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ENVIRONMENTAL

January 27, 2012

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

Attention: Jeff Patten

MASTER FILE
COPY

Subject: Categorical Exclusion
SILVERBOW CR-4M S OPPORTUNITY
BR 9012(153)
Control Number: 6853

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 (PFRR) dated December 14, 2009 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 shaded box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	YES	NO	N/A	UNK
1. This proposed project would have (a) significant environmental impact(s) as-defined under 23 CFR 771.117(a).	<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 23 CFR 771.117(b).	<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"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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. 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"/>
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</i> (16 USC 460L, <i>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. (<i>e.g.</i> : MDFWP, local entities, etc.).	<input type="checkbox"/>	<input checked="" 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</i> (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input checked="" type="checkbox"/>	<input 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</i> (49 USC 303) on or adjacent to the project area.	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. De minimis finding(s) is/are necessary for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full (<i>i.e.</i> : DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input checked="" 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 waterbody(ies) considered as "waters of the United States" or similar (<i>e.g.</i> : "state waters").	<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>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act</i> (33 USC 403) and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act</i> (33 USC 1251-1376) 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 (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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input 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 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. 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"/>
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</i> of the <i>Wild and Scenic Rivers Act</i> (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"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</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.	<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 checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input checked="" 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 <i>CERCLA</i> or <i>CECRA</i>) 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"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" 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"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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"/>
<hr/>				
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 "jeopardy" 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.

Barry Brosten, Date: 1/27/12
Barry Brosten - Butte District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 1/27/12
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

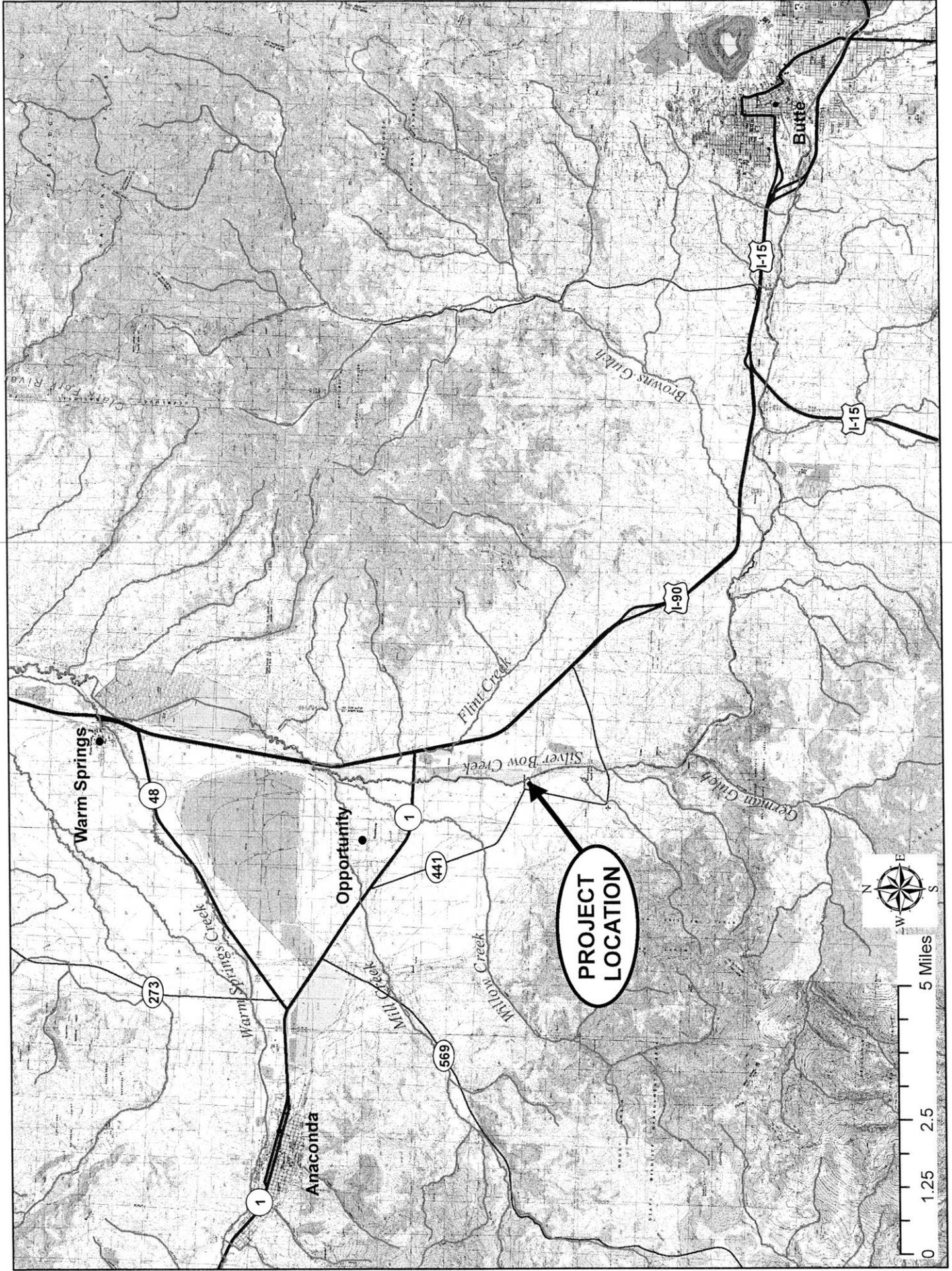
Concur Jeffrey A Patten, Date: 1-31-12
Federal Highway Administration

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.

Attachment: PFRR

Copy (w/o attach.):
Jeff Ebert
Paul Ferry
Kent Barnes
Tom Martin
Robert Stapley
Suzy Price
Nicole Pallister
Barry Brosten
Environmental Services File
Montana Legislative Branch Environmental Quality Council (EQC)
Butte District Administrator
Highway Engineer
Bridge Engineer
Chief, Environmental Services Bureau
Right-of-Way Bureau Chief
Contract Plans Bureau Chief
Fiscal Programming Section
Environmental Services

Silver Bow Creek - 4 Miles South of Opportunity (UPN 6853)





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

Memorandum

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

From: Bryan L. Miller, P.E.
Bridge Area Engineer – Butte District

Date: December 14, 2009

Subject: BR 9012(153)
SILVERBOW CR-4M S OPPORTUNITY
CN 6853
Work Type 221 Bridge Replacement With No Added Capacity

Please approve the attached Preliminary Field Review Report.

Approved Signed by Kent Barnes Date 12/14/09
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:

Jeff Ebert, Butte 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	Jon Swartz, Maintenance Administrator

cc:

Dave Jensen, Fiscal Programming Section Supervisor	Bridge Design Project File
Bryan Miller, Bridge	Joel Chavez, DEQ

e-copies:

Barry Brosten, Env. Project Development Engineer	Jake Goettle, Construction Bureau – VA Engineer
Jim Mullins, R/W Design Manager	Bryce Larsen, Supervisor, Photogrammetry & Survey
Joe Walsh, District Project Development	Gino Liva, District Materials Lab
Jim Walther, Preconstruction Engineer	Walt Scott, R/W Utilities Section Supervisor
Lesly Tribelhorn, Highways Design Engineer	Kam Wrigg, District Maintenance Chief
Lee C. Alt District Traffic Engineer Butte District	Zach Cunningham, R/W Supervisor Butte District
Mark Goodman, Hydraulics Engineer	Jean Riley, Planner
Walt Ludlow, Helena Hydraulics, Butte District	Greg Pizzini, Acquisition Manager
Bonnie Gundrum, Env. Bureau Resources Section	Marty Beatty, Engineering Information Services
Deborah Wambach, District Biologist	Paul Grant, Public Involvement Officer
Danielle Bolan, Traffic Engineer	Gary Larson, Project Analysis Bureau Chief
LeRoy Wosoba, District Traffic Project Engineer	Sue Sillick, Research Section Supervisor
Pierre Jomini, Safety Management Engineer	Jon Watson, Pavement Engineer
Bryan Miller, Bridge, Butte District	Joe Zody, R/W Access Management Section Manager
Scott Helm, Geotech. Manager Butte District	Jason Sorenson, Engineering Cost Analyst
Joe Olsen, Engineering Services Butte District	Mark Keeffe, Bicycle/Pedestrian Coordinator
Alice Flesch, ADA Coordinator	Becky Duke, Traffic Data Collection Section Supervisor(WIM)

Introduction

The field review for the subject project was held July 31, 2009 with the following personnel in attendance:

Bryan Miller	Helena Bridge Bureau
Blair Nordhagen	Consultant Design-Helena
Scott Gerken	Helena Road Design
Joe Olsen	Butte District
Zach Cunningham	Butte District Right of Way
Joe Walsh,	Butte District Project Development
Deborah Wambach,	Butte District Biologist-Helena
Chuck Reynolds	Maintenance Superintendant Butte District
Joe Olsen,	Engineering Services Butte District
Kam Wrigg,	District Maintenance Chief Butte District

Proposed Scope of Work

The proposed project has been nominated to replace the existing bridge over Silver Bow Creek at RP 0.2 on local, off system Route X-81012. The existing bridge has been classified as structurally deficient due to a low substructure rating of 4. Rehabilitation of this structure is not practical. All bridge elements are showing signs of deterioration and are nearing the end of their service life. The finished grade will receive a plant mix surface.

Project Location and Limits

The project is on X-81012 located in Deer Lodge County about 4 miles south of Opportunity in T4N, R10W, Section 26. The structure to be replaced crosses Silver Bow Creek at RP 0.2. The project is approximately 0.2 miles long. The actual length and construction limits will be determined after survey and the alignment and grade have been determined. The terrain is level and the project is classified as a rural local road (FC=6). See attached location map.

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 of a Traffic Control Plan (TCP). A Traffic Operations (TO) component is not required at this level. A Public Information (PI) component will be included due to the proposed road closure during construction.

Physical Characteristics

The existing horizontal alignment is on a tangent section. The existing vertical alignment is relatively level to the west of the bridge but rises sharply to the east to pass over the grade separation with the Montana Western railway east of Silver Bow Creek. The existing roadway is paved with a width of 28ft.

The existing bridge consist of cast in place concrete T-beams, concrete deck with asphalt overlay, concrete bridge rails, concrete abutments and a concrete pier. The Bridge Management System indicates that as built drawings do not exist. The concrete is deteriorating with spalls and cracks in all elements. The bridge is deficient based on the poor condition of the substructure and the scour critical rating for the foundations.

Year Built	1928
Inventory Number	L12079000+02001
Length	54 ft
Width (curb to curb)	28 ft

Number of Spans	2
Bridge Rail Type	Concrete
Superstructure Type	Reinforced Concrete
Abutment Type	Reinforced Concrete
Sufficiency Rating	59.9
Structure Status	Structurally Deficient
Posting	No Posting

Traffic Data

The traffic data is as follows:

2009 AADT	230	Present
2011 AADT	230	Letting Year
2031 AADT	290	Design Year
DHV	40	
T	4.3%	
EAL	9	
AGR	1.0%	

Accident Analysis

An accident analysis showed no crashes on the bridge or the approaches to the bridge for the dates January 1, 1999 through December 31, 2008.

Major Design Features

- a. **Design Speed.** The design speed is 50 mph based on the road design manual Figure 12-6 for a paved surface.
- b. **Horizontal Alignment.** The existing horizontal alignment is on a long tangent that will be maintained in order to align with the structure crossing the railroad directly to the east of the project.
- c. **Vertical Alignment.** Slight changes in the vertical alignment may be required to accommodate the new superstructure depth. Changes in the vertical alignment should be minimized to limit the length of the project and to align with the structure over the railroad directly to the east of the project.
- d. **Typical Sections and Surfacing.** The roadway will provide a minimum width of 28 feet to match the existing roadway width. The surface will be plant mix as recommended by the Surfacing Design Section. The roadway will consist of two 12 foot driving lanes.
- e. **Geotechnical Considerations.** Standard Geotechnical information including bridge bore logs and a foundation report will be required for the design of foundations. When the location of the new structure is determined, the Geotechnical Section will provide cores and a foundation report. The existing foundations are unknown.
- f. **Hydraulics.** DEQ is in the process of a stream reclamation project for Silver Bow Creek. The reclamation will end approximately 300 feet upstream and begin again 50 feet downstream. Riprap has been placed as part of the reclamation project to create a non-deformable stream section for the existing bridge. A culvert exist west of the existing bridge that may be within the project limits. A pipe condition analysis should be performed. Contact Joel Chavez, DEQ for information regarding DEQ stream restoration efforts.
- g. **Bridges.** The existing bridge is a two span cast in place concrete bridge that is 28 feet wide and 54 feet long. The new bridge will be 28 feet based on Bridge Design Standards for ADT < 400.
- h. **Traffic.** The roadway will be closed for construction. The proposed detour is along S-441. The distance from the beginning of the project along the detour to the other end of

the project is approximately 6.5 miles.

- i. **Pedestrian/Bicycle/ADA.** No ADA features are currently in place and are not warranted due to the rural nature of the project.
- j. **Miscellaneous Features.**

Location Hydraulics Study Report

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

Design Exceptions

Design Exceptions are not anticipated.

Right-of-Way

Additional right of way may be required to flatten slopes.

Access Control

Access control is not required for this project.

Utilities/Railroads

Underground telephone is present parallel on north side of the road. The railroad is beyond the end of the project. There will not be any railroad involvement.

Survey

See attached Survey Request.

Public Involvement

Level A public involvement will be used, a news release explaining the project and including a department point of contact will be published.

Environmental Considerations

A categorical exclusion will most likely be prepared for this project. The project is within the Silver Bow Creek superfund site. Remediation/restoration is in progress and is expected to be completed in 2012. Contact Joel Chavez, DEQ for superfund information. Currently, stream remediation/restoration will tie into the existing stream near the bridge approximately 300 feet upstream and 50 feet downstream. As part of the cleanup project, abandoned abutments downstream of the existing bridge will be removed. Wetlands exist on both sides of the road west of the existing bridge. Migratory bird nests are present on the existing structure. A SPA 124 Notification to MFWP and a CWA 404 permit from USACOE are required. Consultation with USFWS regarding bull trout is required.

Traffic Control

The roadway will be closed for construction. The proposed detour is along S-441. The distance from the beginning of the project along the detour to the other end of the project is approximately 6.5 miles.

Work Zone Safety and Mobility

The project work zone will be closed for construction using detours. The plans package will include a Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a Public Information (PI) component.

Project Management

The Bridge Bureau will manage the preconstruction phase of this project. This project is not under full FHWA oversight.

Preliminary Cost Estimate

	w/o IDC	Inflation (from PPMS)	w/IDC & Inflation
New Structure (\$100/ft2 x 80ft x 31.3ft)	250,000		
Remove Structure	50,000		
Road Work	250,000		
Traffic Control	<u>25,000</u>		
Subtotal	575,000		
Mobilization (18%)	<u>104,000</u>		
Subtotal	679,000		
Contingencies (10%)	70,000		
Total CN	<u>\$749,000</u>	<u>\$188,000</u>	<u>\$1,100,000</u>
CE (15%)	<u>\$112,000</u>	<u>\$ 28,000</u>	<u>\$ 165,000</u>

Ready Date

The ready date will be established once over rides are complete.

Site Map

The project site map is attached.