



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

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7/10/06
FHWA
MONTANA DIVISION

September 20, 2006

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LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

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ENVIRONMENTAL

Janice W. Brown
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

Subject: IM 15-3(64)155
Rock Slope W of Basin
CN 5102

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. A Copy of its Preliminary Field Review Report (8/11/05) is 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. There is a high rate of commercial growth in this proposed project's area.	<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 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>
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 would be affected by this 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 waterbody(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 <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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input type="checkbox"/>	<input checked="" 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"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input 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"/>
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 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(e.g.: 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 CERCLA or CECRA) 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"/>

	<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 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 type="checkbox"/>	<input checked="" 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"/>
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</i> (7 USC 4201 , <i>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)</i> (42 USC 7521(a) , 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. "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.).	<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.

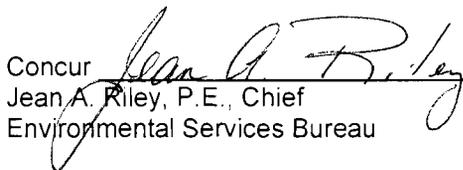
This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 USC 2000d**) under the FHWA's regulations (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.



Thomas G. Gocksch P.E.
Project Development Engineer
MDT Environmental Services Bureau

Date: 9/20/06



Concur
Jean A. Riley, P.E., Chief
Environmental Services Bureau

Date: 9/21/06



Concur
Federal Highway Administration

Date: 10-5-06

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Attachments

cc: Jeffrey M. Ebert, P.E. – District Administrator-Butte
Paul R. Ferry, P.E. – Highway Engineer
John H. Horton - MDT Right-of-Way Bureau Chief
Suzy Price - MDT Contract Plans Section Supervisor
David W. Jensen – MDT Fiscal Programming Section Supervisor
Jean A. Riley, P.E.– Environmental Services Bureau Chief
Tom Gocksch P.E. – Environmental Services Bureau
Deb Wambach – Environmental Services Bureau
Environmental Quality Council
Jefferson County (P.O. Box H, 201 Centennial, Boulder, MT 59632-0249)

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Dept. 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.



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Montana Department of Transportation

PO Box 201001

SEP 2 2004 Helena, MT 59620-1001

MASTER FILE COPY

Memorandum

ENVIRONMENTAL

To: Paul Ferry, P E
Highways Engineer

From: Damian Krings, P E. *DMK*
Road Design Engineer

Date: August 11, 2004

Subject: IM 15-3(64)155
Rock Slope-W of Basin
CN 5102
Work Type 310

Preliminary Field Review Report

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

Approved *[Signature]* Date 8/24/04
Paul Ferry, P.E.
KW Highways Engineer

We are requesting comments from the following individuals, who have also received a copy of the Report. We will assume their concurrences if no comments are received by two weeks from the above, signed date.

- Distribution:
- P. Ferry, Highways
- Damian Krings, Road Design
- M. A. Goodman, Hydraulics
- Danelle Bolan, Traffic
- P. A. Jomimi, Safety
- B. A. Larsen, Survey
- Susan Rowell, Proj Mngmnt
- B. F. Juvan, Proj Mngmnt
- Jeff Ebert, District Engineer
- Paul Jagoda, Construction
- Zach Cunningham, Butte R/W

Return To BW When "Initials Column" Completed By 9-7-04

Comments?	Y	N	Initials/Date
Biological		X	<i>[Signature]</i> 9/1/04
Cultural		X	<i>[Signature]</i> 9/20/04
Haz Mat		X	<i>[Signature]</i> 9/20/04
Erosion Control		X	<i>[Signature]</i> 9/20
Eng	*		<i>[Signature]</i>

cc D W Jensen, Fiscal Programming File

Preliminary Field Review Report

A preliminary field review was held May 18, 2004 for this project. The following people attended:

- Jim Davies, Project Design Manager-Helena
- Kevin Gilbert, Road Design-Helena
- Chris Jam, Road Design-Helena
- Scott Gerken, Road Design-Helena
- Roger Schultz, Road Design-Helena
- Scott Helm, P G Geotech-Helena
- Deb Wambach, Environmental-Helena
- Joe Olsen, District Projects Engineer-Butte
- Leon Elbert, Maintenance- Butte
- Quentin Miller Maintenance-Butte

Proposed Scope of Work

This project has been nominated as Rock Scaling, and will be developed in English units. The project will be designed in Helena. The following work is proposed:

- Scaling-remove loose rock from rock slope
- Netting-replace torn netting on rock slope

Project Location and Limits

LOCATION: Jefferson County, T 6 N, R 5 W, Section 18, on National Highway System Interstate 15. See map on page 7.

LIMITS: The project begins and ends at approximately MP 155, English as-built station 1105+00 to 1109+50 approximately. Stationing runs south to north in accordance with the reference posts on this project. The functional classification is principal arterial-interstate. The as-built drawings for the roadway are FAP I 15-3(42)150 U3 dated 1986.

Physical Characteristics

The physical characteristics for this project are listed below:

- Existing Roadside Geometrics. The horizontal and vertical alignments will be perpetuated for this project. The terrain is mountainous in a rural setting.
- Since this is a rock scaling project and all work to be done will be on the rock slope, no surfacing information is necessary.
- Due to the nature of this project, no work will be done to the mainline; therefore, PvMS Index numbers are not applicable.

Traffic Data

Traffic data at RP 155:

2004 ADT = 2,350 Present
 2004 ADT = 2,350 Letting Date
 2024 ADT = 4,240 Design (Future)
 DHV = 590
 D = _____ %

(Traffic data continued)

$$T = \frac{260}{461} \%$$

$$EAL = \frac{461}{30} \%$$

Accident History

The following information is summarized from Safety Management's memo dated July 28, 2004:

The analysis is for State Interstate 15, reference posts 154.5 to 155.5, for the dates January 1, 1994 through December 31, 2003

ENGINEERING STUDY EVALUATION DATE: July 28, 2004

DESCRIPTION ROCK SLOPE-W OF BASIN

ROUTE & MP I-15 RP 154.5 TO 155.5

DATA TIME FRAME 01-01-1994 TO 12-31-2003

<u>STATEWIDE AVERAGE FOR RURAL STATE INTERSTATE</u>	<u>STUDY AREA</u>
ALL VEHICLES ACCIDENT RATE: 1.11 ¹⁾	7.77
ALL VEHICLES SEVERITY INDEX: 1.97 ²⁾	2.52
ALL VEHICLES SEVERITY RATE: 2.18 ³⁾	19.58
TRUCK ACCIDENT RATE: 0.85 ⁴⁾	5.72
TRUCK SEVERITY INDEX: 2.03 ⁴⁾	3.70
TRUCK SEVERITY RATE: 1.73 ⁴⁾	21.16
TRUCK ACCIDENTS: 10	
TOTAL RECORDED ACCIDENTS: 75	

¹⁾Accident rates are defined as the number of accidents per million vehicle-miles.

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

³⁾Severity rate is defined as the accident rate multiplied by the severity index

⁴⁾Statewide average truck accident rate, truck severity index, and truck severity rate are for the years 1995 through 1999

I. VARIATIONS FROM AVERAGE OCCURRENCE

- 26.7% Median barrier (first harmful event) vs. 4.4% statewide rural Interstate highway system
- 28.0% Median barrier (most harmful event) vs. 4.1% statewide rural Interstate highway system.
- 42.7% Guardrail face (first harmful event) vs. 10.0% statewide rural Interstate highway system.
- 40.0% Guardrail face (most harmful event) vs. 9.2% statewide rural Interstate highway system.
- 57.3% Icy (Road condition) vs. 30.6% statewide rural Interstate highway system.
- 68.0% Daylight (Light condition) vs. 56.3% statewide rural Interstate highway system

II. ACCIDENT CLUSTERS AND SAFETY PROJECTS

A safety improvement project, IM 0002(51) South of Boulder UPN 1992 (Chevrons) was completed in June 1994. Project IM 0002(62) South of Boulder UPN 1815 installed flashers, signs and a high concrete rail for the curves between R.P. 154.0 and R.P. 156.0 and was completed in 1998.

III. REMARKS

This section of roadway had 75-recorded accidents between the dates 01-01-1994 and 12-31-2003. The accident rate for this section is approximately 7.0 times greater than the statewide average for state rural interstate systems. The severity rate for this section is approximately 9.0 times greater than the statewide average for state rural interstate highway systems. In addition, 49 out of the 75-recorded crashes occurred when the road conditions were icy, snowy, or slushy.

With these crash statistics, the field review team should discuss the feasibility of a reconstruction project or other strategies.

Ten crashes out of the 75-recorded crashes were Truck crashes. The truck accident rate for this section is approximately 6.7 times greater than the statewide average for state rural interstate highway systems.

The truck severity rate for this section is approximately 12.2 times greater than the statewide average for state rural interstate highway systems.

The accident trend in the last 10 years has continued to be single vehicle collisions with guardrail/median, during adverse road conditions.

Major Design Features:

Design Speed – The design speed for this project is 50 mph based on the MDT Standards for the NHS Interstate in mountainous terrain.

Horizontal and Vertical Alignments - English As-Built Stationing goes normal from south to north in accordance with reference posts. The project is on a curve starting with a bearing of N 22° 25' 30" W and ending with a bearing of N 58° 19' 30" E. The curve is on a grade of +0.20%. Both the horizontal and vertical alignments will remain as-is on this project.

Typical Sections - The typical section will remain as is and no work will be done to the surface.

Geotechnical Considerations – This project is primarily geotechnical in nature, as the adjacent rock slope has loose rocks that have cascaded down onto the interstate. The geotechnical recommendation is to remove the existing netting and loose rock prior to installing the new mesh.

Rock Slope-W of Basin

CN 5102

Geotech also recommends using a single layer of twisted wire mesh to replace the existing torn mesh. Their recommendation also includes anchoring the mesh only at the top. This design will allow loose material to fall into the catchment ditch in a controlled manner, thus keeping debris out of the roadway.

Hydraulics - No hydraulic considerations are anticipated on this project.

Bridges - There are no bridges on this project.

Design Exceptions

No design exceptions are required for this project.

Right-of-Way

No new right-of-way is anticipated for this project.

Utilities/Railroads

Although no overhead utilities were noted at the PFR, a utility locate should be performed for any underground utilities that may exist at the base of the rock slope.

There are no railroads on this project.

Environmental Considerations

No adverse Biological or Cultural/Historical impacts are anticipated at this time. A categorical exclusion is anticipated for this project. Further evaluation and impact analysis will be completed after the recommended fix is approved. No water quality permits or wetland impacts are anticipated at this time.

Traffic Control

A traffic control plan will be developed as the design of the project progresses. Traffic will be maintained during construction activities throughout the project.

Appropriate traffic control devices and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*.

Survey

This project survey will be conducted by using conventional survey in combination with GPS control.

- The following survey should be performed from English STA 1105+00 and should proceed east to English STA 1109+50 (English as-built drawings FAP I 15-3(42)150 U3, 1986; Extra Work Order).
- Pickup all utilities, fences and all other topography items.
- Include the access road at the base of the rock slope.
- Pickup the rock slope and the netting, extending 50 feet beyond the existing netting.

Public Involvement

A news release to the appropriate newspapers explaining the project and including a point of contact will be produced. This will be Level A public involvement.

Preliminary Cost Estimate

➤ ➤	Estimated CN Cost	\$325,000
➤ ➤	Estimated CE Cost	\$32,500
➤ ➤	Total Cost	\$377,500

Ready Date

The ready date for this project will be determined once the overrides have been set

IM 15-3(64)155 ROCK SLOPE-W OF BASIN CN 5102

