MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Michael T. Tooley, Director
Steve Bullock, Governor

December 23, 2014

Brian Hasselbach
Federal Highway Administration (FHWA)
585 Shepard Way, Suite 2
Helena, Montana 59601

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Project
N of Stevi Wye - Florence
NH 7-1(148)68
Control Number: 8773000

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 are not anticipated at this time.

If you have questions or concerns, please contact Susan Kilcrease at 523.5842 or me at 444.7203. We will be pleased to assist you.

Sincerely,

Heidy Bruner

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

Attachments: PFR/SOW Report, Environmental Checklist

e-copies w/checklist encl.:
Ed Toavs, Missoula 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 Section
Susan Kilcrease, Missoula District Project Development Engineer
Bill Squires, P.E., Project Design Manager
Montana Legislative Branch Environmental Quality Council
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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: NH 7-1(148)68 **Control No** 8773000 **Project Name:** N of Stevi Wye – Florence

Reference Post (Station): 68.30 (521+65) **To Reference Post (Station):** 74.29 (830+27)

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

Type of Proposed Pavement Preservation Activity: Work Type 180 – (Resurfacing – Hot-in-Place Recycle < 0.20')

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?	☒	☐	Bass Creek is occupied by bull trout.
2b.	Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	☐	☒	The project as proposed will not impact Bass Creek, therefore it will not adversely affect bull trout.
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.	☐	☒	
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.	☐	☒	
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:

William M. Squires	Project Design Engineer	12/10/2014
Applicant	**Title**	**Date**

Approved by:

	ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR	12/24/14
Environmental Services	**Title**	Click here to enter a date. **Date**

(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.

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

Memorandum

To: Distribution

From: Paul Ferry, P. PJF
Highways Engineer

Date: December 10, 2014

Subject: **NH 7-1(148)68**
N of Stevi Wye – Florence
UPN 8773000
Work Type – 180 – (Resurfacing – Hot-in-Place Recycle < 0.20')

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 12/10/14. 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:
Ed Toavs, 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

cc:
Bill Squires, Project Design Manager
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
KC Yahvah, District Hydraulics Engineer
Bill Semmens, Env. Resources Section Supervisor
Joe Weigand, District Biologist
Susan Kilcrease, District Project Development Engineer
Danielle Bolan, Traffic Operations Engineer
Ivan Ulberg, Traffic Design Engineer
Gabe Priebe, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
Chris Hardan, Bridge Area Engineer, Missoula District
vacant, Engineering Cost Analyst
Matt Wagner, Engineering Information Services
Paul Grant, Public Involvement Officer
Sue Sillick, Research Section Supervisor
Suzy Price, Contract Plans Bureau Chief
Alyce Fisher, Fiscal Programming Section
Bob Vosen, District Construction Engineer
Dean Jones, Asst. District Construction Engineer
Ray Sacks, Construction Bureau
Matt Maze, ADA Coordinator
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Jake Goettle, Construction Bureau – VA Engineer
Shane Stack, District Preconstruction
Ben Nunnallee, District Projects Engineer
Mike Dodge, District Materials Lab
Steve Felix, Dist. Maintenance Chief (Missoula)
Maureen Walsh, District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, Lands Section Supervisor
Greg Pizzini, Acquisition Section Supervisor
Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer
Jim Davies, Pavement Analysis Engineer
Jeff Jackson, Geotechnical Engineer
Bret Boundy, District Geotechnical Manager
Tyrel Murfitt, Geotechnical
Bryce Larsen, Supervisor, Photogrammetry & Survey
Paul Johnson, Project Analysis Bureau
Jean Riley, Planner
Duane Williams, Motor Carrier Services Division Administrator
Angela Zanin, Bicycle/Pedestrian Coordinator
Glen Cameron, District Traffic Engineer (Missoula)
Patricia Hogan, District Utility Engineering (Missoula)
Suzan Foley, R/W Design Supervisor
Ralph Jones, Photogrammetry-Survey

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 10, 2014

Subject: **NH 7-1(148)68**
N of Stevi Wye – Florence
UPN 8773000
Work Type – 180 – (Resurfacing – Hot-in-Place Recycle < 0.20')

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

Approved Paul Ferry 12/10/14
Date
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

Introduction

An on-site preliminary field review was conducted on August 19, 2014, with the following people in attendance:

William Squires, PE, Missoula Area Engineer, Road Design – Helena
Joshua Dold, Design Supervisor, Missoula District – Helena
Darin Reynolds, Pavement Analysis – Helena
Ben Nunnallee, PE Missoula District Projects Engineer
Donny Pfeifer, Missoula District Design Supervisor

Proposed Scope of Work

The proposed project has been nominated to provide hot-in-place-recycle of the driving lanes with a seal and cover of the full roadway width to preserve the asphalt pavement and to extend the service life of the roadway. New pavement markings will be required. Helena Road Design, Missoula district will design the project. **This project will be developed in English units.**

Purpose and Need

The purpose of this project is to prolong and preserve the existing pavement to extend the service life of the existing asphalt surfacing.

Project Location and Limits

The project is located in Ravalli County on Route N-7 (U.S. 93), beginning about 1.5 miles north of the S-269 junction (Stevensville Road; access to Stevensville), and ending about 0.5 miles south of the S-203 junction (in Florence). The project begins at reference post (RP) 68.30, extends 5.94 miles north, and ends at RP 74.29.

This segment of road is located in Township 9 N, Range 20 W Sections 3 and 10 and Township 10 N, Range 20 W Sections 14, 15, 22, 27 and 34. The functional classification is rural principal arterial non-Interstate.

The project as-builts are as follows:

- F-259(8) 1956
- F-259(16) 1975
- NH 7-1(93)68 F [A016] 2006 (reconstruction)
- NH 7-1(121)68 [6797000] 2010 (seal & cover)

The plans for the [6797000] seal and cover project in 2010 referenced the English stationing from projects F-259(8) and F-259(16). For the current project, we propose to soft convert the metric stationing from NH 7-1(93)68 F [A016] to English stationing. This will avoid duplicate stationing and several large equations shown in the plans for [6797000].

The project stationing is English Station 521+65.35 to 830+27.56 [Met Sta. 159+00.00 to 253+06.80 on NH 7-1(93)68 F].

A map is attached at the end of the report.

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. This project is on a Level 1 corridor but is not a Significant Project. Due to the mobile construction zone and the short construction

duration, we expect a small degree of public impact, and propose to consider this project as a Level 2 project. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address public notification will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The terrain within the project limits is level, in a rural setting. There are scattered public, private, and farm field approaches located throughout the project length. The surfacing placed when the road was reconstructed in 2005 consisted of 0.39 feet of Grade S plant mix surfacing with PG 70-28 asphalt cement atop 1.36 feet of crushed aggregate course, with 6:1 surfacing inslopes. The surfacing treatment included a chip seal with Type I cover and CRS-2P seal oil.

There is a 10-ft wide shared use path along the west side of the highway for the entire length of the project. The surfacing includes 0.11 feet of plant mix atop 0.30 feet of cold millings.

The radius of each of the six horizontal curves exceeds the minimum radius (1,810 feet) required for a 70 mph design speed. All eleven vertical curves meet stopping sight distance standards for a 70 mph design. The maximum gradient on the project is 2.364%, compared to the 3% maximum.

Cut and fill slopes generally meet current standards, except in the vicinity of some of the structures, where fill slopes behind guardrail are steeper than standard for a given fill height.

The project was chip sealed in 2010 under NH 7-1(121)68, N of Stevi Wye-Florence [6797000]. The four bridges within the project limits also received a HMWM treatment.

The PvMS Index Numbers & Recommended Treatment for 2014 are listed below:

Section	Ride	Rut	ACI	MCI	Construction	Maintenance
RP 68.3 to RP 74.2	81.8	57.3	98.2	99.2	C AC Crack Seal & Cover	M AC Crack Seal & Cover

Pavement cores were collected and evaluated for stripping in September 2014. The samples were taken at half-mile increments in the driving lane and passing lane in the north- and south-bound directions. The plant mix depths ranged from 0.33 to 0.49 feet. Nearly all the cores were rated at 2, which indicates stripping: “in addition to moisture damage, some large aggregate is not coated”.

The original lane configuration under [A016] consisted of two 11.8-ft. travel lanes in each direction, a shoulder 7.9 to 9.2 feet wide in each direction and, and a left-turn lane 13.8 feet wide at specified intersections. When the lanes are re-striped with English dimensions (12-ft. travel lanes and a 14-ft. turn lane), the shoulder width will be reduced to 7.4 to 8.8 feet.

Current roadway widths are tabulated below. The stationing was soft-converted from metric stationing and rounded to the nearest foot. Top widths were soft-converted and rounded to the nearest 0.1 foot. Gaps in stationing denote width transitions:

Station		Top Width
From	To	(ft)
521+65	535+35	65.6
540+17	555+40	79.4
560+21	593+01	65.6
593+92	596+00	63.0
596+92	623+16	65.6
627+98	637+41	79.4
638+33	639+32	76.8
644+14	664+84	65.6
668+56	669+38	63.0
670+29	680+47	65.6
687+60	702+79	79.4
707+61	762+32	65.6
767+14	768+77	79.4
769+69	770+74	76.8
771+66	830+28	79.4
830+28	835+33	79.4 to 66.9 (conn.)

The following bridges are within the project limits:

	Bridge ID	Location	Feature Crossed	Const	Sufficiency
				Year	Rating
	P00007069+06681	3 M N STEVENSVILLE	WILDLIFE UNDERPASS	2005	80.0
	P00007069+09281	3 M N STEVENSVILLE	WILDLIFE UNDERPASS	2006	65.0
	P00007070+05291	4 M N STEVENSVILLE	SOUTH BASS CREEK	2005	75.0
	P00007071+00991	4 M N STEVENSVILLE	NORTH BASS CREEK	2005	80.0
	P00007072+09591	6 M N STEVENSVILLE	SWEENEY CREEK	2005	78.0

Traffic Data

2014 AADT	=	10,370 (Present)
2017 AADT	=	11,140 (Letting Year)
2037 AADT	=	17,900 (Design Year)
DHV	=	1,880
T	=	5.3%
ESAL's	=	188
Growth Rate (Annual)	=	2.4%

Crash Analysis

A crash analysis has been requested, but results are not expected until the first quarter of 2015. We will summarize the analysis findings and document whether any recommended safety treatment(s) will be implemented with the project in the scope of work approval memo.

Major Design Features

This project will be developed in accordance with the latest Guidelines for Pavement Preservation Projects. The plans will be developed in English units. The project is considered to be preventative maintenance by means of scheduled treatment.

a. **Design Speed.** Design speed is not an applicable design criterion for preventative maintenance type projects. According to the as-built reconstruction plans, the design speed is 110 km/h (70 mph), appropriate for a rural principal arterial in level terrain. The posted speed limit is generally 70/65 mph for cars at day/night and 60/55 mph for trucks at day/night. The speed limit incrementally drops to 55 mph and 45 mph at the north end of the project, which is at the south end of the Florence urbanized area.

b. **Horizontal Alignment**. No changes.

c. **Vertical Alignment**. No changes.

d. **Typical Sections and Surfacing**. The proposed surfacing treatment is as follows:

- Hot-in-place-recycle (HIPR) 14.5 feet wide to encompass the 12.0-ft. driving lane, 0.5 feet of the passing lane, and 2.0 feet of the shoulder to ensure the existing rumble strips are included.
- HIPR depth: 0.16 feet (≈ 2 inches)
- Seal and cover (Cover Type 1 and CRS-2P seal oil) full width
- The shared use path west side of the highway will be fog sealed full width (10').

Intermittent rumble strips will be remilled on the shoulders to match the original rumble strip layout of the 2005 reconstruction project.

No changes to the roadway widths are proposed.

e. **Geotechnical Considerations**. There will be no Geotechnical considerations.

f. **Hydraulics**. There will be no Hydraulic considerations.

g. **Bridges.** The bridges have been inspected; the following work is proposed:

Bridge ID	Location	Work Required
P00007069+06681	3 M N STEVENSVILLE	Bridge Deck Crack Seal
P00007069+09281	3 M N STEVENSVILLE	Do Nothing (large culvert)
P00007070+05291	4 M N STEVENSVILLE	Bridge Deck Crack Seal
P00007071+00991	4 M N STEVENSVILLE	Bridge Deck Crack Seal
P00007072+09591	6 M N STEVENSVILLE	Bridge Deck Crack Seal

h. **Traffic.** The existing pavement marking layout will be used to re-stripe the roadway. Traffic Engineering will provide the quantities, details, and specifications for interim paint and final epoxy. These items will be included in the road plans package. There will be no replacement of signing or delineators with this project.

i. **Pedestrian/Bicycle/ADA**. The shared use path along the west side of the highway will be fog-sealed, as denoted under **Typical Sections and Surfacing.**

j. **Miscellaneous Features**. There is an existing Automatic Traffic Recorder (A-47) site at RP 72.5 on route N-7. The sensors in the roadway may have to be moved with this project. The roadside pull box and cabinet may also be disturbed and will need to be relocated.

   The intermittent rumble strips on the shoulders will be remilled after the hot-in-place recycle operation and before the seal and cover is placed.

k. **Context Sensitive Design Issues**.
   The intent of this project is to increase the service life of the pavement and do minor repairs and upgrades as needed to reduce maintenance costs and improve safety. The majority of the work will occur on the paved roadway surface. Therefore, no significant changes will occur to the context of the area the roadway passes through once construction is completed.

Other Projects
There are 62 other active MDT projects in Missoula County and Ravalli County (combined). Another Highway 93 resurfacing project in the vicinity is NH 7-2(58)83, Lolo-Missoula [8732000]. Although it has the same proposed letting date as N of Stevi Wye-Florence, there are currently no proposals to tie them for letting.

Location Hydraulics Study Report
Due to the limited scope, there is no need for an LHSR.

Design Exceptions
The design exception process does not apply to pavement preservation projects.

Right-of-Way
There will be no right-of-way involvement.

Access Control
This section of Highway 93 is a limited access facility. No changes are proposed.

Utilities/Railroads
There will be no utility involvement.

The MRL Bitterroot Railroad line nominally parallels US 93 on the east side. The plans for the [A016] reconstruction project indicate the near rail is 54 to 66 feet from the edge of the pavement along the northerly 0.35 miles, so a railroad agreement for work within 50 feet of the tracks should not be required.

Maintenance Items
There are no maintenance items to be included with this project.

Intelligent Transportation Systems (ITS) Features
There will be no ITS solutions to be considered as part of the design process.

Survey
No survey will be required.

Public Involvement
A "Level A" public involvement plan is appropriate for this project. A news release explaining the project and including a department point of contact will be distributed to the local media.

Environmental Considerations
No significant environmental impacts or issues were identified. The project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist.

As proposed, no CWA 404 permit or SPA 124 notifications are will be required. The contract for the last pavement preservation project [6797000] included special provisions for the Protection of Aquatic Resources and for Work in Bear Habitat. Environmental Services will determine if these two, along with any other environmental provisions, will be required for the current project.

Energy Savings/Eco-Friendly Considerations
The proposed hot-in-place recycling of the pavement will save energy and reduce the use of natural resources (i.e. virgin aggregate).

Experimental Features
At this time, no experimental features have been identified.

Traffic Control
A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project. Traffic will be maintained throughout construction through the use of part width construction and lane closures. No detours are anticipated. A minimum of one lane will remain open for both directions of traffic at all times during the construction of this project. The Transportation Operations (TO) plan will make use of lane closure devices and signs based on the *Manual of Uniform Traffic Control Devices* (MUTCD).

Traffic will be maintained through the construction of the project with appropriate signing, flagging, pilot cars, etc., in accordance with the MUTCD.

Project Management
The Missoula crew in Helena Road Design will design the project. The project design manager will be William Squires. This is not a Project of Division Interest for FHWA.

Preliminary Construction Cost Estimate
The project was nominated with a cost estimate of $2,125,000 (CN+CE, no IDC or inflation). The current cost estimate follows:

PFR Estimate	Estimated Cost	Inflation (INF) (from PPMS)	TOTAL Costs w/INF + IDC (from PPMS)
Road Work	$1,344,000		
Bridge Work	$27,000		
Signing	--		
Traffic Control	$112,000		
Subtotal	**$1,483,000**		
Mobilization (12%)	$178,000		
Subtotal	**$1,661,000**		
Contingencies (12%)	$199,000		
Total CN	**$1,860,000**	**$ 1,851**	**$ 2,032,024**
CE (10%)	**$186,000**	**$ 185**	**$ 203,202**
TOTAL CN + CE	**$2,046,000**	**$ 2,036**	**$ 2,235,226**

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.

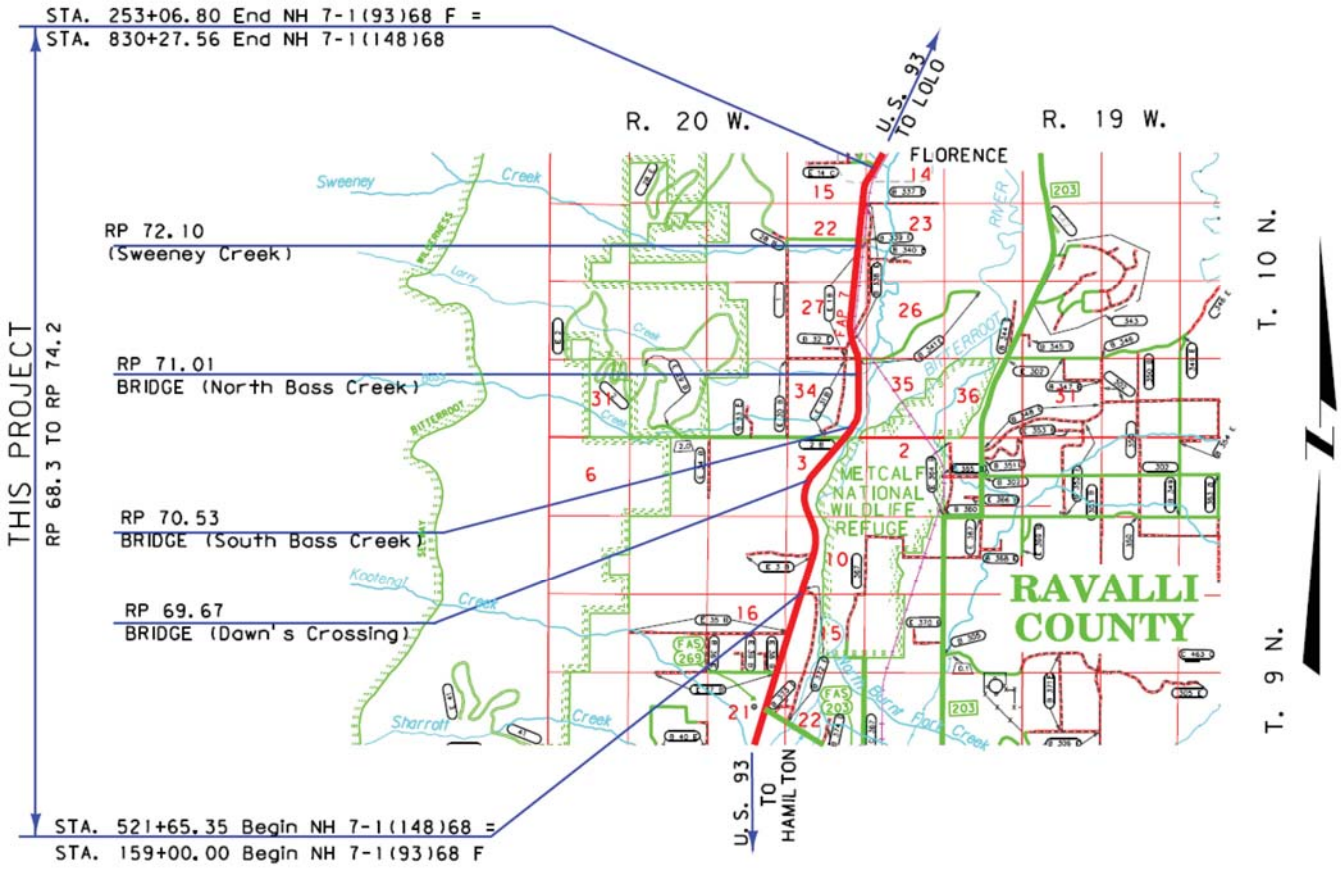
Preliminary Engineering
It is not anticipated the project will require a significant addition or reduction to the nominated PE amount.

Project and Risk Management
Helena Road Design, Missoula district will design this project. The project design manager will be William Squires. This is not a Project of Division Interest for FHWA.

It is expected the overall level of risk is low to project costs and schedule. Additional bridge work added to the scope of work will pose some risk to the project costs and schedule. We will be in close contact with the Bridge Bureau to address additional bridge work.

Ready Date
The Ready Date in OPX2 is May 1, 2015. The scheduled let date is January 25, 2016. The project will be ready to move into a FFY 2015 letting if funding becomes available.

Site Map
The project site map is attached.


STA. 253+06.80 End NH 7-1(93)68 F =
STA. 830+27.56 End NH 7-1(148)68
THIS PROJECT
RP 68.3 TO RP 74.2
RP 72.10
(Sweeney Creek)
RP 71.01
BRIDGE (North Bass Creek)
RP 70.53
BRIDGE (South Bass Creek)
RP 69.67
BRIDGE (Dawn's Crossing)
STA. 521+65.35 Begin NH 7-1(148)68 =
STA. 159+00.00 Begin NH 7-1(93)68 F
R. 20 W.
R. 19 W.
U.S. 93 TO LOLO
U.S. 93 TO HAMILTON
FLORENCE
METCALF NATIONAL WILDLIFE REFUGE
RAVALLI COUNTY
T. 10 N.
T. 9 N.
Sweeney Creek
Kootenai Creek
Sharrott Creek
BITTERROOT RIVER