



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

August 27, 2010

Kevin McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena MT 59601



Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
BR 240-1(5)3
3 Mile Cr-2 M S Chinook
Control Number: 6855000

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by MDT and FHWA on April 12, 2001.

The following form provides documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion. A copy of the Preliminary Field Review Report, dated October 22, 2009, and a project location map are attached.

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

Table with 4 columns: Yes, No, N/A, UNK. Rows include questions about environmental impact, unusual circumstances, and right-of-way/easements.

	<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 (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. Parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under Section 4(f) of the 1966 US Department Of Transportation Act (49 USC 303) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A de minimis finding has been secured for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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"/>
d. This proposed project requires a full Section 4(f) Evaluation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other water body (ies) considered as "waters of the United States" or similar (e.g., "state waters").	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in 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 US Army Corps of Engineers and other Resource Agencies (Federal, State, and Tribal) as required for permitting.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA would be obtained from the MDFWP.	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, <i>et seq.</i> ).	<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 the Clean Air Act's 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.

  
\_\_\_\_\_  
Eric Thunstrom  
Environmental Services Bureau  
Great Falls District Project Development Engineer

Date: 8/27/10

  
\_\_\_\_\_  
Concur Heidi Bruner, P.E.  
Environmental Services Bureau  
Engineering Section Supervisor

Date: 8/27/10

  
\_\_\_\_\_  
Concur Federal Highway Administration

Date: 27 AUG 2010

Attachment

copies without attachment:

Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Michael P. Johnson	Great Falls District Administrator
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer
Rob Stapley	Right-of-Way Bureau Chief
David W. Jensen	Fiscal Programming Section Supervisor
Stephanie Brandenberger, P.E.	Bridge Area Engineer
Suzy Price	Contract Plans Bureau Chief
Steve Prinzing, P.E.	Great Falls District Engineering Services Supervisor
Stacy Hill, P.E.	Great Falls District Environmental Engineering Specialist
Walt Scott	Right-of-Way Bureau Utilities Section

copies with attachment:

File	Environmental Services Bureau
Montana Legislative Branch	Environmental Quality Council (EQC)

**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.**



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

**Memorandum**

To: Kent M. Barnes, P.E.  
 Bridge Engineer

From: Kevin F. McCray, P.E. *Initialed KFM 10/22/09*  
 Bridge Area Engineer – Great Falls District

Date: October 22, 2009

Subject: **BR 240-1(5)3**  
**3 MILE CR-2M S CHINOOK**  
**Control No. 6855000**  
**Project Work Type 221, Bridge Replacement and Reconstruct Approaches**

Please approve the attached Preliminary Field Review Report.

Approved David F. Johnson for Date 10/22/09  
 Kent M. Barnes, P.E.  
 Bridge Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date:

**Distribution:**

- |   |  |
|---|--|
| Mick Johnson, District Administrator            | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Kent Barnes, Bridge Engineer                    | Jake Goettle, Construction Engineering Services Bureau       |
| Tom Martin, Environmental Services Bureau Chief | Matt Strizich, Materials Engineer                            |
| Duane Williams, Traffic and Safety Engineer     | Paul Ferry, Highways Engineer                                |
| John Horton, Right-of-Way Bureau Chief          | Blaine County Commissioners                                  |

**cc:**

- |  |                                     |
|--|-------------------------------------|
| Dave Jensen, Fiscal Programming Section Supervisor | Damian Krings, Road Design Engineer |
| Kevin McCray, Bridge Area Engineer                 |                                     |

**e-copies:**

- |   |  |
|---|--|
| Jim Walther, Preconstruction Engineer                 | Jake Goettle, Construction Bureau – VA Engineer        |
| Lesly Tribelhorn, Highways Design Engineer            | Steve Prinzing, District Engineering Services Engineer |
| Mark Goodman, Hydraulics Engineer                     | Christie McOmer, District Projects Engineer            |
| Kurt Marcoux, District Hydraulics Engineer            | Stan Kuntz, District Materials Supervisor              |
| Bonnie Gundrum, Env. Resources Section Supervisor     | Dave Hand, District Maintenance Chief                  |
| Paul Sturm, District Biologist                        | Walt Scott, R/W Utilities Section Supervisor           |
| Eric Thunstrom, District Project Development Engineer | Jim Mullins, R/W Design Manager                        |
| Danielle Bolan, Traffic Engineer                      | Greg Pizzini, Acquisition Manager                      |
| Ivan Ulberg, District Traffic Project Engineer        | Joe Zody, R/W Access Management Section Manager        |
| Pierre Jomini, Safety Management Engineer             | Gary Larson, Project Analysis Bureau Chief             |
| Kevin McCray, Bridge Area Engineer - GF District      | Sue Sillick, Research Section Supervisor               |
| Jon Watson, Pavement Engineer                         | Marty Beatty, Engineering Information Services         |
| Lee Grosch, District Geotechnical Manager             | Paul Grant, Public Involvement Officer                 |
| Bryce Larsen, Supervisor, Photogrammetry & Survey     | Wayne Noem, Secondary Roads Engineer                   |
| Jean Riley, Planner                                   | Jason Sorenson, Engineering Cost Analyst               |

## Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 1 of 7

### **Introduction**

A preliminary field review for the subject project was held on September 30, 2009. The following personnel participated in this review.

Christie McOmber	District Projects Engineer	Great Falls
Beth Doran	District Construction	Havre
Annette Compton	Hydraulics Section	Helena
Lee Grosch	Geotechnical Section	Helena
Eric Thunstrom	Environmental Services Bureau	Helena
Kevin McCray	Bridge Area Engineer	Helena
Dan Maze	Bridge Bureau	Helena
Tom Fairbanks	Transportation Supervisor	Blaine County
Vic Miller	Commissioner	Blaine County
Dolores Plumage	Commissioner	Blaine County

### **Proposed Scope of Work**

The proposed project has been nominated to replace the existing two-lane, single-span steel girder structure over 3 Mile Creek. Bridge replacement, rather than rehabilitation, is proposed due to the narrow width, age and poor condition of the existing structure.

Rapid Bridge Replacement is the preferred direction for this project. Under Rapid Replacement we would replace the bridge on the existing vertical and horizontal alignment with minimal approach work and no traditional on-site detour. Should factors, such as hydraulics, require a grade raise to clear span the stream and longer approaches, we may need to re-evaluate that construction technique. Our construction method will be determined by the alignment and grade stage.

### **Purpose and Need**

The purpose of this project is to replace the old, narrow and structurally deficient existing structure with a new structure meeting current design standards in the interest of improving transportation and public safety.

### **Project Location and Limits**

The proposed project is located in Blaine County on State Secondary Route 240 where it crosses 3 Mile Creek approximately two miles south of Chinook. This road is locally known as the Cleveland road. The structure is located in T. 32 N., R. 19 E., Section 1 at reference post 2.9±. Reference posting begins at U.S. Highway 2 in Chinook and increases to the south. The functional classification of the route is Rural Major Collector. The limits of the project will be based on the minimum required approach lengths and transitions to tie the new bridge to the existing roadway.

### **Work Zone Safety and Mobility**

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP).

### **Physical Characteristics**

The existing bridge was built in 1940 and is a two-lane, single-span steel girder structure. The bridge is 41.0 feet long with a rail-to-rail width of 23.5 feet. The deck material is timber with 5

## Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 2 of 7

inches of bituminous surfacing. The bridge is in poor condition, especially the timber piles, which does not lend itself to rehabilitation and widening. The timber decking is in very bad condition requiring frequent maintenance. The existing structure is currently listed as structurally deficient and eligible for replacement.

The bridge is in a rural location on generally rolling terrain. The adjacent land use is primarily farmland. The existing approach roadway surfacing is bituminous of unknown depth and has a width of 24.5 feet. At the bridge, the horizontal alignment appears to be on a tangent and the vertical alignment appears to be on a nearly level grade. Approximate fill slopes near the bridge are generally no steeper than a 2:1, with varying fill heights.

Following is existing structure information:

Year Built	1940
Inventory Number	S00240002+09001
Length	41.0 feet
Width (rail to rail)	23.5 feet
Number of Spans	1
Span Lengths	41.0 feet
Bridge Rail Type	Timber rail and posts
Superstructure Type	Steel girder with timber deck
Substructure Type	Timber pile and cap bents
Sufficiency Rating	19.8
Structure Status	Structurally deficient and eligible for replacement



**3 Mile Cr-2M S Chinook**

### **Traffic Data**

2009 AADT	=	800 (Present)
2013 AADT	=	830 (Letting Year)
2033 AADT	=	1010 (Design Year)
DHV	=	120
T	=	2.9%
EAL	=	10 (Daily)

## Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 3 of 7

AGR = 1.0% (Annual)

### Accident Analysis

The Montana Highway Patrol records show no crashes on the bridge or approaches to the bridge for the period January 1, 1999 through December 31, 2008.

Because local input from the commissioners and a landowner indicated there were accidents in the area, Safety Management was requested to verify their information. Safety Management indicated that a total of 5 crashes occurred within this section of roadway. Three of the crashes occurred north of the bridge and the remaining two occurred south of the bridge at the intersection of Paradise Valley Road and Secondary 240. As a result, the crash analysis indicates that there are no crashes occurring on the bridge or the approaches to the bridge.

### Major Design Features

- a. **Design Speed.** The design speed for this project is expected to be 50 miles per hour based on design criteria for a rural major collector in rolling terrain. The existing posted speed limit is 70 miles per hour with a reduced posted speed limit over the bridge of 35 miles per hour.
- b. **Horizontal Alignment.** The new roadway centerline will generally match existing.
- c. **Vertical Alignment.** Unless a grade raise is required to meet minimum low beam elevation, the new roadway profile grade will generally match existing.
- d. **Typical Sections and Surfacing.** The new bridge width will be 30 feet rail-to-rail. An approach roadway finished surface width of 30 feet will be used throughout the length of the approach guardrail to match the structure width and will then transition to match the existing roadway width to the project limits. Current MDT geometric design criteria for rural collector roads will be used to determine cut and fill slopes. The approach roadway will be surfaced with plant mix per the Surfacing Section's recommendation.
- e. **Geotechnical Considerations.** Geotechnical information including bridge core logs and a foundation report will be required for the design of the foundation. No unusual geotechnical features were observed at the site.
- f. **Hydraulics.** Hydraulic issues will be covered in the forthcoming Location Hydraulic Study Report
- g. **Bridges.** Bridge S00240002+09001 will be replaced with this project. The specific type, size, and location will be determined as the design progresses. The existing structure will be removed.
- h. **Traffic.** New signing and pavement markings will be required.
- i. **Pedestrian/Bicycle/ADA.** There are no existing facilities and no evidence showing that new facilities would be necessary.
- j. **Miscellaneous Features.** There are no features at this time.
- k. **Context Sensitive Design Issues.** There are no issues at this time.

### Other Projects

There are no other projects currently under construction, or in the near future that affect this project.

## Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 4 of 7

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### **Location Hydraulics Study Report**

The Location Hydraulics Study Report will be prepared by the Hydraulics Section.

### **Design Exceptions**

No design exceptions are anticipated at this stage. The need for design exceptions will be further evaluated as the design progresses.

### **Right-of-Way**

New right-of-way acquisition will most likely be needed due to the wider new bridge. The extent will be known after construction limits are determined as the design progresses. Construction permits may be required for a low speed detour and staging area.

### **Stream Access**

There is currently no existing public access or parking. No changes in public access or parking are anticipated as a requirement of this project.

### **Access Control**

There is no existing access control and none is proposed for this project.

### **Intelligent Transportation Systems (ITS) Features**

There are no ITS solutions considered as part of the design process.

### **Utilities/Railroads**

There is an existing overhead power line and buried fiber optic cable along the east right-of-way. At this stage in the design, it is unknown if the utilities will have an impact on the project. This project will have no railroad involvement.

### **Survey**

A conventional data collector survey is appropriate for this project. The survey requirements are described in the attached survey request form and the attached Location Hydraulic Study Report.

### **Public Involvement**

Level A public involvement is recommended. This would include a news release explaining the project and including a Department point of contact.

### **Environmental Considerations**

Environmental Services will prepare the appropriate environmental evaluation and documentation for this project. A programmatic categorical exclusion is anticipated to be the required environmental document. No major environmental concerns have been identified at this time.

### **Energy Savings/Eco-Friendly Considerations**

Rapid construction techniques, if appropriate, will reduce construction time and site impacts.

### **Traffic Control**

If Rapid Bridge Construction techniques are utilized, traffic impacts will be short in duration. Existing county roads or a low speed on-site detour could be used for short periods of time.

### **Project Management**

The Bridge Bureau will manage the preconstruction phase of this project. Kevin F. McCray, P.E. will serve as the Project Design Manager. This project is not under full FHWA oversight.

## Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 5 of 7

### Preliminary Cost Estimate

	w/o IDC	w/ IDC (17.48%)
New Structure	\$230,000	
Remove Structure	\$15,000	
Road Work	\$125,000	
Detour	\$25,000	
Traffic Control	\$10,000	
<b>Subtotal</b>	<b>\$405,000</b>	
Mobilization (15%)	\$61,000	
<b>Subtotal</b>	<b>\$466,000</b>	
Contingencies (15%)	\$70,000	
<b>Subtotal</b>	<b>\$536,000</b>	
Inflation (3 % for 3 years)	\$50,000	
<b>Total CN</b>	<b>\$586,000</b>	<b>\$688,000</b>
<b>CE (10%)</b>	<b>\$59,000</b>	<b>\$69,000</b>

### Ready Date

The ready date will be established through the OPX2 override process.

### Site Map

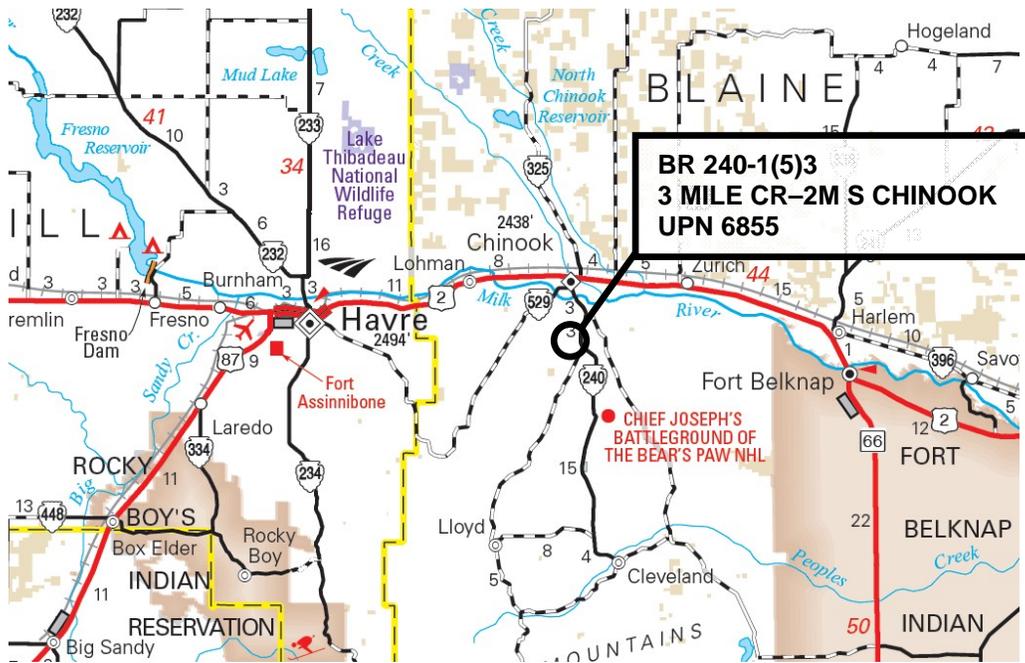
The project site map is attached.

# Preliminary Field Review Report

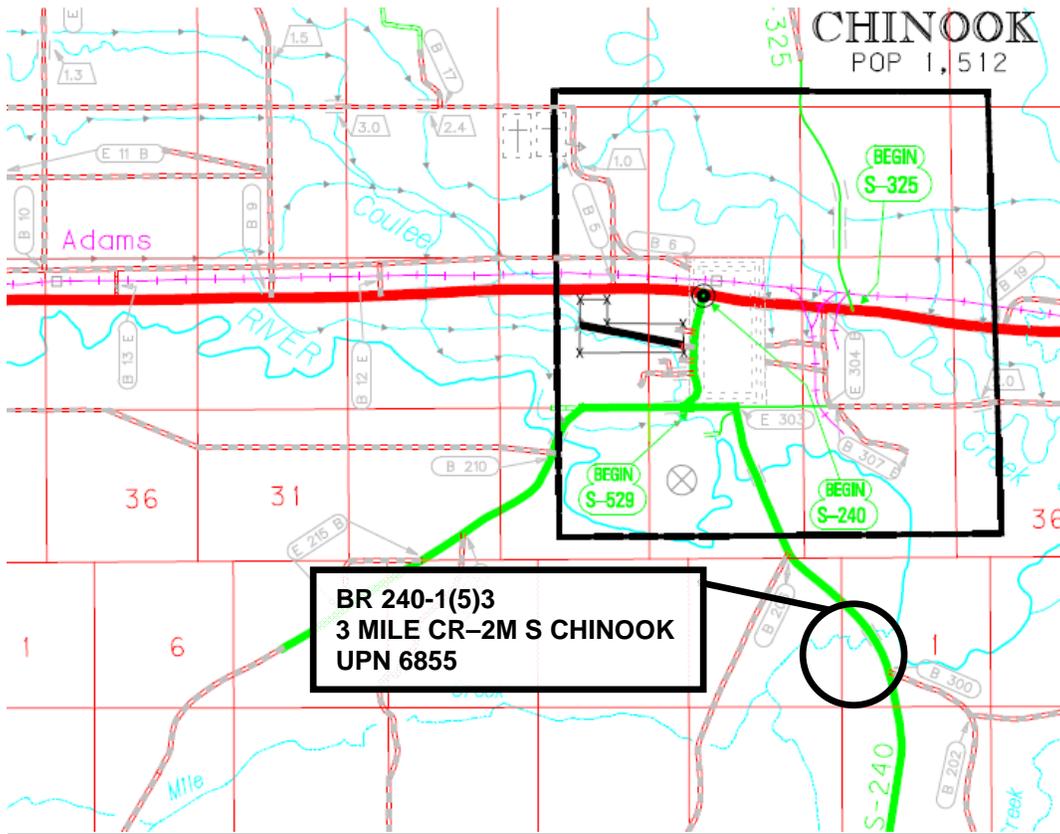
BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 6 of 7



**Location Map**



**Local Map**

# Preliminary Field Review Report

BR 240-1(5)3

Project Manager : Kevin F. McCray, P.E.

Page 7 of 7



Aerial View