



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County RAVALLI

April 26, 2005

RECEIVED

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LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

To Whom It May Concern:

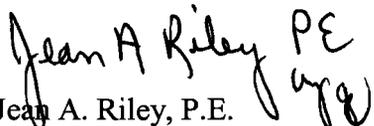
Subject: Cooperating Agency Environmental Documentation

As a Cooperating Agency under the provisions of 23 CFR 771.111 the Montana Department of Transportation (MDT) is providing you a copy of this project's environmental documentation.

This environmental documentation complies with the provisions of 23 CFR 771.117(a) and (d) for categorically excluding this proposed project from further National Environmental Policy Act (NEPA) (42 U.S.C. 4321, et seq.) documentation requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM 18.2.237 and 18.2.261, MEPA "Actions that qualify for a Categorical Exclusion" as applicable to the MDT).

If you have any questions concerning the attached environmental documentation please call the MDT Environmental Services Division at (406) 444-7228.

Sincerely,


Jean A. Riley, P.E.
Engineering Bureau Chief
Environmental Services Division

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Attachment



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

April 21, 2005

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APR 26 2005

MASTER FILE
COPY

Janice W. Brown
Division Administrator
Federal Highway Administration
2880 Skyway Drive
Helena, MT 59602-1230

ENVIRONMENTAL

Subject: BR 9041(30)
Skalkaho Creek – 3 km Southeast of Grantsdale
Control Number: 4774

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its Preliminary Field Review Report (PFR) and Project Location Map are attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, MCA**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "X" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

NOTE: A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

		<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1.	This proposed project would have (a) significant environmental impact(s) as defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	This proposed project involves one (or more) of the following situations where:				
A.	Right-of-Way, easements, and/or construction permits would be required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.	The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
2.	There is a high rate of residential growth in this proposed project's area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	There is a high rate of commercial growth in this proposed project's area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the 1965 <i>National Land & Water Conservation Fund Act (16 USC 460L, et seq.)</i> on or adjacent to proposed the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.	Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act (16 USC 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which this would affect proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the 1966 <i>US DEPARTMENT OF TRANSPORTATION Act (49 USC 303)</i> on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a.	"Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B.	The activity would involve work in a streambed, wetland, and/or other water body(ies) considered as "waters of the United States" or similar (e.g.: "state waters").	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.	Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 USC 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 USC 1251-1376)</i> would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		YES	NO	N/A	UNK
2.	Impacts in wetlands, including but not limited to those referenced under Executive Order (EO) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	A 124SPA Stream Protection permit would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.	Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	Work would be required in, across, and/or adjacent to a river, which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The designated National Wild & Scenic River systems in Montana are:				
a.	Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	In accordance with <i>Section 7 of the Wild and Scenic Rivers Act (16 USC 1271 – 1287)</i> , this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C.	This is a "Type I" action as defined under <u>23 CFR 772.5(h)</u> , which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.	If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
2.	A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	There would be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D.	There would be substantial changes in access control involved with this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E.	The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1.	Provisions would be made for access by local traffic, and be posted for it.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Interference to local events(<i>e.g.</i> : festivals) would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F.	Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under <i>CERCLA</i> or <i>CECRA</i>) site(s) are currently on and/or adjacent to this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G.	The Montana Pollutant Discharge Elimination System's conditions (<u>ARM 16.20.1314</u>), including temporary erosion control features for construction would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H.	Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.	Documentation of an "invasive species" review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-21, MCA), including directions as specified by the county (ies) wherein its intended work would be done.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		YES	NO	N/A	UNK
J.	There are “Prime” or “Prime if Irrigated” Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act (7 USC 4201, et seq.)</i> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K.	Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L.	A written Public Involvement Plan would be completed in accordance with MDT’s Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	This proposed project complies with the <i>Clean Air Act’s Section 176(c) (42 USC 7521(a)</i> , as amended) under the provisions of <u>40 CFR 81.327</u> as it’s either in a Montana air quality:				
A.	“Unclassifiable”/attainment area. This proposed project is <u>not</u> covered under the EPA’s September 15, 1997 Final Rule on air quality conformity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	and/or				
B.	“No attainment” area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA’s September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies: (Metropolitan Planning Organizations, MDEQ’s Air Quality Division, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C.	Is this proposed project in a “Class I Air Shed” (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Federally listed Threatened or Endangered (T/E) Species:				
A.	There are recorded occurrences, and/or critical habitat in this proposed project’s vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B.	Would this proposed project result in a “ <u>jeopardy</u> ” opinion (under <u>50 CFR 402</u>) from the Fish & Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

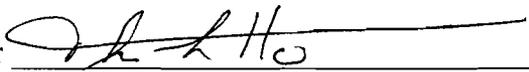
The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

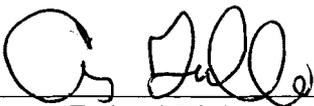
This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the

provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 USC 2000d**) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.


_____, Date: 4/21/05
Keith Meredith
MDT Environmental Services

Concur 
_____, Date: 4/21/05'
Thomas Hansen, P.E.
MDT Environmental Services

Concur 
_____, Date: 4/22/05
Federal Highway Administration

JAR:kem:S:\PROJECTS\MISSOULA\4774\PCE (D) PROGRAMMATIC FHWA.DOC

Attachments

- cc: Dwane Kailey --- Missoula District Administrator
- Kent Barnes, P.E. ---- Bridge Engineer
- Paul Ferry, P.E. ----- Highway Engineer
- John H. Horton ----- Right-of-Way Bureau Chief
- Suzy Althof ----- Contract Plans Section Supervisor
- David W. Jensen ----- Fiscal Programming Section Supervisor
- Jean Riley, P.E. ----- Environmental Services Bureau Chief
- Susan Kilcrease ----- Area Engineer, Missoula
- File

Preliminary Field Review Report

The following people attended a preliminary field review for this project on 12 March 2002.

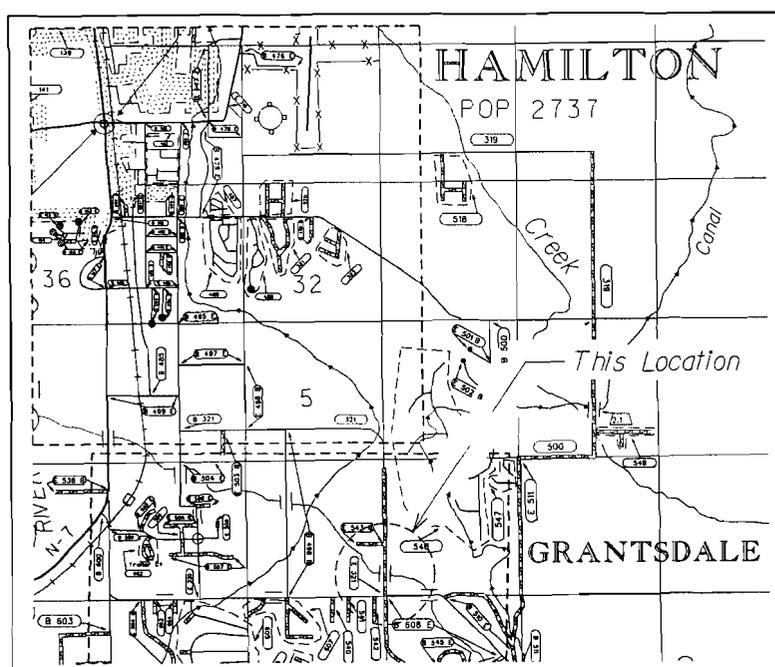
- Dennis Foy – Engineering Services Supervisor, Missoula
- Dwane Kailey – Engineering Services Assistant, Missoula
- Ken Yahvah – Hydraulic Engineer - Missoula District, Helena
- Bill Squires – Road Design Area Engineer - Missoula District, Helena
- Mark French – Lead Designer – Missoula Road Design Crew, Helena
- Gary Larson – Secondary Roads, Helena
- Nigel Mends – Bridge Area Engineer – Missoula District, Helena

Proposed Scope of Work

This project will replace the existing bridge with a new one. It will include some minor approach work at both bridge ends.

Project Location

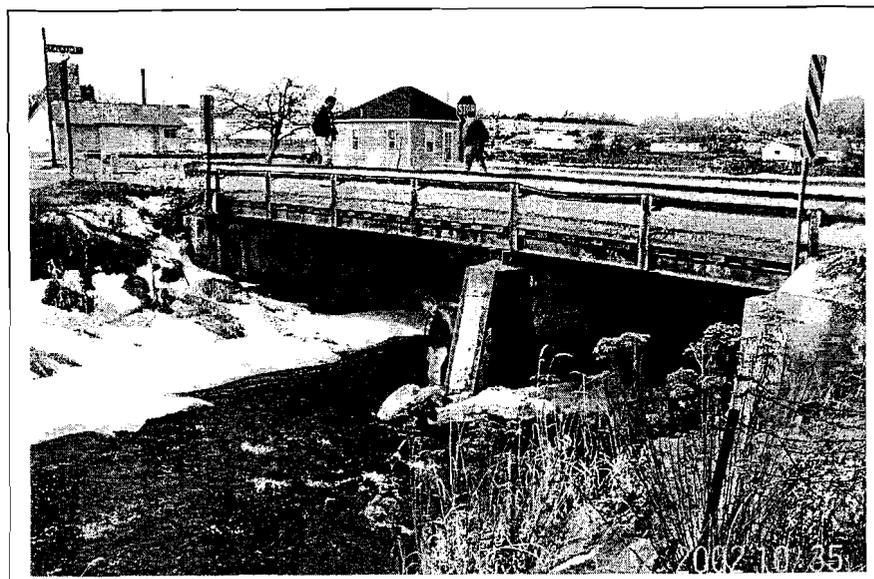
The bridge over Skalkaho Creek (Structure Number L41321002+0500) is located on a road known locally as Fish Hatchery Road, with the center of the bridge 23.2 meters north of the centerline of Montana 38, or Skalkaho Highway (State Maintained Route X-81024). The site lies in Ravalli County, 3 km east of Grantsdale and approximately 5 km southeast of Hamilton, in the south quarter section on the section line between Sections 8 and 9, Township 5 North, Range 20 West.



The project will begin at the edge of Skalkaho Road and will extend approximately 180 m north along Fish Hatchery Road.

Physical Characteristics

The existing bridge, built in 1972, carries a roadway 5.91 m wide along a deck 12.30 m long. It consists of two spans, one 7.3 m long and the other 5.0 m, with a pier near the center of the channel. It has a sufficiency rating of 46 and a structure rating of 3. The superstructure consists of pieces of a truss bridge cut up and



placed as stringers. The deck consists of 75 mm x 205 mm transverse planks on 380 mm centers, with 75 mm longitudinal running planks the full width of deck, with what appears to be a chip seal covered by a layer of gravel approximately 150 mm thick forming the road surface. The bridge is functionally obsolete and carries a posting for a 5.0-ton (4.5 metric tons) load limit. The approach roadway width is 6.1 m. The north abutment fill shows considerable sloughing.

The land adjacent to the bridge consists of farm land, used for farm buildings, hay and grazing. The county has a weed control plan.

Traffic Data

We have the following data on traffic volume from the county. We will request an updated traffic count and projections from the Traffic Data Collection Section.

2002 ADT =	728
2022 ADT=	???
DHV =	?
D =	? %
T =	?? %
AGR =	? %

Accident History

The Safety Management Unit reports one accident near the bridge in the ten-year period from January 1992 through December 2001. In that case, a driver attempted to turn left from Skalkaho Road on to Fish Hatchery road under clear weather and dry conditions. The investigating officer attributed the crash to inexperience on the part of a fifteen-year-old driver.

Major Design Features

Functional Classification

The road is designated as L-41-321 in the TIS Road Log. It is functionally classified as a Local Road.

Design Speed

The AADT on the route is > 300. Therefore, according to the Geometric Design Criteria for Rural Local Roads, the design criteria for Rural Collector Roads (Fig. 12-5 of the Road Design Manual) should be used. Fig. 12-5 indicates a 100 km/h design speed is appropriate in level terrain.

Design speed will be most relevant to the vertical alignment (i.e. stopping sight distance provided), length of tapers to connect to the existing road, clear zone provided, and length of need for guardrail.

The road has a posted speed limit of 35 mph (56 km/h).

Horizontal Alignment

The new roadway will match the existing centerline, which is on a tangent the entire length of the project.

Vertical Alignment

The close proximity of the edge of pavement for Skalkaho Highway (14.3 meters from the south bridge end) will be a controlling factor in the maximum grade. The road between the highway and the bridge and the bridge itself will be within the minimum 25-meter landing provided on an approach to a highway. The maximum grade for a landing is 3%. This indicates the elevation of the south new

bridge end should be no more than about 0.35 meters above the shoulder of Skalkaho Highway. The grade of the existing road including the bridge appears to be approximately 0.5% to 1%.

We propose to use 80 km/h design criteria in the design of the vertical alignment. This is appropriate because vehicles approaching from the south travel at low speeds, and vehicles from the north approach an intersection controlled by a stop sign. This will allow shorter vertical curves and will reduce the length of roadwork required. Even so, the algebraic difference in grades will be low enough that drivers approaching from the north will be able to see a vehicle stopped at the stop sign.

If possible, we'd like to keep the grade from the highway across the bridge at less than +2% to reduce the length of roadwork required to match the existing grade north of the bridge. It could require two vertical curves (one crest and one sag) to transition from the grade on the new bridge to the grade of the existing road north of it. This will determine length of road work required.

Typical Sections

We propose an 8.4 meter paved surface on the approaches to the bridge. We estimate a surfacing section of 90 mm of plant mix and 230 mm of crushed base course Type Gr 6 will be appropriate. Standard 6:1 surfacing inslopes are proposed, but we will consider steepening them behind guardrail.

The 8.4 meter section will begin at the south end of the project, extend across the bridge, and end at the private approach approximately 29 meters north of the bridge end on the west side. The road width will then be transitioned on a 60:1 taper to the existing road width of about 6.2 meters.

Geotechnical Considerations

We will need recommendations on whether bridge end treatment, including special backfill, is required.

Hydraulics

A hydraulics report will be required. The design effort will attempt not to increase the base flood elevation in order to avoid affecting upstream development.

Miscellaneous Features

Our preliminary design for guardrail is as follows:

Southeast and southwest bridge corners: bridge approach section and 3-bay impact attenuator

Northeast bridge corner: bridge approach section and Optional Terminal Section

Northwest bridge corner: bridge approach section, 15.24 m of metal rail, and Intersection Roadway Terminal Section.

There is a mailbox at the private approach on the west side 29 meters north of the bridge. We will provide a crash-tested mailbox and consider widening for a mailbox turnout. The guardrail, which could extend to this approach, will be a consideration.

Design Exceptions

Design exceptions are not required for an off-system bridge replacement project. The only substandard design element being considered is the use of 80 km/h design criteria (instead of 100 km/h) in the design of the vertical alignment. This will be documented in the Scope of Work Report.

Bridge

The new bridge will consist of one span that we anticipate will be about 15 m long. The superstructure

type will depend on the amount of freeboard necessary above flood stage. The nearness of the intersection with Skalkaho Road and the flat grade of Fish Hatchery Road make raising the grade difficult. These constraints may lead to a design using bulb-T beams or rib deck sections. Bridge Bureau standards require a roadway width of 8.4 m, which includes two, 3.6-m lanes and two, 0.6-m shoulders. The bridge will have T-101 rail. The county does not have design standards for roadway width, but relies on MDT's.

Right of Way

The existing easement on Fish Hatchery Road appears to be 12.2 to 18.3 meters wide. New right-of-way and/or construction permits will probably be required.

Railroads

There will be no railroad involvement in this project

Utilities

There is a power line overhead along the east side of the road, and one along the north side of Skalkaho Highway that will likely be in conflict. There is a pedestal across the Skalkaho Road for underground telephone line.

Environmental Considerations

Preliminary fisheries data indicate the presence of west slope cutthroat trout, bull trout, rainbow trout, brook trout, brown trout, and other species. Their presence may leave only a six-week work window for in-stream work. All of these fish species reside in this stream segment all year. Environmental will pursue contacts with the resource agencies.

The environmental document will likely be a Categorical Exclusion.

Traffic Control

The county has agreed to closing the road for the duration of the project. As the map on page 2 shows, travelers have several detour routes available. The review team recommends including a quantity of dust palliative to treat the gravel portion of the detour, which extends for about 0.8 km north of the bridge.

Survey

The attached Survey Request Form defines the survey needed.

Salvage

The county does not want to salvage any part of the bridge.

Public Involvement

Based on the presently anticipated scope of work, a Level B public involvement plan is appropriate. The proposed plan is briefly described below:

- a) A news release describing the proposed scope of work and need for the project will be sent to the local media.
- b) Adjacent landowners along the project will be contacted at the time of right of entry and preliminary right-of-way report. Landowner concerns and local knowledge will be gathered.

- c) A public informational meeting will be offered to present basic concepts and to seek input.
- d) When the design is well along and plans are available, right-of-way agents will contact and visit all of the landowners adjacent to the project to explain the work to be performed and the overall design of the project.

The public involvement plan may be adjusted. If controversial issues surface at the public informational meeting, a formal public hearing may be appropriate.

Job Management

The Bridge Bureau will manage this project. The Missoula Bridge Design Section will design the bridge and the Missoula Road Design Section will design the approach work.

Ready Date

We will establish a ready date after the over-ride process.

Project Cost

The preliminary cost estimate for this project is given below:

Bridge Construction	\$117,000
Bridge Removal	8,000
Road Work	<u>85,000</u>
<i>Subtotal</i>	<i>\$210,000</i>
Mobilization (15%)	32,000
Traffic Control (10%)	9,000
Inflation (2 Years at 3%)	<u>15,000</u>
<i>Subtotal</i>	<i>\$56,000</i>
Construction Eng. (15%)	40,000
Contingencies (10%)	<u>30,000</u>
<i>Subtotal</i>	<i>\$70,000</i>
Total	\$336,000

This estimate assumes a lump sum estimate for road work and a bridge 15.0 m long and 8.4 m wide with an unit cost of \$930 per square meter. It includes no allowance was for right-of-way and utilities.

WSF:NNM