[1)] Crash rates are defined as the number of crashes per million vehicle miles.

[2)] Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.

[3)] Severity rate is defined as the crash rate multiplied by the severity index.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

46.6% of the crashes occurred outside the shoulder or off road vs. 31.9% statewide average for Rural Interstate Routes.
62.1% of the crashes occurred on snowy, slushy, or icy road conditions vs. 39.9% statewide average for Rural Interstate Routes.

II. CRASH CLUSTERS AND SAFETY PROJECTS**:**

In 2010 a crash cluster was identified and HSIP 15-3(81)143 UPN 7193 was programmed as a safety project to install VMS signing to act as safety countermeasure from RP 142.5 to RP 156.2.

SF 129-Butte Hrzntal Crv Signing; UPN 7988; HSIP STWD(178) is the Butte District Curve Warning Sign project that was also identified within the study area. This project will update all on-system horizontal curve signage to meet current MUTCD standards.

III. REMARK:

The main observed crash trend is single-vehicle off-road crashes (79). Thirty seven crashes were cited as hitting median barrier, twenty one were cited as overturns, twelve were cited as striking the guardrail, four were cited as embankment, one was cited as striking fence, two were cited as striking a rock, one was cited as a jackknife and one was cited as striking a fixed object.
The second observed crash trend was wild animal-vehicle collisions. There were 20 wild animal crashes with 18 crashes occurring in Dark-Not Lit conditions. Also, there were eight crashes that involved commercial vehicles within the study area.

A meeting will be scheduled with traffic to discuss data from the crash analysis.

Major Design Features

a. **Design Speed** The design speed for this project is 60 mph based on MDT standards for Interstate system roads in rolling terrain. The posted speed for cars and light trucks is 75 mph and 65 mph for heavy trucks.

b. **Horizontal Alignment**. The horizontal alignment will be perpetuated on this project

c. **Vertical Alignment**. The vertical alignment will be perpetuated on this project.

d. **Typical Sections and Surfacing**. There are no proposed changes to the typical section as this is a minor rehab project. The entire project will have a 0.2 ft. mill and fill work, seal and cover type 1 applied. Pullouts, chain up areas, on/off ramps and cross roads will included.
The District Materials Lab has obtained the cores required for this project.

e. **Cold Milling** Cold millings produced on this project will be given to Jefferson County.

f. **Geotechnical Considerations**. Bench cleaning will be performed at the following Locations; RP 144.1, RP 146 .2 and RP 146.3. This work will be coordinated with the Geotechnical unit. The retaining wall cap at RP-148 will be repaired.

g. **Hydraulics**. No hydraulic considerations are anticipated on this project. Hydraulics has identified several areas that should be graded to achieve positive drainage, maintenance will be asked to grade these areas.

h. **Bridges** The following is a summary of the proposed bridge work for this project:

Bridge ID	Intersection	Proposed Work
I00015143+09101	SEP ELK PARK	Crack seal, repair abutment spall, repair damaged rail
I00015143+09102	SEP ELK PARK	Crack seal, repair abutment spall, repair damaged rail
I00015151+07341	INT BERNICE	Crack seal, erosion mitigation
I00015151+07342	INT BERNICE	Crack seal
I00015151+09401	BOULDER RIVER	Erosion mitigation
I00015151+09402	BOULDER RIVER	Crack seal
I00015154+02051	BOULDER RIVER	Class A repair, repair failing portion of barrier, erosion mitigation
I00015154+06391	BOULDER RIVER	NB: Concrete overlay, remove guard angles SB: Thin overlay, erosion mitigation
I00015154+08131	BOULDER RIVER	Concrete overlay, remove guard angles, erosion mitigation
I00015155+00551	BOULDER RIVER	Crack seal, Class A repair
I00015155+05401	BOULDER RIVER	Crack seal, Class A repair
I00015155+09441	BOULDER RIVER	Crack seal, Class A repair, remove guard angles
I00015156+02661	SEP LOCAL ROAD-BASIN CR	Crack seal, Class A repair, replace expansion joints, erosion mitigation
I00015156+09111	INT BASIN	Crack seal, erosion mitigation

i. **Traffic** New pavement markings will be included in this project.

j. **Signing and Delineation** Signing and delineation will be reviewed by the Traffic Unit and included on this project.

k. **Pedestrian/Bicycle/ADA**. No impacts to pedestrian facilities are anticipated.

l. **Miscellaneous Features**. There are no miscellaneous features on this pavement preservation project.

m. **Guardrail** The terminal sections have been previously been brought up to current standards. Median barrier rail will be left in place.

n. **Rumble Strips.** Rumble strips will be installed on the left and right shoulders in both northbound and southbound lanes.

o. **Context Sensitive Design Issues**. There is no context sensitive design issues associated with this project.

Other Projects IM 15-3(84)134 -Elk Park - CN: 8104000; HISP STWD(178) -Butte District Curve Warning Sign Project CN: 7988

Location Hydraulics Study Report There will be no hydraulic involvement on this project.

Design Exceptions No design exceptions are anticipated.

Right-of-Way No new right-of-way will be required for this project.

Access Control This roadway is a controlled access facility.

Utilities/Railroads No utility involvement is anticipated on this project. There is no railroad involvement on this project.

Maintenance Items Maintenance forces will clean all cattle guards and assess their condition prior to the letting of this project. Maintenance will remove sanding material at RP-148 prior to retaining wall cap work. Hydraulics has identified several areas that should be graded to achieve positive drainage, maintenance will be asked to grade these areas.

Intelligent Transportation Systems (ITS) Features ITS will not be pursued on this project.

Survey If survey is needed the Butte District Road Design Section will obtain the necessary information.

Public Involvement This will be Level A public involvement: a news release explaining the project with a department point of contact.
Because a portion of this project (RP 151.7 to RP157.7) is part of a high crash corridor, the "Public Advisory Program" standard special provision will be considered for the project.

Environmental Considerations
This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist for this project. As proposed, no CWA 404 permit or SPA 124 notifications are anticipated for this project. The Protection of Aquatic Resources special provisions will be included in the bid package.

Energy Savings/Eco-Friendly Considerations No energy saving/eco-friendly considerations are associated with this pavement preservation project.

Experimental Features No experimental features will be utilized with this 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. Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*

.

Traffic control issues for the project are as follows:

- Milling and filling the travel lanes will require lane closures. Each closure will last no more than one day in any location then the operation will advance.
- Ramp access at the Bernice and Basin Interchanges will be impacted for a short period of time during milling and filling operations in the vicinity. Minor traffic delays and inconvenience is anticipated.

Strategies that will be considered are:

- Require all traffic lanes to be open to traffic at the end of each work shift.
- Consider reduced speeds through the high crash corridor section whenever construction work is being done in that section.
- Utilize variable message boards to inform travelers of roadway conditions and construction operations.
-

Project Management

The Butte District Road Design will develop the plans and Dustin Rouse will be the Project Design Manager. At this time this project is not under full FHWA oversight

Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	12,500,000		
Bridge Work	459,000		
Bench Cleaning	400,000		
Traffic Control	200,000		
Subtotal	13,559,000		
Mobilization (10%)	1,355,900		
Subtotal	14,915,800		
Contingencies(10%)	1,491,580		
Total CN	**$16,407,380**	**$2,645,298**	**$ 20,790,282**
CE (10%)	**$1,640,738**	**$624,529**	**$ 2,079,027**
TOTAL CN+CE	**$18,048,118**	**$2,909,827**	**$22,869,309**

The estimated cost $22,869,309(CN+CE+INF+IDC) = $1,504,559 per mile.
Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.12% for FY 2014.

Ready Date

The proposed ready date for this project is April 2014.

Site Map