



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001

Jim Lynch, Director
Brian Schweitzer, Governor

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LEGISLATIVE ENVIRONMENT
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ENVIRONMENTAL

MASTER FILE
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February 14, 2006

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602

Subject: **IM 90-1(159)0**
St. Regis East & West Phase II
UPN 2703 002

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/Scope of Work Report (dated January 23, 2006), 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).

	YES	NO	N/A	UNK
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"/>		
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"/>		
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 type="checkbox"/>	<input checked="" 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"/>	
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Environmental Services
Phone: (406) 444-7228
Fax: (406) 444-7245

Web Page: www.mdt.state.mt.us
Road Report: (800) 226-7623
TTY: (800) 335-7592

YES NO N/A UNK

3. There is a high rate of commercial growth in this proposed project's area.

___ X ___ ___

4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.

___ X ___

5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the 1965 *National Land & Water Conservation Fund Act (16 U.S.C. 460L, et seq.)* on or adjacent to proposed the project area.

___ X ___

The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).

___ X ___

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 *Section 106* of the *National Historic Preservation Act (16 U.S.C. 470, et seq.)* by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.

___ X ___

7. There are parks, recreation sites, schoolgrounds, wild-life refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)* on or adjacent to the project area.

___ X ___

a. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.

___ X ___

b. This proposed project requires a full (i.e.: DRAFT & FINAL) *Section 4(f)* Evaluation.

___ X ___

B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters").

X ___

1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act (33 U.S.C. 403)* and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act (33 U.S.C. 1251-1376)* would be met.

X ___

2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group.

___ X ___

YES NO N/A UNK

3. A 124SPA Stream Protection permit would be obtained from the MDFW&P? X

4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria. X

The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project. X

5. Tribal Water Permit would be required. X

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 U.S. Department of Agriculture, or the U.S. Department of the Interior. X

The designated National Wild & Scenic River systems in Montana are:

- a. Middle Fork of the Flathead River (headwaters to South Fork confluence).
- b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).
- c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).
- d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).

In accordance with *Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)*, this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River). X

C. This is a "Type I" action as defined under 23 CFR 772.5(h), 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. X

1. If yes, are there potential noise impacts? X

2. A Noise Analysis would be completed. X

3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy. X

YES NO N/A UNK

D. There would be substantial changes in access control involved with this proposed project.

___ X ___

If yes, would they result in extensive economic and/or social impacts on the affected locations?

 ___ X

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 same.

X ___

2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.

X ___

3. Interference to local events(e.g.: festivals) would be minimized to all possible extent.

X ___

4. Substantial controversy associated with this pending action would be avoided.

X ___

F. Hazardous wastes /substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.

___ X ___

All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.

___ X

G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.

X ___

H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.

___ ___ X

I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act (7-22-21, M.C.A.)*, including directions as specified by the county(ies) wherein its intended work would be done.

___ X

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.

___ X

If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)*.

___ X

K. Features for the *Americans with Disabilities Act (P.L. 101-336)* compliance would be included.

___ X

L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.

X

4. This proposed project complies with the *Clean Air Act's Section 176(c) (42 U.S.C. 7521(a))*, as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:

A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.

X ___

and/or

B. "Nonattainment" 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.).

___ X

C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?

___ X

5. Federally listed Threatened or Endangered (T/E) Species:

A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.

X ___

YES NO N/A UNK

B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

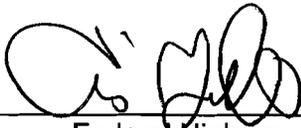
 X

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 (E.O.#12898). It also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 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.


Thomas L. Hansen, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur  , Date: 2/23/06
Federal Highway Administration

Attachments

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

- cc: Dwane Kailey, P. E. - MDT Missoula District Administrator
Paul R. Ferry, P.E. - MDT Highways Engineer
Kent M. Barnes, P.E. - MDT Bridge Engineer
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief
Suzy Althof, - MDT Contract Plans Section Supervisor
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Susan Kilcrease - MDT Environmental Services
Environmental Quality Council



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

MASTER FILE
 COPY

To: Distribution
 From: Paul R. Ferry, PE 

Highways Engineer

Date: January 23, 2006

Subject: IM 90-1(121)0
 St. Regis East & West Phase II
 UPN 2703002
 Work Type 170 – Restoration and Rahab - PCCP

The Preliminary Field Review/Scope of Work Report for the subject project has hereby been released on **Jan 24, 2006**. Please review the report and submit your concurrence within 10 working days of the release date.
 Your comments and recommendations are also requested if you do not concur, or concur subject to certain conditions.

When all the personnel on the distribution list have submitted their concurrence, this Report will be submitted to the Chief Engineer for final approval.

I Recommend Approval _____ Date _____

Distribution: (all with attachment)

- | | | |
|----------------------------|----------------------------|---------------------------------------|
| J. H. Horton, Right-of-Way | D. J. Blacker, Maintenance | D. E. Williams, Traffic & Safety |
| Matt Strizich, Materials | S. Straehl, Planning | D. M. Kailey, Missoula |
| Kent Barnes, Bridge | J.A. Riley, Environmental | Mac McArthur, Construction (2 copies) |

cc: (all with attachment)

- | | | |
|-------------------------------|-------------------------------------|------------------------|
| J. A. Walther, Engineering | P. A. Jomini, Safety Traffic | S. Rowell, EISS |
| P. R. Ferry, Highways Bureau | Becky Duke, Traffic Data Collection | G. Pizzini, R/W |
| D.M. Krings Road Design | Pamela Langve-Davis, Planning | W. F. Scott, Utilities |
| D. Bolan, Traffic Engineering | D. W. Jensen, Fiscal Planning | Highways File |
| M. A. Goodman, Hydraulics | Jon Watson, Pavement Management | |
| R. B. Jackson, Geotech | Craig Genzlinger, (FHWA - HOP-MT) | |

IM 90-1(121)0
St. Regis East & West Phase II
UPN 2703002
Work Type 170 – Restoration and Rehab - PCCP

Preliminary Field Review/Scope of Work Report

1. **Proposed Scope of Work:** The purpose of this project is to extend the useful life of the Portland cement concrete pavement (PCCP) roadway. The proposed road work will include:
 - PCCP joint and crack sealing with rubberized asphalt.
 - Replacement of damaged guardrail as needed and upgrade guardrail.
 - Use of existing and construction of new median crossovers through both flush medians and open medians to accommodate the construction work.
 - Mill & fill asphalt shoulders.
 - Chip seal Sloway and Dry Creek ramps and cross road.
 - Mill/fill St. Regis ramps and overlay the crossroad.
 - Overlay Two-Mile Interchange ramps and the crossroad
 - New epoxy pavement markings.
 - Crack seal median shoulders.
 - Install new guardrail delineators.
 - Possible bridge approach rail & super elevation upgrade at RP 45.180 westbound.
 - Signing upgrade where necessary.
 - Upgrade delineators and reference posts where necessary.
 - Replace cracked slabs.

2. **Project Location and Limits:** The project is located on Interstate 90 in Mineral County. It begins at RP 27.9± and extends easterly approximately 28.32± km to RP 45.5±.

3. **Physical Characteristics:** The project is located in primarily rural mountainous, timbered terrain. The following segments are within the Lolo National Forest:

RP 35.998 to 36.76	RP 37.118 to 37.447
RP 37.873 to 38.140	RP 41.419 to 44.889

The following four interchanges are within the project limits:

Two-Mile (RP 30.160)	St. Regis (RP 33.407)
Sloway (RP37.201)	Dry Creek (RP 43.048)

The finished top width ranges from 21.9 meters to 25.0 meters with four 3.6 meters driving lanes. The shoulder widths are primarily 1.2 meters on the inside and 3.0 on the outside. The outside shoulder width in some of the more rugged terrain was reduced to 1.8 meters. Sections with closed medians are 3.0 meters to 4.3 meters wide.

The roadway from RP 27.9 to RP 43.496 is constructed of full width PCCP with one exception: both shoulders from RP 34.72 to RP 38.14 are surfaced with plant mix. The roadway from RP 43.496 to RP 45.5± is constructed of plant mix. Surfacing from RP 27.9 to RP 43.496 (exclusive of bridges) was generally placed as follows:

First Stage Surfacing (initial I 90 construction)
 168 mm PMBS
 91 mm CBC

 259 mm Total

Second Stage Surfacing (subsequent projects)
 204 mm PCCP
 53 mm PMBS (shoulders and flush medians)
 151 mm CTS

 408 mm Total

4. **Traffic Data:** The Traffic Data Collection Section has provided the following information:

I-90	RP 27.9 to 33.407	RP 33.407 to 45.5
2005 ADT	6,350	7,190
2007 ADT	6,760	7,660
2027 ADT	12,690	14,380
DHV	1780	2010
T	33.4%	24.0%
EAL	2956	1540
AGR	3.2%	3.2%

5. **Crash History:** Crash data was requested and provided through the Safety Management Office. The information provided is as follows:

The following table shows accident information starting at I-90 RP 27.9 and ends at RP 45.5. The time frame for the information starts on 1-1-2000 and ends at 12-31-2004.

	Statewide Average	Study Area
All Vehicle Accident Rate	1.07	1.56
All Vehicle Severity Index	1.96	1.58
All Vehicle Severity Rate	2.08	2.46
Truck Accident Rate	0.71	1.11
Truck Severity Index	1.97	1.37
Truck Severity Rate	1.40	1.52
Truck Accidents	N/A	62
Total Recorded Accidents	N/A	319

The route segment does not show a significant difference from the statewide rural interstate average occurrences.

There were no locations where there were accident clusters that either had an addressable trend, or that the trend hadn't been addressed with a project. The report did request that the project consider addressing the high concentration of wild animal crashes between RP 32.0 and 39.2. During the study period, there were 93 wild animal collisions. We propose to address the issue with signing.

There is also a concentration of crashes at the curves between reference posts 28.3 and 29.2. Forty-six crashes occurred in this location, of which seven involved commercial vehicles. Road conditions were icy in 54% of these crashes and snowy or slushy in 26% of the crashes. We propose to address these accidents with signing if possible.

There is a concentration of crashes at reference post 45.1 to 45.4. Twenty-nine crashes occurred in this stretch from 1/1/00 to 12/31/04, of which eight involved commercial vehicles. Most of these crashes occurred on the bridge deck. Road conditions were icy or snowy/slushy in 38% of these crashes. We are proposing to survey the westbound approach to the bridge and determine if solutions are possible with this project. If super elevation changes are required, we propose to make changes with an upcoming bridge rehabilitation project.

The majority of crashes recorded in the project location can be classified as single vehicle off road crashes. Overall we will install deer warning signs at locations of high concentrations of wild animal crashes, and sign for curves where necessary.

6. **Major Design Features:** The project will be developed in accordance with the Guidelines for Nomination and Development of Pavement Projects. The Missoula District Design crew will be the lead on the project development and will develop the road plans. We propose a metric design to match Phase 1 of the project **IM 90-1(142)2, St. Regis East & West, [A703]**, primarily a bridge rehabilitation project, with related roadwork (approach slab replacement/guardrail end section replacement, etc).
 - a. **Design Speed:** The design speed ranges from 80 km/h to 110 km/hr over the entire length of the project. The posted speed limit is 75mph (120 km/h) throughout.

The design speeds for the initial interstate construction are as follows:

<u>Year Built</u>	<u>From RP</u>	<u>To RP</u>	<u>Design Speed</u>
1980	27.02	34.70	100-110 km/h (60-70 mph)
1983	38.14	44.57	110 km/h (70mph)

For this project, design speed is relevant primarily in the design of the median crossovers and the guardrail upgrade. We propose to use the 110 km/h design speed in the design of those items.

- b. **Horizontal Alignment**: - Given the corresponding as-built design speed of each section, the horizontal alignment is within current design standards, except for the pair of curves at RP 28.32± (R = 317.5 m - EB & WB). The design speed for this segment is 100 km/h-110 km/h. The terrain in this area is rolling, if not mountainous, so a 100 km/h or even 80 km/h design speed would be appropriate. The curve radius meets a 90 km/h +/- design criteria.
- c. **Vertical Alignment**: The vertical alignment provides absolute minimum stopping sight distance at design speeds for the entire project.
- d. **Typical Sections**: No changes are proposed to the existing roadway widths.
- e. **Surface Design**: All PCCP joints and cracks will be cleaned to remove loose debris before new sealant is installed. The cracks between 3 mm and 10 mm wide will be routed. We propose to specify a rubberized asphalt product, Craftco 231, as the sealant material. The bid item will be linear meters and will include all routing, cleaning, etc.

The PCCP joint sealing will be completed from RP 27.9 to RP 43.496. The PMS shoulder from RP 34.74 to RP 38.315 will be milled from the edge of the concrete 1.905 meters and repaved. The rumble strips will be placed at least 300 mm from the PCCP/PMS shoulder joint.

The PMS median shoulder from RP 34.74 to 38.315 will be crack sealed. The median shoulder will then be fog sealed.

The ramps at the St. Regis Interchange will be milled and filled at a width of 4.3 m. The entire ramp will be chip sealed, and new pavement markings will be applied. The remainder of the interchange will be overlaid, and a chip seal applied.

We propose to chip seal the ramps and interchange for the Sloway Interchange, and the Dry Creek Interchange. The Dry Creek Interchange work will extend along the interchange road to the bridge over the Clark Fork River.

We propose to overlay and chip seal the Two Mile interchange and the ramps. Minor milling will be required at termination points where the overlay connects to the existing pavement. We will also mill under any bridges if height is an issue.

Shoulder gravel maybe required for the overlay sections on the interchanges.

Several of the slabs at RP 38± EB & WB have settled and cracked. Maintenance has overlaid these slabs with a thin lift of PMS. We propose to replace the slabs where they are cracked and/or overlaid at this location.

- f. **Slope Design**: Nearly all of the existing fill slopes meet current standards. There will be minor disturbances near the top of the existing fill slopes where guardrail is replaced and/or shoulders replaced. Ditch depths are generally a minimum of 0.3 meters, compared to the current standard of 0.5 meters. No changes are proposed.
- g. **Grading**: There will be minor grading required at new guardrail end sections. The new slopes will generally catch on the existing surfacing inslope.
- h. **Hydraulics**: Hydraulics recommended scour protection work at two locations:

RP 30.117 – This roadway is a connection between two interchanges, and passes under an interstate bridge, adjacent to the St. Regis River. The Hydraulics Section has recommended that the roadway embankment receive scour protection.

RP 31.474 – This roadway is also adjacent to the St. Regis River that flows beneath an interstate bridge. The work would include riprap along the east bank under the bridge. The work may also include removal of riprap previously placed as pier scour protection, but placed outside the permitted boundaries. The excess riprap would be removed and placed on the east bank as part of the scour protection for the bridge abutment.

- i. **Geotechnical Considerations**: There are no proposed geotechnical changes with this project.
- j. **Bridges**: The bridges will be rehabilitated on the Lookout Pass-East project and St. Regis East and West-Phase One project. These projects rehabbed all structures up to R.P. 27.9 and some structures up to R.P. 40.48. Future projects-St Regis Area Structures and Superior Area Structures will cover the rest.

The bridge approach sections will be upgraded where necessary. It is possible that the bridge rails may need to be upgraded with the bridge approach sections. If this is the case, we propose to do the bridge rail upgrades as well as the bridge approach sections on the future bridge rehab projects where applicable.

- k. **Safety Enhancements**: Guardrail will be lengthened and end sections upgraded to meet current standards. Maintenance has requested that we use W-beam guardrail where ever possible when lengthening or upgrading guardrail. New rumble strips will be constructed. New pavement markings will be placed on the roadway surface. Some of the safety enhancement features included in other projects in recent years include the following:

Concrete Barrier Rail in Flush Median

RP 27.6 to RP 28.2, RP 29.0 to RP 30.0

Curve Signs and Chevrons

RP 25.8 to RP 29.2

Wild Animal Warning Signs

RP 32.0 to 39.2

Rumble Strips on Outside Shoulders

RP 34.72 to RP 38.14

We also propose to address accidents at the bridge end at RP 45.4. We will survey the location to determine deficiencies, and then determine any appropriate fixes that can be accomplished with this project. Other fixes will be completed with the upcoming bridge rehab project (**Superior Area Structures (IM 90-1(166)45 [5780000])**).

1. **Traffic Engineering:** We propose to replace delineators and reference posts for the full length of the project. Signing will be upgraded, as well as the pavement markings. We also propose to install WILD ANIMAL warning signs at RP 32.0 and 39.2, and CURVE warning signs at RP 25.8 to RP 29.2.
- m. **Miscellaneous Features:** Maintenance has noticed traffic hits the guardrail at the approach end in the passing lane of the westbound structure at RP 45.180 quite frequently. The as-builts show a 582±- m curve that ends on the structure. The road should have an 8% super but is shown as on normal crown on the as-builts. A survey has been requested to verify what super actually exists there. After reviewing these results, we will look at our options to solve the problem.

If super-elevation corrections are required, we would make those changes in conjunction with IM 90-1(165)45, Superior Area Structures [5780000] because the super-elevation transition would probably have to be carried onto the bridge deck, which will be replaced or resurfaced under [5780000].

Rumble strips will be constructed where the existing PMS shoulders are replaced. The existing concrete shoulders on the project will retain the existing rumble strips, even though they do not conform to the current rumble strip layout.

7. **Design Exceptions:** Design exceptions are not expected because of the limited scope of work.

8. **Right-of-Way:** There will be no right-of-way involvement. It will not be necessary to place existing right-of-way on the plan sheets.
9. **Access Control:** No changes to the existing limited access are proposed.
10. **Utilities/railroads:** There are no utility or railroad conflicts.
11. **Survey:** The Missoula District design crew will inventory the roadway to determine quantities for joint/crack sealing, upgrading the guardrail and culvert lengths for the drop inlets. Some survey may be required around RP 45.180 to determine the super-elevation.
12. **Environmental Considerations:** The environmental evaluation and documentation appropriate for a programmatic categorical exclusion will be prepared that covers Phase 2. The project will not be submitted for final scope approval until the environmental document is approved by FHWA.
13. **Other Projects:** Two bridge projects, St. Regis Area Structures and Superior Area Structures are currently planned for a letting sometime after 2010. The limits for St Regis Area Structures (IM 90-1(170)29 [5783000]) are from RP 29.20± to RP 40.0±, and the Superior Area Structures (IM 90-1(166)45 [5780000]) limits are from RP 45.01± to 49.4±.

Deborgia Southeast (IM 90-1(164)19 [5832000]) is a crack and seat overlay project that starts at RP 19± and ends at RP 28±. That project is scheduled for a letting sometime after 2010.

14. **Traffic Control:** Traffic will be maintained through the project construction with appropriate signing, flagging, detours, etc., in accordance with the Manual on Uniform Traffic Control Devices. Traffic will be detoured to two-lane, two-way operation through the entire length of the roadwork.

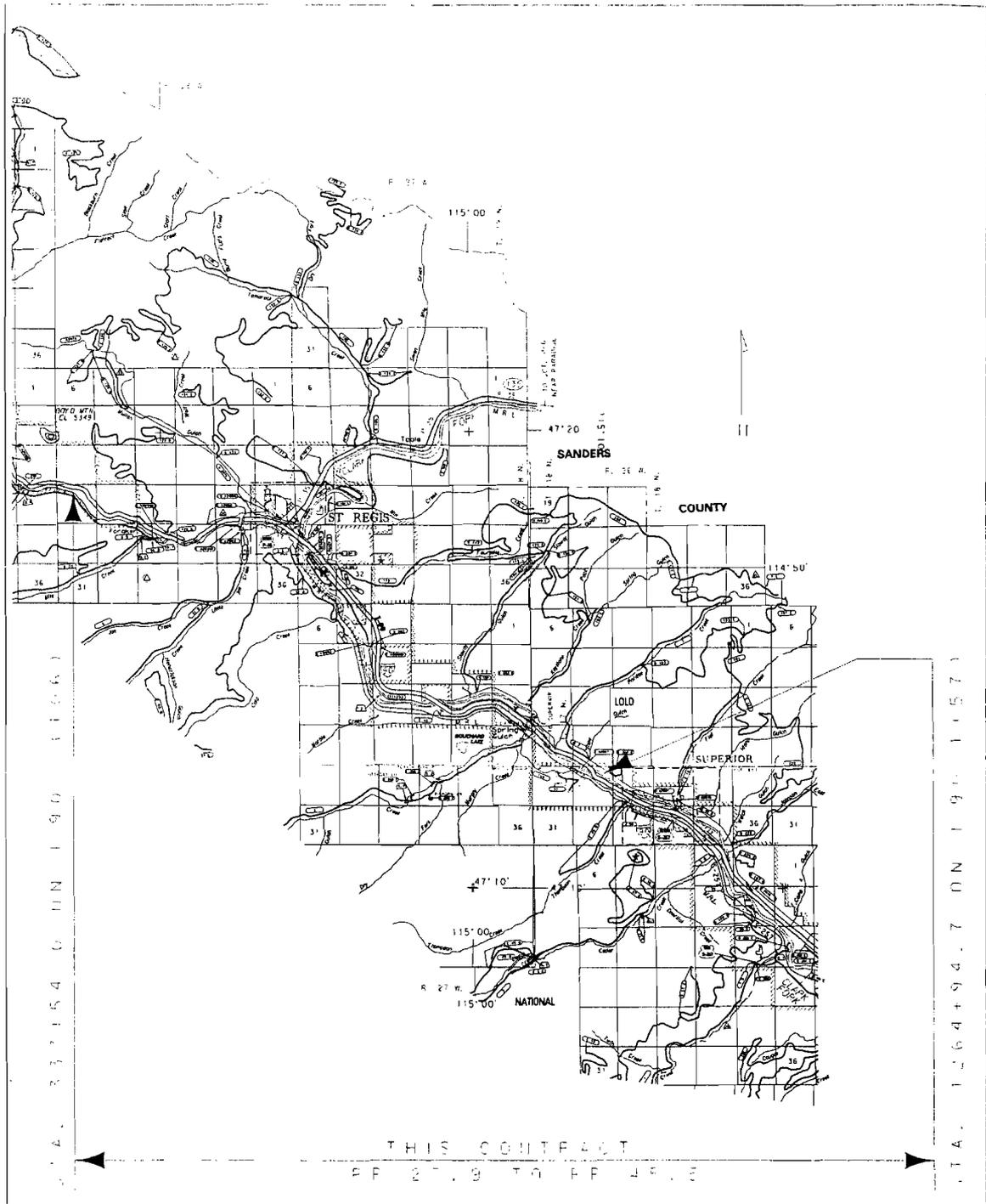
Flush median crossovers will require signing, pavement markings, resetting of existing concrete barrier rail and other standard traffic control devices. Flush median crossover locations include RP 0.0, RP 1.5, RP 3.2, RP 5.8, RP 10.8, RP 22.9 and RP 29.6. The location for a new flush median crossover is RP 43.6.

Reuse the open median crossovers from the Lookout Pass-East project. These crossovers are at the following locations: RP 34.4, RP 40.1 and RP 41.6

15. **Public Involvement** - Based on the presently anticipated scope of work, a Level A public involvement plan is appropriate. The proposed plan is as follows:
 - a. A news release describing the proposed scope of work and need for the project will be sent to the local media with a department point of contact.
 - b. The public involvement plan may be adjusted if deemed necessary.

16. **Ready Date:** A ready date of October of 2007 is expected.
17. **Project Design Management** – Shane Stack will manage the project. The Missoula District design crew will be responsible for all remaining 200 series activities.
18. **Cost Estimate:** The current estimate is as follows. It does not include indirect costs.

Road Work	\$1,800,000
Signing, delineation, etc.	<u>140,000</u>
Subtotal	\$1,940,000
Traffic Control (15%)	291,000
Mobilization (8%)	<u>155,000</u>
Subtotal	\$2,386,000
Contingency (10%)	<u>239,000</u>
Subtotal	\$2,625,000
Inflation (3% per year x 2year)	<u>160,000</u>
Total CN:	\$2,785,000
CE (10%)	\$ 279,000



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