



Montana Department of Transportation

Jim Lynch, Director
Brian Schweitzer, Governor

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

July 6, 2006

Environmental Quality Council
Legislative Environmental Policy Office
P.O. Box 201704
Helena MT 59620-1704

**Subject: MEPA Categorical Exclusion
COUNTY ROAD – W CROW AGENCY
SFCX 02200(15)
5836**

RECEIVED

JUL 19 2006

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

Dear Environmental Quality Council:

Enclosed is a signed Programmatic Categorical Exclusion for this project. If you have questions or concerns, please contact Heidi Bruner at 406.444.7203. She will be pleased to assist you.

Sincerely,

Thomas L. Hansen, PE
MDT Environmental Engineering Section Supervisor

encl:

cc (w/o attach.):

Bruce Barrett	Billings District Administrator
Heidi Bruner	Environmental Services Project Development Engineer
Paul Ferry, PE	Highway Engineer
✓ Tom Hansen, PE	Environmental Services Engineering Section Supervisor
John H. Horton	Right-of-Way Bureau Chief
David W. Jensen	Fiscal Programming Section Supervisor
Suzy Price	Contract Plans Bureau Chief
___ Jean Riley, PE	Environmental Services Bureau Chief
Alan Woodmansey, PE	FHWA Operations Engineer
FILE	

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**Subject: MEPA Categorical Exclusion
 COUNTY ROAD – W CROW AGENCY
 SFCX 02200(15)
 5836**

Dear Environmental Quality Council Members:

This submittal is to notify you that the subject proposed project qualifies as a Categorical Exclusion under the provisions of Administrative Rules of Montana (ARM) 18.2.261, which is codified at Montana Code Annotated (MCA) 75-1-103 and MCA 75-1-201.

The following form provides documentation required to demonstrate that all of the conditions are satisfied to categorically exclude the proposed project from conducting an Environmental Assessment (EA) or Environmental Impact Statement (EIS) under the Montana Environmental Policy Act, Title 75 Chapter 1 MCA. Copies of the Preliminary Field Review Report and Project Location Map are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large 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. An EA or EIS is not required for this proposed project as determined under ARM 18.2.237(5).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project would have (a) significant environmental impact(s) as defined under ARM 18.2.238 and ARM 18.2.237(5).	<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"/>
2. A high rate of residential growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A high rate of commercial growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
5. Parks, recreational, or other properties acquired/improved under Section 6(f) of the 1965 National Land & Water Conservation Fund Act (16 USC 460L, <i>et seq.</i>) are on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such Section 6(f) 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. 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 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO) would be affected by this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Publicly owned parklands, recreation areas, wildlife or waterfowl refuges, and/or significant historic sites that might be considered under ARM 18.2.261(2)(a) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Nationwide Programmatic Section 4(f) Evaluation forms for those sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. This proposed project requires a full Section 4(f) Evaluation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in Section 10 of the Rivers and Harbors Act (33 USC 403) and/or Section 404 of the Clean Water Act (33 USC 1251-1376) codified at 33 CFR 320-330 would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (EO) #11990, and 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. A delineated floodplain exists 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. A 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 that 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"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild and/or Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In accordance with Section 7 of the Wild and Scenic Rivers Act (16 USC 1271 – 1287), 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 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.	<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"/>
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 23 CFR 772 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. Substantial changes in access control would be associated with the 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 same.	<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 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 CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), 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 County Noxious Weed Control Act (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done would be conducted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area. 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 USC 4201, et seq.).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Features for the Americans with Disabilities Act (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 Clean Air Act Section 176(c) (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it is 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. and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 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" under 40 CFR 52.1382(c)(3)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. Recorded occurrences, and/or critical habitat are in the vicinity of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish and 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. No significant effects on access to adjacent property or to present traffic patterns would occur.

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). The project also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC 2000d) under FHWA regulations (23 CFR 200).

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


Heidy Bruner
MDT Environmental Services
Billings District Project Development Engineer

Date: July 6, 2006


Concur
Thomas L. Hansen, PE
MDT Environmental Services
Engineering Section Supervisor

Date: 7/10/06

encl.

cc (w/o attach.):

Bruce Barrett	Billings District Administrator
Heidy Bruner	Environmental Services Project Development Engineer
Paul Ferry, PE	Highway Engineer
 Tom Hansen, PE	Environmental Services Engineering Section Supervisor
John H. Horton	Right-of-Way Bureau Chief
David W. Jensen	Fiscal Programming Section Supervisor
Suzy Price	Contract Plans Bureau Chief
Jean Riley, PE	Environmental Services Bureau Chief
Alan Woodmansey, PE	FHWA Operations Engineer
Big Horn County Office	
FILE	

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or call Montana Relay at 711.



Memorandum

To: Paul R. Ferry, P.E.
 Highways Engineer

From: Damian M. Krings, PE
 Road Design Engineer

Date: October 4, 2005

Subject: **SFCX 02200(15)**
County Road-W Crow Agency
Control No. 5836
Project Work Type – 140 - Reconstruction

Preliminary Field Review Report

We request that you approve the Preliminary Field Review Report for the subject project.

Approved _____ Date _____
 Paul R. Ferry, P.E.
 Highways Engineer

We are requesting comments from those on the distribution list. We will assume their concurrences if no comments are received within **two weeks** of the approval date.

Distribution:

- | | |
|--|--|
| Bruce Barrett – Billings – D.A. | Mark Goodman – Helena – Hydraulics |
| James Walther – Helena – Preconstruction Engineer | Danielle Bolan – Helena – Traffic |
| Damian Krings – Helena – Road Design Engineer | Bryce Larsen – Helena – Photogrammetry |
| Matt Strizich – Helena – Materials | Bonnie Steg – Helena – Environmental |
| Kent Barnes – Helena – Bridge | Gary Larson – Helena – Planning |
| Jean Riley – Helena – Environmental | Jim Mullins – Helena – Right-of-Way |
| Duane Williams – Helena – Traffic | Pierre Jomini – Helena – Traffic-Safety |
| Dave Jensen – Helena – Fiscal Programming | Walt Scott – Helena – Utilities |
| John Blacker – Helena – Maintenance | Alice Flesch – Helena – ADA Coordinator |
| Sandra Straehl – Helena – Planning | Jon Watson – Helena – Surfacing |
| Cameron Klobberdanz – Helena – Geotechnical Manager | Pamela Langve-Davis – Helena – Planning |
| John Robinson – Helena – Public Involvement | Sue Sillick – Helena – Research |
| Greg Pizzini – Helena – Access Management | Ben Juvan – Helena – Eng. Info. Services |
| Wayne Noem – Helena – Planning | Alan Woodmansey – FHWA |
| Russ McDonald – Helena – Environmental | Highways File |
| Mac McArthur – Helena – Construction Bureau (2 copies) | |
| Mike Bousliman – Helena-Maintenance (RWIS Sites) | |
| Becky Duke – Helena-Planning (WIM Sites) | |

Preliminary Field Review

A preliminary field review for the subject project was held on June 1, 2005. The following personnel participated in this review.

Ryan Dahlke	District Design Manager	Helena
Rodney Nelson	District Projects Engineer	Billings
Aaron Eschler	District Design Supervisor	Billings
Wayne Noem	Secondary Roads Engineer	Helena
Tim Tone	Bridge Bureau	Helena
Kurt Murcoux	Hydraulics Bureau	Helena
Kerry Robertson	Road Design Supervisor	Helena
Ray Sacks	Construction Eng Services	Helena

Proposed Scope of Work

The proposed project was nominated as a reconstruction project. The beginning portion of this project is a mill and fill with the ending portion reconstruction. The BIA changed the ending portion from its original alignment when they removed the T-intersection and replaced it with a curve. As part of the intersection construction, it is proposed to include a bus turn around in the southwest quadrant.

The proposed scope of work is as follows.

- Mill and overlay beginning portion of the project
- Remove and replace a curve with a T-intersection at end of project
- Construct a new bus turn around at end of project
- New signing and pavement markings
- Seal and cover

Project Location and Limits

This entire project is located on the Crow Indian Reservation within the unincorporated town of Crow Agency. The nominated project begins at RP 9.9 and ends at RP 10.6 on route X-02200. This roadway is a western extension of the crossroad at the Crow Agency Interchange in Big Horn County. MDT has not recognized this route in the past as being owned and maintained by the State of Montana. However, research revealed this frontage road was constructed at the same time Interstate 90 was constructed and is still owned by the State.

Physical Characteristics

1. As-Built:

IN 90-9(5)498	Construction (Year constructed –1960)
IN 90-9(3)496	PE and R/W

2. Existing Surfacing:

The as-builts noted above do not show a typical section for this roadway. Random field measurements show a top surfacing width of 26 feet with 6:1 surfacing inslopes.

3. Existing Roadside Geometrics:

Random field measurements showed 6:1± surfacing inslopes and variable fill slopes. The ditch sections have been partially filled in with eroded soils with variable inslopes and backslopes.

Traffic Data

2005	ADT (Present) =	170
2009	ADT (Letting) =	180
2029	ADT (Design) =	220
DHV	=	20
Com Trks	=	15.3%
ESAL	=	7
AGR	=	1.1%

Accident History

In 1996 a truck with a flatbed holding a combine and in 2002 a truck with a backhoe hit the I-90 bridge. In 1999, there was a fatal crash when a vehicle went off the road and overturned in the curve on Crow highway 1 at Well Known Bear Street. In 2000, a vehicle tore the gate at the railroad crossing on Makawasha Street (Crow Highway 1). In 2003, on the shoulder a vehicle backed into another vehicle at the intersection of Crow Highway 1 and Hotska Street.

The following are the study area rates/indices compared with the statewide rural interstate system averages:

	Statewide average	study area
All vehicles accident rate	NA	NA
All vehicles severity index	NA	NA
All vehicles severity rate	NA	NA

Variations from average occurrence:

No variations have been identified.

HES Clusters or Projects:

No clusters have been identified. There was talk about closing the access from the West Frontage Road onto Crow Highway 1 between the I-90 eastbound off-ramp and the at-grade crossing. The Railroad Safety Section has a project STPRR 2(25), UPN 4098, for railroad flashers by the end of X route 002047, the West Frontage Road.

Remarks:

The Montana Highway Patrol may not have all the crash investigator's reports for this road segment. A letter requesting accident investigator's reports has been sent to Chief Eastman in Crow Agency. Based on the available records, there is no crash trend and no cluster on X route 02200 between approximately reference points 9.8 and 10.6

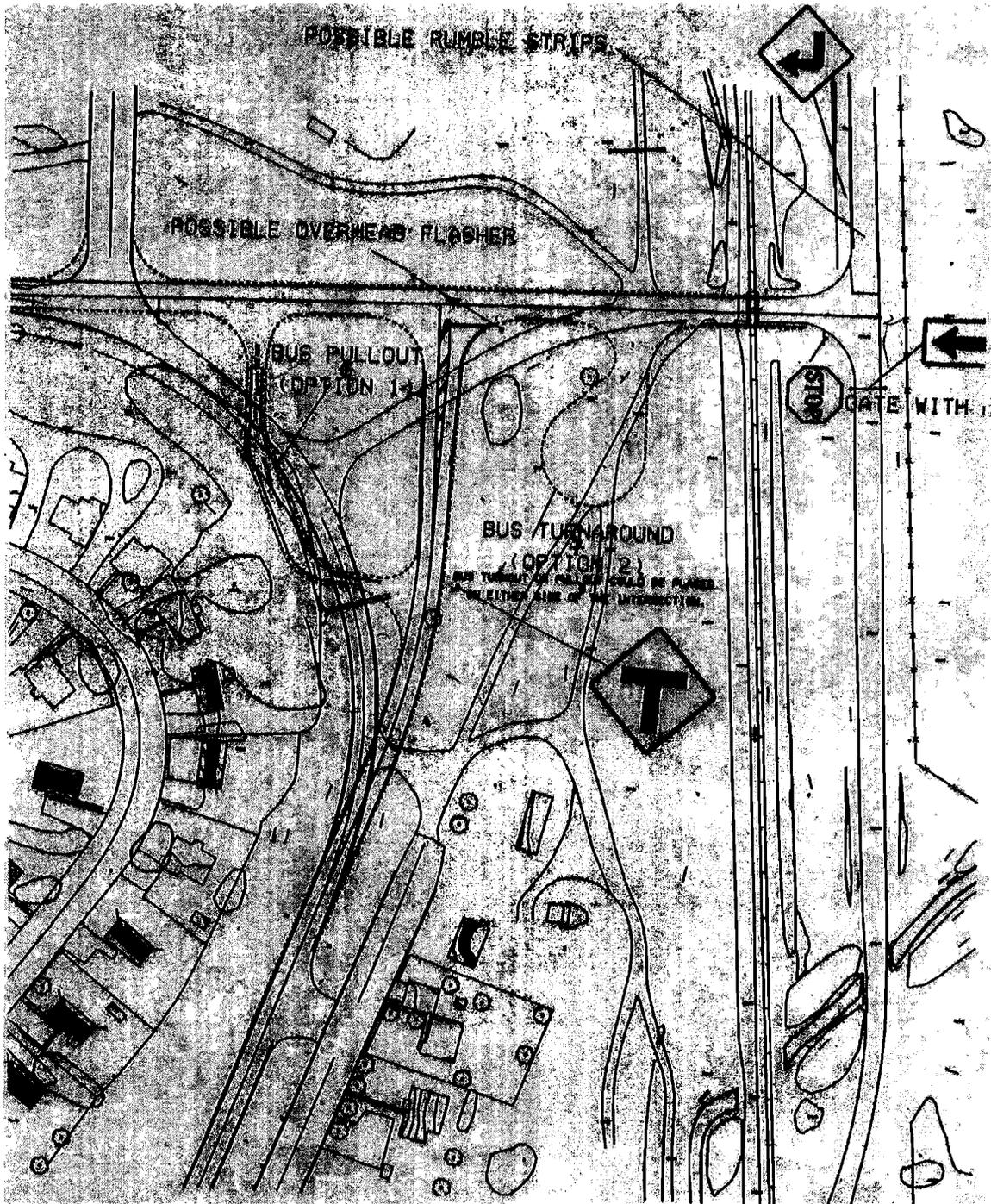
PvMS Recommendation

The PvMS 2003 Pavement Conditions and 2004 Pavement Treatments does not list this route and subsequent conditions and recommendations.

Major Design Features

Design Speed- This roadway is classified as a major collector with a design speed of 30 mph. Design units will be English.

Horizontal and Vertical Alignments- The horizontal and vertical alignments at the beginning of the project will be used as is. A new horizontal and vertical alignment will be utilized for the replacement of the curve with a T-intersection at the end of the project.



Typical Sections- The top surfacing width will be 26 feet and will include two 12-foot travel lanes with 1-foot shoulders. The surfacing inslopes will be 6:1. Surfacing Design will provide typical sections for both the mill and overlay and the reconstruction portion of this project.

Grading- Grading will be required to construct the T-intersection and remove the existing curve. Grading will be paid for as Embankment in Place. Topsoil will be salvaged and replaced within the construction limits.

Geotechnical Considerations- No geotechnical problems were noted at the time of the review. The thickness of the existing surfacing is unknown. A soil survey will be required to determine what the existing typical section is and what soils exist on this project. We request

the Geotechnical Section provide recommendations for cut and fill slope requirements early in the project process.

Hydraulics- There are no major drainages within or adjacent to the project limits. However, there is a drainage crossing and irrigation ditch within the limits of the mill and overlay portion of the project. No impacts to these facilities are anticipated. If any culverts or facilities are needed as part of the reconstruction portion of this project, the Hydraulics Section will provide recommendations for culvert sizes, materials, skew and end treatments. No erosion problems were noted at the time of the review. The Location Hydraulic Survey Report (LHSR) for the project will provide further hydraulic information and details.

Bridges- There are no existing or proposed bridges within the project limits.

Traffic- Pavement markings and signs will be upgraded as needed. There are two R/R crossings on or near this project.

Guardrail- There is no existing guardrail and none is being proposed as part of this project.

Fencing- Any fencing that currently exists will be used as is with no new fencing being proposed even in the areas where new R/W will be acquired..

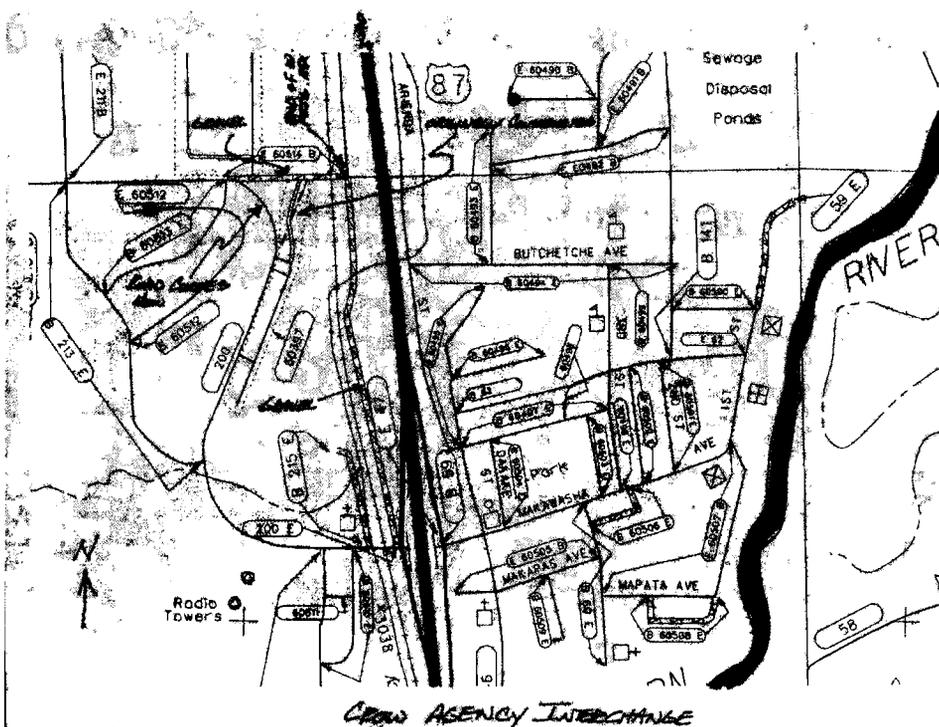
Miscellaneous- Rumble strips will not be installed on this project.

Design Exceptions

No design exceptions are anticipated at this time.

Right of Way

Right of way was acquired for this frontage road when the interstate was originally constructed in 1960. The proposed location of the T-intersection is close to the original location. However, new right of way will be required to construct this intersection and the bus turn around. Additionally, an agreement with Big Horn County will be needed to reconstruct County Road 60514. Please see the below site map for clarification.



Access Control

The project will have no Access Control.

Utilities/Railroad

A utility survey will be required to determine any impacts. It was noted at the time of the preliminary field review that it appears overhead power, underground telephone and a fire hydrant appear to be in conflict with the proposed location of the T-intersection. Two R/R crossings exist on either end of the project. The southern R/R crossing does not require any work and it is proposed to just mill and overlay up to the crossing. The northern R/R crossing is currently on a gravel road and is made of concrete. It is proposed to just connect into the concrete crossing with this project.

Environmental Considerations

A Categorical Exclusion will be needed for this project. The school bus turn turnaround is considered Context Sensitive Design, and associated costs will be documented as the project develops.

Traffic Control

Traffic will be maintained on the existing alignment until the proposed T-intersection work is substantially complete. All signing and flagging will be in accordance with the Manual of Uniform Traffic Control Devices.

Survey

A Survey Request Form is attached for this project.

Public Involvement

The Public Involvement Plan will be level B.

This will include:

1. Providing a news release to the appropriate newspapers explaining the project.
2. Personal contacts with local government officials.
3. Personal contacts with adjacent landowners explaining the final design.
4. Construction notification and information during construction.

A Project Specific Agreement with the Crow Tribe will be necessary.

Cost Estimate

The nomination cost to construct this project without indirect costs was estimated at:

CN= \$ 666,500
CE= \$ 66,700
Total= \$ 733,200

Ready Date

The ready date for this project will be determined after the overrides values for OPX2 have been completed and approved.

Project Management

Gary Neville will be the design project manager with the Billings District personnel designing the project.

Attached: Site Map
Survey Request Form

