



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

October 12, 2006

ENVIRONMENTAL QUALITY COUNCIL
Legislative Environmental Policy Office
P.O. Box 201704
Helena, MT 59620-1704

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OCT 13 2006

Subject: **IM 94-4(72)142**
CULVERT-NE OF MILES CITY
(PPMS-OPX2 Control #6159000)

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

Attached is one (1) copy of the Programmatic Categorical Exclusion request for this proposed project as approved by the U.S. DEPARTMENT OF TRANSPORTATION's Federal Highway Administration (FHWA) on October 3, 2006.

The attached also complies-with the *Montana Environmental Policy Act* "Actions that qualify for a Categorical Exclusion" as applicable to MDT.

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

JAR:TLH: [W] [S:\PROJECTS\GLENDDIVE\6159000\A722\EQC-DST_LET.DOC]

Attachment

copy: project main/"white label" file



Montana Department of Transportation

Jim Lynch, Director
Brian Schweitzer, Governor

2701 Prospect Avenue
P.O. Box 201001
Helena MT 59620-1001

MASTER FILE
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OCT 03 2006

FIELD
ENVIRONMENTAL DIVISION

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

Subject: **IM 94-4(72)142**
CULVERT-NE OF MILES CITY
(PPMS-OPX2 Control #6159000)

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 (combined) Preliminary Field Review/Scope-of-Work Report approved-for distribution on July 20, 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, M.C.A.**).

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"/>		
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"/>	<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"/>

(concludes-on next page)

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.A. – concluded:)				
3. There is a high rate of commercial growth in this proposed project's area.	___	<u>x</u>	___	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	<u>x</u>	___	___
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land & Water Conservation Fund Act (16 U.S.C. 460L, et seq.)</i> on or adjacent to the proposed project's area.	___	<u>x</u>	___	___
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).	___	<input type="checkbox"/>	<u>x</u>	___
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 U.S.C. 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	___	<u>x</u>	___	___
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 <i>1966 U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> on or adjacent to the proposed project's area.	___	<u>x</u>	___	___
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	___	<input type="checkbox"/>	<u>x</u>	___
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	___	<u>x</u>	___
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").	___	<u>x</u>	___	___
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 U.S.C. 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 U.S.C. 1251 - 1376)</i> would be met.	<u>x</u>	<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 Montana Inter-Agency Wetland Group.	___	<input type="checkbox"/>	<u>x</u>	___
3. A 124SPA Stream Protection permit would be obtained from MFW&P?	___	<u>x</u>	___	___

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.B. – concluded:)				
4. There is a delineated floodplain in the proposed project's area under FEMA's Floodplain Management criteria. The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	—	<u>x</u>		
	<input type="checkbox"/>	—		<u>x</u>
5. Tribal Water Permit would be required.	—	<u>x</u>		
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. The designated National Wild & Scenic River systems in Montana are:	—	<u>x</u>		
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 <i>Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)</i> , this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).	—	<input type="checkbox"/>		<u>x</u>
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.	—	<u>x</u>		
1. If yes, are there potential noise impacts?	—	—		<u>x</u>
2. A Noise Analysis would be completed.	—	<input type="checkbox"/>		<u>x</u>
3. There will be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<u>x</u>	<input type="checkbox"/>		—
D. There would be substantial changes in access control involved with this proposed project.	—	<u>x</u>		
If so, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	—		<u>x</u>

YES NO N/A UNK

(3. – continued:)

- | | |
|---|---|
| <p>E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:</p> <p>1. Provisions made for access by local traffic, and be posted for-same.</p> <p>2. Adverse effects to through-traffic dependant businesses avoided or minimized.</p> <p>3. Interference to local events(e.g.: festivals) minimized to all possible extent.</p> <p>4. Substantial controversy associated with this pending action avoided.</p> | <p><u>x</u> <input type="checkbox"/> ___</p> <p><u>x</u> <input type="checkbox"/> ___</p> <p><u>x</u> <input type="checkbox"/> ___</p> <p><u>x</u> <input type="checkbox"/> ___</p> |
| <p>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.</p> <p>All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.</p> | <p>___ <u>x</u> ___</p> <p><u>x</u> <input type="checkbox"/> ___</p> |
| <p>G. The Montana Pollutant Discharge Elimination System's conditions (<u>ARM 16.20.1314</u>), including temporary erosion control features for construction will be met.</p> | <p><u>x</u> <input type="checkbox"/> ___</p> |
| <p>H. Permanent desirable vegetation with an approved seeding mixture established on exposed areas.</p> | <p><u>x</u> ___ ___</p> |
| <p>I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the <i>County Noxious Weed Control Act (7-22-21, M.C.A.)</i>, including directions as-specified by the County wherein its intended work will be done.</p> | <p><u>x</u> <input type="checkbox"/> ___</p> |
| <p>J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent-to this proposed project's area.</p> <p>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 U.S.C. 4201, et seq.)</i>.</p> | <p>___ <u>x</u> ___</p> <p>___ <input type="checkbox"/> <u>x</u></p> |
| <p>K. Features for the <i>Americans with Disabilities Act (P.L. 101-336)</i> compliance would be included.</p> | <p>___ <input type="checkbox"/> <u>x</u></p> |

(concludes-on next page)

- | | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</u> |
|--|--------------------------|--------------------------|------------|---------------|
| (3. – concluded:) | | | | |
| L. A written Public Involvement Plan completed in accordance with MDT's Public Involvement Handbook. | <u>x</u> | <input type="checkbox"/> | | |
| 4. This proposed project complies with the <i>Clean Air Act's Section 176(c) (42 U.S.C. 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. | <u>x</u> | <u> </u> | | |
| 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.). | <u> </u> | <input type="checkbox"/> | | <u>x</u> |
| C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ? | <u> </u> | <u>x</u> | | |
| 5. Federally listed Threatened or Endangered (T/E) Species: | | | | |
| A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity. | <u> </u> | <u>x</u> | | |
| B. Would this proposed project result in a "jeopardy" opinion (under <u>50 CFR 402</u>) from the Fish & Wildlife Service on any Federally listed T/E Species? | <input type="checkbox"/> | <u>x</u> | | <u> </u> |

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

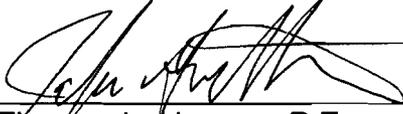
This proposed project does not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 2000d**) under the FHWA's regulations (23 CFR 200).

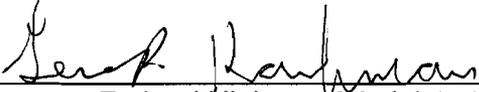
In accordance with the provisions of 23 CFR 771.117(a), this pending action will not cause any significant individual, secondary, or cumulative environmental impacts. (concludes-on next page)

Janice W. Brown
Page 6
October 3, 2006

IM 94-4(72)142
CULVERT-NE OF MILES CITY
(PPMS-OPX2 C#6159000)

Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Requested:  _____, Date: 10/5/06
for Thomas L. Hansen, P.E.
Engineering Specialists Section Supervisor
MDT Environmental Services Bureau

Concur:  _____, Date: 10/4/06
Federal Highway Administration

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JAR:TLH:asj:W[S:\PROJECTS\GLENDDIVE\6159000\A722\PCE-REQFORMLET.DOC]

Attachments

copies: Ray E. Mengel, Administrator - MDT Glendive District (No 4)
Paul R. Ferry, P.E. - MDT Highways Engineer
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief
D. Suzy Price, Chief - MDT Contract Plans Bureau
David W. Jensen, Chief - MDT Fiscal Programming Bureau
Jean A. Riley, P.E. - MDT Environmental Services Bureau Chief



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

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JUL 28 2006

ENVIRONMENTAL

Memorandum

To: Distribution

From: Paul Ferry, P.E. *PF*
 Highways Engineer

Date: July 20, 2006

Subject: **IM 94-4(72)142**
Culvert-NE of Miles City
Control No. 6159000
Work Type 141, Reconstruction-Remove and Replace Culvert

Attached is the **Combined Preliminary Field Review/Scope of Work Report** for the subject project, dated July 20, 2006. We request that those on the distribution review this report and submit your concurrence by **July 28, 2006**.
Concurrence will be assumed if signed approval is not received by the requested return date above.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have submitted their concurrence, this report will be submitted to the Engineering Division Administrator for final approval.

Distribution:		I Recommend approval
J. H. Horton, R/W	w/attachment	
M. Strizich, Materials	"	
K. M. Barnes, Bridge	"	
D. J. Blacker, Maintenance	"	_____
Sandy Straehl, Planning	"	Date _____
J. Riley, Environmental	"	
R. E. Mengel, Glendive District	"	
Mac McArthur, Construction	" (2 copies)	
D. E. Williams, Traffic	"	

cc:

L. Frazier, Engineering	w/attachment
FHWA,	"
D. W. Jensen, Fiscal Programming	"
Highways File,	"

Riley, Jean

To: Ferry, Paul
Subject: IM 94-4(72)142, Culvert - NE of Miles City, CN 6159000

The Environmental Services Bureau has reviewed the Combined Preliminary Field Review/Scope of Work Report for the above referenced project. We have no comments.

Jean A. Riley, P.E.
Bureau Chief
Environmental Services Bureau
Montana Department of Transportation

(406) 444-9456

Doug -

Bill
7/28

AUG 14 1994

8/11

8/21

8/7

8/14

AUG 14

XXXXXX

Combined Preliminary Field Review/Scope of Work Report

A preliminary field review was held February 1, 2006 for this project. The following attended:

Ray Mengel, District Administrator-Glendive
Jack Peaslee, Miles City Maintenance Chief
James Frank, P. E., Engineering Services Engineer
Kevin Gilbert, P. E., Project Design Engineer-Helena
Larry Sickerson, Environmental-Helena

Mike Patch, Maintenance-Miles City
Doug Martin, Construction-Miles City
Dan Hill, Surfacing Design-Helena
Steve McEvoy, Surfacing Design-Helena
Jerry Michel, Hydraulics-Helena

Scope of Work

The scope of work for this project is:

Replace a 15'-6" S X 13'-10" R X 188' S.S.P.P. arch pipe that is failing. Replace a median drain pipe. Restore a median turnaround and restore median drainage away from the new culvert pipe. The existing pipe is bowing and Maintenance has measured movement along an open seam. The existing pipe is currently shored up to prevent collapse.

The Helena Glendive District Design Section will design this project. Kevin Gilbert will be the Project Manager. This project will be developed in English units.

This project has a July 2006 ready date and may be let to contract in August of 2006* or it will be tied for construction with pavement preservation project IM 94-4(70)130, Miles City-E & W (WB), Control No. 5916000 and let for contract later in the year. *A structural engineer is going to evaluate the urgency of this pipe replacement.

Project Location and Limits

- Location: Custer County, Interstate Route 94
- RP 141.74, as-built station 578+60 on I 94-4(24)136 (WB), 1974
as-built station 578+60 on I 94-4(6)136 (EB), 1962

See map at the end of this report.

Physical Characteristics

1. Existing width and pavement thickness (approximately):

138.0 ft* 1.0' of plant mix and 1.0' of crush base course

*Includes eastbound, westbound, and median.

2. Existing Geometrics: The terrain is rolling. Functional Classification: Interstate. The pipe location is on a horizontal tangent section of roadway with a -0.27% grade with 6:1 ± slopes. Both the horizontal and vertical alignments will remain as-is on this project.

3. As-Built Road Plans

I 94-4(24)136 (WB), 1974

I 94-4(6)136 (EB), 1962

NOTE: The following Traffic and Accident History is for pavement preservation project IM 94-4(70)130, Miles City-E & W (WB), Control No. 5916000. The pipe location is just east of this project so the numbers should be similar.

Combined Preliminary Field Review/Scope of Work Report

***Traffic Data**

2006 ADT = 3970 Present
 2006 ADT = 3970 Letting Date
 2026 ADT = 5240 Design Year
 DHV = 590
 D = _____ %
 T = 25.2 %
 EAL = 716
 AGR = 1.4 %

***Accident History**

The following information is summarized from Safety Management’s memo dated January 12, 2006:

The analysis covers I-94 westbound, between RP 129.4 and 141.5 for the period 1/1/2000 – 12/31/2004.

ENGINEERING STUDY EVALUATION

DESCRIPTION: MILES CITY – E & W (WB)

ROUTE & RP: I-94, RP 129.4-141.5

DATA TIME FRAME: 1-1-2000 to 12-31-2004

STATEWIDE AVERAGE FOR SECONDARY

STUDY AREA

ALL VEHICLES ACCIDENT RATE:	<u>1.07</u>	<u>0.49</u>
ALL VEHICLES SEVERITY INDEX:	<u>1.96</u>	<u>1.91</u>
ALL VEHICLES SEVERITY RATE:	<u>2.08</u>	<u>0.94</u>
TRUCK ACCIDENT RATE:	<u>0.71</u>	<u>0.37</u>
TRUCK SEVERITY INDEX:	<u>1.97</u>	<u>1.50</u>
TRUCK SEVERITY RATE:	<u>1.40</u>	<u>0.56</u>
TRUCK ACCIDENTS:		<u>8</u>
TOTAL RECORDED ACCIDENTS:		<u>44</u>

I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 40% on roadway crashes vs. 31% statewide average for rural interstates
- 65.9% dry roadway conditions vs. 52.2% statewide average for rural interstates
- 20.5% icy roadway conditions vs. 30.1% statewide average for rural interstates
- 27.3% dark, not lighted conditions vs. 37.2% statewide average for rural interstates
- 38.6% wild animals as most harmful event vs. 22.1% statewide average for rural interstates

II. ACCIDENT CLUSTERS AND SAFETY PROJECTS:

Project IM 0002(58), UPN 2379 installed rumble strips on I-94 from reference points 103.9 to 243.7 in September 1994.

Project IM 0002(64) installed deer signs in December 1998 on the section of I-94 from reference points 137.1 to 137.2.

The section of I-94 from reference point 138.3 to 138.5 was identified as a crash cluster in 1996. A maintenance project completed in 1999 installed signs and pavement markings.

Combined Preliminary Field Review/Scope of Work Report

Project STPHS 94-4(66)141, UPN 4712 was programmed in 2000 to install wild animal fencing along the section of I-94 from reference point 141.2 to 185.5. This project has yet to be completed.

III. REMARKS:

The analysis is based only on vehicles traveling westbound.

There were 17 recorded wild animal collisions within the entire section of I-94 from reference point 129.4 to 141.5.

There were four crashes at the westbound exit ramp at reference point 138.33. Most of these crashes occurred during icy conditions.

The main trends at this location are single vehicle off road crashes and wild animal vehicle collisions.

These remarks were made for a pavement preservation project west of this pipe location.

**SEE NOTE ON PAGE ONE.*

Major Design Features:

This roadway's functional classification is interstate.

Design Speed

According to Geometric Design Criteria for Interstate in rolling terrain the design speed is 60 mph. The posted speed limit is 75 mph and 65 mph for trucks.

Horizontal and Vertical Alignments

The pipe location is on a tangent section of roadway with a -0.27% grade. Both the horizontal and vertical alignments will remain as-is on this project.

Typical Sections

The Surfacing Design Section recommended the following typical section:

6" of plant mix surfacing and 13" of crushed aggregate course. Top width is 38' for EB and WB.

Guardrail

There is no existing guardrail at this location; however the clear zone required for the given ADT of 3970*, current and 5240*, design year, and 6:1 ± slopes require a 30' clear zone. The existing pipe and the new pipe options put the top of pipe end around 21' from the edge of the traveled way.

Guardrail will be required and will be Wyoming box-beam.

*Taken from pavement preservation project IM 94-4(70)130, Miles City-E & W (WB), Control No. 5916000

Rumble Strips

Rumble strips will be included in this project if this project is tied for construction with pavement preservation project IM 94-4(70)130, Miles City-E & W (WB), Control No. 5916000. If these projects are not tied for letting then rumble strips will not be included due to the small quantity.

Combined Preliminary Field Review/Scope of Work Report

Geotechnical Considerations

Geotech will drill the site and prepare a report recommending bedding, foundation, compaction, etc.

Hydraulics

Hydraulics has recommended the following pipe replacement options, which maintains the landowner's right to equipment and stock passage:

10' X 10' RCB, estimated at \$310,500*

162" SSPP (6x2, 0.109"), estimated at \$239,500* (note: 10' X 10', on bottom and sides, 8' wide at top.)

186" SSPP (6x2, 0.138")**, estimated at \$290,200 (**this is not a viable option do to lack of cover.)

*estimated cost of culvert only.

The median inlet will be perpetuated. The median drain pipe will be replaced under the westbound lanes. Hydraulics recommended paving both sides of the median turnaround to prevent water from seeping into the soil around the pipe. The median turnaround will be reconstructed to provide positive drainage to the east and west using 10:1 slopes without the need for paving in the median. The 10:1 slope off of the median turnaround and minimum median grading to the east will keep water from ponding near the culvert.

Bridges

There are no bridges within the project limits.

Traffic & Safety

The existing pavement marking layout will be used to re-stripe the roadway.

Pedestrian/Bicycle/ADA

There will not be any ADA upgrades or pedestrian or bicycle upgrades with this project.

Design Exceptions

No design exceptions will be requested for this pipe replacement project.

Right-of-Way

No new right-of-way will be required for this project; however a construction permit may be required. It appears there is sufficient right-of-way and that an easement won't be needed.

Utilities/Railroads

There are overhead power and under ground telephone to the north of the frontage road that will not be impacted by this project. There is no railroad in the vicinity of this pipe replacement.

Environmental Considerations

A Programmatic Categorical Exclusion is the appropriate Level of Environmental Document for this pipe replacement project. If situations are observed during construction that may potentially impact water quality, including wetland areas, then Best Management Practices (BMP) for temporary erosion control will be implemented as necessary to protect the resource. Refer to Section 208 of the MDT Detailed Drawings (2005 English edition) for erosion and sediment control Best Management Practices. The installation of temporary erosion control measures will be paid as "Miscellaneous Work." No water quality permits are anticipated for this project.

Combined Preliminary Field Review/Scope of Work Report

There are no wetlands at this pipe replacement location. The Environmental Bureau will provide environmental "Special Provisions" for this project.

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 using median crossovers.

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

Survey

The survey has been completed for this project.

Public Involvement

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

Cost Estimate & Ready Date

New Structures (0)	\$ -	New Structures (0)	\$ -
Remove Structures (0)	\$ -	Remove Structures (0)	\$ -
Road Work (SSPP 162")	\$ 382,000	Road Work (10'X10' Box)	\$ 440,000
Traffic Control (10 %)	\$ 39,000	Traffic Control (10 %)	\$ 44,000
Subtotal	\$ 421,000	Subtotal	\$ 484,000
Mobilization (15%)	\$ 64,000	Mobilization (15%)	\$ 73,000
Subtotal	\$ 485,000	Subtotal	\$ 557,000
Contingencies (25%)	\$ 122,000	Contingencies (25%)	\$ 140,000
Subtotal	\$ 607,000	Subtotal	\$ 697,000
Inflation (3%, 1 years; 1.03)	\$ 19,000	Inflation (3%, 1 years; 1.03)	\$ 21,000
Total CN	\$ 626,000	Total CN	\$ 718,000
CE (10%)	\$ 63,000	CE (10%)	\$ 72,000

This cost estimate does not include indirect costs. The ready date is July 2006 and may have a **letting date of August 2006***.

*A structural engineer is going to evaluate the urgency of this pipe replacement.

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