MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

March 9, 2012

Jeff Patten
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602

Subject: Statewide Pavement Preservation Projects Concurrence
STPP 84-1(13)0
NORRIS - EAST
Control Number: 7580000

Dear Jeff Patten:

The Environmental Services Bureau of the Montana Department of Transportation has reviewed the Preliminary Field Review/Scope of Work Report and the Environmental Checklist for Pavement Preservation Projects. We have determined that the Statewide PCE for these types of projects would cover this project.

Special provisions are included for Protection of Aquatic Resources.

I have attached the Preliminary Field Review/Scope of Work Report, Checklist and the location map for your information.

If you have any questions concerning this letter, please contact Barry Brosten at 444-0804.

Sincerely,

Heidy Bruner, P.E.
Environmental Services Bureau Engineering Section Supervisor

Attachments: Preliminary Field Review/Scope of Work Report, Environmental Checklist

copies:	Jeff Ebert – Butte District Engineer	w/attach
	Paul Ferry - Highway Engineer	w/attach
	Kevin Christensen - Construction	
	Suzy Price - Contract Plans	
	Nicole Pallister - Fiscal Planning	w/attach
	Tom Erving – Fiscal Planning	w/attach
	Tom Martin – Environmental Services	
	Heidy Bruner - Environmental Services	
	File	w/attach

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PROTECTION OF AQUATIC RESOURCES

Aquatic resources may include, but are not limited to, wetlands, springs, streams (perennial, ephemeral, and intermittent drainages), rivers, lakes, ponds, reservoirs, irrigation systems, and associated riparian areas.

Impacts to aquatic resources are not anticipated in association with this project. MDT has NOT acquired any water quality permits or authorizations, including a Clean Water Act Section 404 permit (COE), a Stream Protection Act 124 notification (MFWP), or a 318 Authorization (DEQ). Therefore, impacts to any and all aquatic resources located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to all aquatic resources.

Wetlands exist within the project corridor adjacent to roadway along the toe of the slopes. In areas adjacent to any water body including the Madison River, Hot Springs Creek, Cold Spring Creek, Cherry Creek, numerous unnamed drainages, other aquatic resources as defined above; or in areas immediately adjacent to the highway susceptible to sediment transport, conduct pavement preservation operations in a manner to avoid placement of materials in these areas. Do not allow millings, chips or other materials to enter wetlands or waterways.

Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor. The Contractor must secure the appropriate permits or authorizations prior to working in these areas. If complete avoidance of these areas is not possible, contact the Project Manager immediately and coordinate the permitting effort with the District Biologist at 444-0461 or the District Environmental Engineering Specialist at 494-9612.

DISPOSAL OF MILLINGS AND EXCESS COVER MATERIAL

A. Description. This work consists of the collection and disposal of millings and excess cover material.

B. Construction. Throughout milling operations and upon completion of seal coat placement and cure, collect and dispose of all excess millings and cover material from the surface of the roadway. Dispose of excess millings and cover material off the project site and in conformance with all Federal, State, and local requirements. Do not cast millings or excess cover material onto the roadway shoulders or in-slope areas or allow the placement of these or other materials into any adjacent water body or wetland.

C. Payment: Disposal of millings and excess cover material is not measured separately. Include all costs to dispose of millings and excess cover material as described in the applicable milling and cover material bid items.

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(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS
(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project Number: STPP 84-1(13)0 **Control No.:** CN 7580000 **Project Name:** Norris - East

Reference Post (Station): 0.0 **To Reference Post (Station):** 12.3

Applicant's Name: MDT – Butte District **Address:** PO Box 3068; Butte, MT 59702-3068

Type of Proposed Pavement Preservation Activity: Mill/ Fill, Seal & Cover, Pavement Markings

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)				
Impact Questions		[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
		Yes	No	Comment (Use attachments if necessary)
1.	Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See http://www.rivers.gov/wildriverslist.html)	☐	☒	
2a.	Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	☐	☐	☒ Unknown- See comments at end of Document
2b.	Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	☐	☐	☒ Unknown- See comments at end of Document
3.	Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	☐	☒	See comments at end of Document
3a.	If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit)required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	☐	☐	☒ N/A
3b.	Is the proposed project within an MS4 Permit Area? (See http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcpx). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	☐	☒	
4.	Does the proposed project have impacts to wetlands , streams, or other water bodies? If 'No', go to question 5.	☐	☒	See comments at end of Document
4a.	If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	☐	☐	☒ N/A
4b.	If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	☐	☐	☒ N/A
5.	Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See http://nris.mt.gov/deq/remsitequery/portal.aspx)	☐	☒	
6.	Is the proposed activity on and/or within approximately 1 mile of an Indian Reservation? If answer is 'No', go to question 7.	☐	☒	
6a.	Are any Tribal water permits required?	☐	☐	☒ N/A
7.	Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deq.mt.gov/AirQuality/Planning/AirNonattainment.mcpx) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L Bend Wilderness Areas)	☐	☒	

Checklist prepared by:

Joe Walsh	District Projects Engineer	12/30/2011
Applicant	Title	Date

Approved by:

	ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR	3/12/12
Environmental Services	Click here to enter text.	Click here to enter a date.
	Title	Date

(When any of the above questions are checked "Yes")

MONTANA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT NO. STPP 84-1(13)0

COLD MILLING, PL. MIX SURF. OVERLAY, SEAL & COVER

NORRIS - EAST

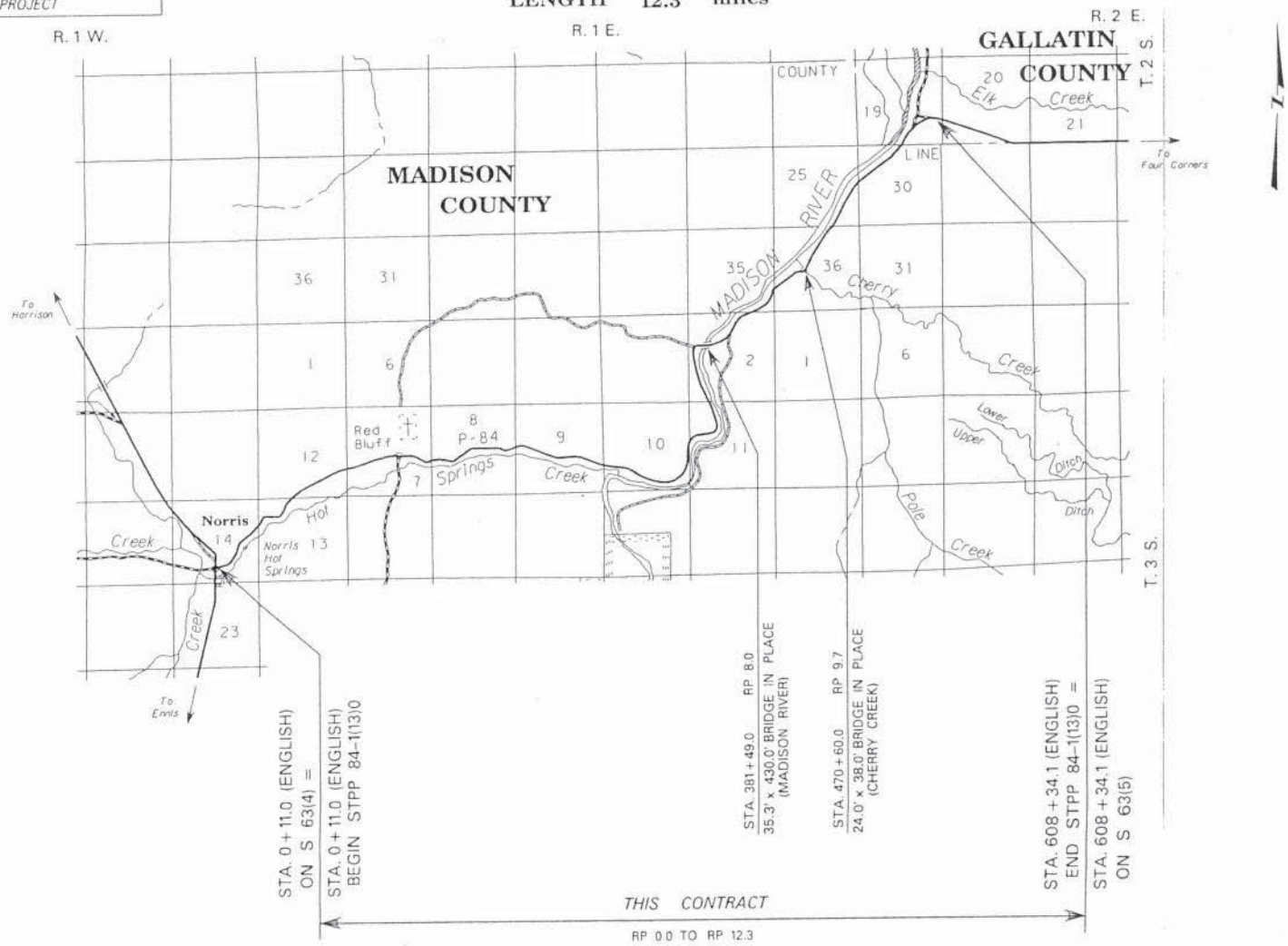
MADISON & GALLATIN COUNTIES

LENGTH 12.3 miles

DESIGN DATA	
PRESENT A.D.T. =	
LETTING A.D.T. =	
DESIGN A.D.T. =	
D.H.V. =	
- =	
V. =	
18 KIP ESAL'S =	
GROWTH RATE =	

LETTING DATE -

SURFACING SOURCE - CONTRACTOR FURNISHED



MDT MONTANA DEPARTMENT OF TRANSPORTATION	C:\dgn\7580000RDPVP001.DGN	DESIGNED BY BERT BOUMA		NORRIS - EAST		STPP 84-1(13)0
	11/14/2011	REVIEWED BY		CSF = N. A.	UPN NUMBER 7580000	SHEET 1 OF
	1:42:29 PM u8060	CHECKED BY				

Project Number: STPP 84-1(13)0 Control No.: 7580000 Project Name: Norris - East

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

Memorandum

To: Distribution

From: Paul Ferry, P.E.
Highways Engineer

Date: February 23, 2012

Subject: STPP 84-1(13)0
Norris - East
UPN: 7580000
Project Work Type: 180 Resurfacing-Asphalt

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on February 27, 2012. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

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 concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:
Approved _____ Date _____

Distribution:
Jeff Ebert, District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, Highways Engineer
Roy Peterson, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief
Tom Martin, Environmental Services Bureau Chief
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator

cc:
Dawn Stratton, Fiscal Programming Section
Joe Walsh Project Design Manager, Butte District
Damian Krings, Road Design Engineer
Master file

e-copies:
Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Walt Ludlow, District Hydraulics Engineer
Bonnie Gundrum, Env. Resources Section Supervisor
Deb Wambach, District Biologist
Barry Brosten, District Project Development Engineer
Danielle Bolan, Traffic Engineer
Leroy Wosoba, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
Nathan Haddick, Bridge Area Engineer, Butte District
Matt Strizich, Materials Engineer
Daniel Hill, Pavement Analysis Engineer
Patrick McCann, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Jean Riley, Planner
Dawn Stratton, Fiscal Programming
Scott Bunton, Engineering Cost Analyst
Jake Goettle, Construction Bureau – VA Engineer
Dustin Rouse, District Preconstruction
Joe Walsh, District Projects Engineer
Casey Ballard, Butte District Materials Lab
Kam Wrigg, Butte District Maintenance Chief
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Paul Johnson, Project Analysis Bureau
Sue Sillick, Research Section Supervisor
Duane Williams, Motor Carrier Services Division Administrator
Alice Flesch, ADA Coordinator
Mark Keeffe, Bicycle/Pedestrian Coordinator
Wayne Noem, Secondary Roads Engineer
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Dave Hand, Maintenance Division Operations Manager (RWIS)
Alyce Fisher, Fiscal Programming
Marisa Mailand, Road Log Manager
Bill Rabey, Environmental

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

Memorandum

To: Paul Ferry P.E.
Highways Engineer

From: Dustin Rouse, P.E.
District Engineering Services Supervisor

Date: January 6, 2011

Subject: STPP 84-1(13)0
Norris - East
UPN: 7580000
Project Work Type: 180 Resurfacing-Asphalt

Please approve the attached Preliminary Field Review Report/Scope of Work Report.

Approved Paul Ferry Date February 27, 2012
Paul Ferry, P.E.
Highways Engineer

The same report is also being distributed under a separate cover as a Scope of Work Report for comments and approval recommendations.

cc (w/attach.):
Damian Krings, Road Design Engineer
Dustin Rouse, Butte District Engineering Services
Master file

Introduction
A Preliminary Field Review was held on October 19, 2011 for the above noted project.

In attendance were:
Jim Davies – Project Design Manager – Helena
Bert Bouma – Road Design - Helena
Deb Wambach – District Biologist - Helena
Ed Shea – Pavement Analysis - Helena
Joe Walsh – District Project Engineer - Butte
Dustin Rouse – District Engineering Services Supervisor - Butte
Kevin Mueller – Designer - Butte

Proposed Scope of Work
The proposed work will consist of cold milling the existing pavement full width to a pavement depth of .15ft then replacing it with .15ft plant mix. The project will include a digout, seal and cover, transverse rumble strips, bridge deck treatment, truck barrier rail and new pavement markings.

Purpose and Need
The purpose of the project is to extend the service life of the highway, provide additional skid resistance and take a cost-effective action to preserve and maintain the existing highway.

Project Location and Limits
The project is located in Madison and Gallatin Counties on Montana 84. The project starts at RP-0.0 in Sec. 14, T3S, R1W and extends northeast to RP-12.3 in Sec. 19, T2S, R2E. The Madison/Gallatin County line is at RP 11.427. The project length is 12.3 miles.

As-built projects:
S-63(3), year 1952
S-63(4), year 1953
S-63(5), year 1955
BRF-F 84-1(5)8, year 1992
Adjacent project number:
STPP 84-2(4)12, year 2004

Work Zone Safety and Mobility
At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP).

Physical Characteristics
1. Surfacing information is provided below:

			Bottom		
		Top Thickness	Thickness	Top Width	Surface
From	To	(in)	(in)	(ft)	Type
RP 0.0	RP 7.366	2	8	24 (NB & SB)	RMS
RP 7.366	Bridge end	4.2	6	28 (NB & SB)	PMS
Bridge end	RP 8.61	4.2	6	28 (NB & SB)	PMS
RP 8.61	RP 12.303	2	10	24 (NB & SB)	RMS

2. Existing Roadside Geometrics:
   The horizontal and vertical alignments will be perpetuated for this project. The terrain is rolling in a rural area. The functional classification is Minor Arterial.

3. There are 2 bridges located within project limits

Bridge ID	Intersection	Location	Length (ft)	Width (ft)
P00084007+09711	Madison River	8 mi. NE Norris	430.0	35.3
P00084009+06651	Cherry Creek	9.7 mi. NE Norris	38.0	24.0

4. The Pavement Management System's pavement condition and treatment recommendations for 2011 and 2013

					Construction		Maintenance	
Section	Ride	Rut	ACI	MCA	2011	2013	2011	2013
RP 0.0 to RP 6.425	73.0	73.8	95.8	97.0	Do Nothing	AC Crack Seal & Cover	Do Nothing	AC Crack Seal & Cover
RP 6.425 to RP 12.3	68.9	64.2	95.9	95.4	AC Thin Overlay	AC Thin Overlay	AC Thin Overlay	AC Thin Overlay

Traffic Data
2011 AADT = 1,880 PRESENT
2016 AADT = 1,980 LETTING YEAR
2036 AADT = 2,410 DESIGN YEAR
DHV = 410
D = 6.5%
EAL = 75
AGR = 1.0%

Crash Analysis
ENGINEERING STUDY EVALUATION DATE: December 6, 2011

DESCRIPTION: NORRIS EAST

ROUTE & RP: P-84 RP 0.0 to RP 12.3

DATA TIME FRAME: 07-01-2001 TO 12-31-2010

RURAL STATE PRIMARY ROUTES	(2006-2010)	STUDY AREA
ALL VEHICLES CRASH RATE:	1.18[1)]	1.89[1)]
ALL VEHICLES SEVERITY INDEX:	2.29[2)]	2.28[2)]
ALL VEHICLES SEVERITY RATE:	2.71[3)]	4.31[3)]

TRUCK CRASH RATE:	1.41[4)]	4.64[4)]
TRUCK SEVERITY INDEX:	2.06[4)]	2.70[4)]
TRUCK SEVERITY RATE:	2.91[4)]	12.53[4)]
TRUCK CRASHES:		20
TOTAL RECORDED CRASHES:		121

1)Crash rates are defined as the number of crashes per million vehicle miles.
2)Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.
3)Severity rate is defined as the crash rate multiplied by the severity index.
4)Truck crash rate, severity index & severity rate are calculated from statewide rural truck crash statistics from 2006-2010.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

No significant verifications were noted in comparison to statewide averages for Primary routes.

II. CRASH CLUSTERS OR SAFETY PROJECTS:

- The section from RP 0.5 to RP 1.3 was field reviewed in October 2011. As a result of discussions during the field review, the installation of oversized advanced curve warning signing with advisory plates was recommended. The signing will be installed by MDT maintenance forces.
- In 2001 and 2002, the section from RP 2.9 to RP 3.3 was identified as a crash cluster. No feasible countermeasure to address any specific crash trend was identified.
- In 2001 and 2002, the section from RP 3.946 to RP 4.400 was identified as a cluster. No feasible countermeasure to address any specific crash trend was identified.
- In 2004, the section from RP 6.4 to RP 7.3 was identified as a crash cluster area. As a result, under HSIP 84-1(11)7, SF 069-Signing-E of Norris, UPN 6060000, advanced curve warning signing along with advisory speed plates mounted on poles equipped with a solar flasher for each direction, lineal delineation, and transverse rumble strips in advance of the curve warning sign for westbound traffic were installed by maintenance in 2008.

III. REMARKS & RECOMMENDATIONS:

The main crash trend was single-vehicle run-off-the-road crashes (75). Of these

crashes 39 vehicles overturned. There is also a secondary crash trend of crashes on curves. There were a total of 91 crashes on curves with a concentration of crashes (total of 44) occurring from RP 6.6 to RP 6.8.

Thirteen of the 44 crashes involved vehicles encroaching into the opposing lane and impacting another vehicle resulting in a head-on and/or sideswipe opposite direction collision.

Fifteen of the crashes involved a collision with a wild animal.

There were a total of 23 crashes involving vehicles impacting a guardrail face and or guardrail end. There were also 6 crashes impacting a median barrier.

There have been three fatal crashes resulting in six injuries along this segment of roadway during the study period.

The crash rate and severity rate for this section of roadway are all higher than the statewide averages for rural state primary routes. The crash data from January 1, 2011 through June 30, 2011 was run. There were a total of five crashes with two crashes resulting in overturning of the vehicle, one domestic animal-vehicle collision, one vehicle impacting a guardrail face and one across centerline head on collision on a curve (fatal crash resulting in a fatality and two incapacitating injuries).

Of the truck crashes, half (10 of 20) of the crashes occurred on the curve from RP 6.6 to 6.8. Five of these crashes involved vehicles crossing the centerline and striking a vehicle in the opposing lane. Also, the overall crash trend involving trucks is single-vehicle run-of-the-road crashes on curves.

Crashes occurring since the completion of project HSIP 84-1(11)7, UPN 6060 in 2008 were also analyzed. It appears the safety improvements have had a positive impact as there were 42 crashes occurring on the curve from RP 6.6 to RP 6.8 prior to the improvements and only two crashes since the improvements were implemented.

There have been a total of 21 crashes throughout the study area since the safety improvements were installed under HSIP 84-1(11)7. Of these crashes, 14 were single-vehicle run-off-the-road crashes resulting in 8 vehicles overturning, 4 vehicles impacting a guardrail face and/or guardrail end. The remaining crashes were either collisions with a wild animal (4 crashes) or domestic animal (1 crash) or multi-vehicle collisions (3 crashes). Also, four of the 21 crashes involved commercial motor vehicles.

The Safety Engineering Section provides the following recommendations for the Design Team during project development.

- Install curve warning signs and/or chevrons, as appropriate, throughout the corridor. *Signing will be reviewed and plans provided by Traffic Safety Section.*

Future Project Considerations

Due to the extensive amount of substandard design features and the elevated crash rates and severity rates, the reconstruction of this segment of roadway has been placed in the Butte District's 20-year plan. Although it would be desirable to reconstruct the roadway sooner, sufficient funding is not available. The reconstruction of the roadway will involve extensive design and environmental analysis. This pavement preservation project is necessary to provide an adequate driving surface in the interim until the roadway can be reconstructed.

Major Design Features

a. **Design Speed.** The design speed limit for this project is 55 mph based on MDT standards in rolling terrain. The posted speed limit is 70mph day and 65 mph night for cars and trucks and 60 mph day and 55 mph night for large trucks.

b. **Horizontal and Vertical Alignment**. The horizontal and vertical alignments will be perpetuated with this pavement preservation project.

c. **Typical Sections and Surfacing**. There are no proposed changes to the typical sections as this is a mill, fill, and seal & cover project. The existing surfacing in-slopes are 4:1 and will be perpetuated for this project. The existing surfacing width is 24'. No shoulders exist on this segment of roadway. The existing surfacing will receive a 0.15' mill and fill in addition to a seal and cover treatment.

   The Butte lab has cored the existing pavement and determined that a 0.15 mill/fill is adequate.

   A Maintenance patch will be dug out from RP 11.4 to RP 11.5. Butte Materials Lab will determine the limits of the digout. Surface Design will provide the digout recommendations.

d. **Cold Millings.** The cold millings that will be produced with this pavement preservation will be given to the counties.

e. **Geotechnical Considerations**. No Geotechnical considerations are anticipated on this project.

f. **Hydraulics**. No Hydraulic considerations are anticipated on this project.

g. **Bridges.** Minor Bridge Rehabilitation for the following bridge. Bridge will provide HMWM deck seal quantities and a special provision.

Bridge ID	Intersection	Location	Proposed work
P00084007+09711	Madison River	8 mi. NE Norris	Joint replacement at Piers 2 and 4. Replace 2 PVC deck drains. Class A deck repair, apply HMWM.

h. **Traffic.** New pavement markings will be included on this project.

i. **Pedestrian/Bicycle/ADA**. No impacts to pedestrian facilities are anticipated. The existing ADA ramps at Norris are functional.

j. **Miscellaneous Features**. Transverse rumble strips will be perpetuated with this project. Butte Road Design will determine the location of rumble strips.

k. **Guardrail**. Truck barrier rail is recommended around the river curve where the jersey rail is located. The existing end sections and bridge approach sections meet current MDT standards.
Maintenance will be requested to determine if any clear zone obstacles can be eliminated.

l. **Context Sensitive Design Issues**. Maintaining the existing width will allow avoidance of environmentally sensitive areas.

Other Projects
There are no other projects that are currently under construction or will be in the near future that may affect this project.

Location Hydraulics Study Report
There will be no hydraulic involvement on this project.

Design Exceptions
There are no design exceptions on this project.

Right-of-Way
R/W involvement is not required on this pavement preservation project.

Cold-In-Place Recycle
The district reviewed this project with pavement design and found that CIP is not a cost effective treatment for this pavement preservation project.

Access Control
Access Control is not being implemented for this project.

Utilities/Railroads
No railroad or utilities will be affected by this project.

Intelligent Transportation Systems (ITS) Features
There are no ITS Features proposed on this project.

Survey
No survey is anticipated for this project. If a survey is required the Butte District Road Design Section will obtain the necessary information.

Public Involvement
Level A
1. News release explaining the project and including a department point of contact.

Environmental Considerations
This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist for this project.

The project corridor occurs within high quality wetlands and riparian habitat associated with the Madison River that exist immediately adjacent to the roadway. Any shoulder widening, slope modifications or other work proposed outside of the existing pavement limits, including any guardrail modifications, require further coordination with the District Biologist to determine potential impacts to aquatic resources, wetlands, and wildlife. Potential impacts to the wetlands and riverine system should be avoided, commensurate with the limited scope of the proposed project. Due to the immediate proximity of aquatic resources, the excess chips and other waste materials generated by this project must be picked up and disposed of properly, not sidecast or swept off the slopes. As currently proposed, no CWA 404 permit or SPA 124 notifications are anticipated for this project. If further coordination confirms no impacts to aquatic resources, the Protection of Aquatic Resources special provision will be included in the bid package for this project

Energy Savings/Eco-Friendly Considerations
No energy saving/ eco-friendly considerations are proposed with this project.

Experimental Features
No experimental features are proposed with this project.

Traffic Control
Traffic will be maintained on the roadway during construction. Appropriate traffic control devises and signing will be used throughout the project in accordance with the *Manual of Uniform Traffic Control Devices*.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) only.

Project Management
The Butte district Road Design will develop the plans and Joe Walsh will be the Project Manager. At this time this project is not under full FHWA oversight.

Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work/Digout	1,800,000		
Bridge Repair	118,000		
Traffic Control	100,000		
Subtotal	2,018,000		
Mobilization (10%)	201,800		
Subtotal	2,219,800		
Contingencies (10%)	221,980		
Total CN	**$2,441,780**	**$247,263**	**$2,948,266**
CE (10%)	**$244,178**	**$24,726**	**$294,826**
TOTAL CN+CE	**$2,685,958**	**$213,645**	**$3,243,092**

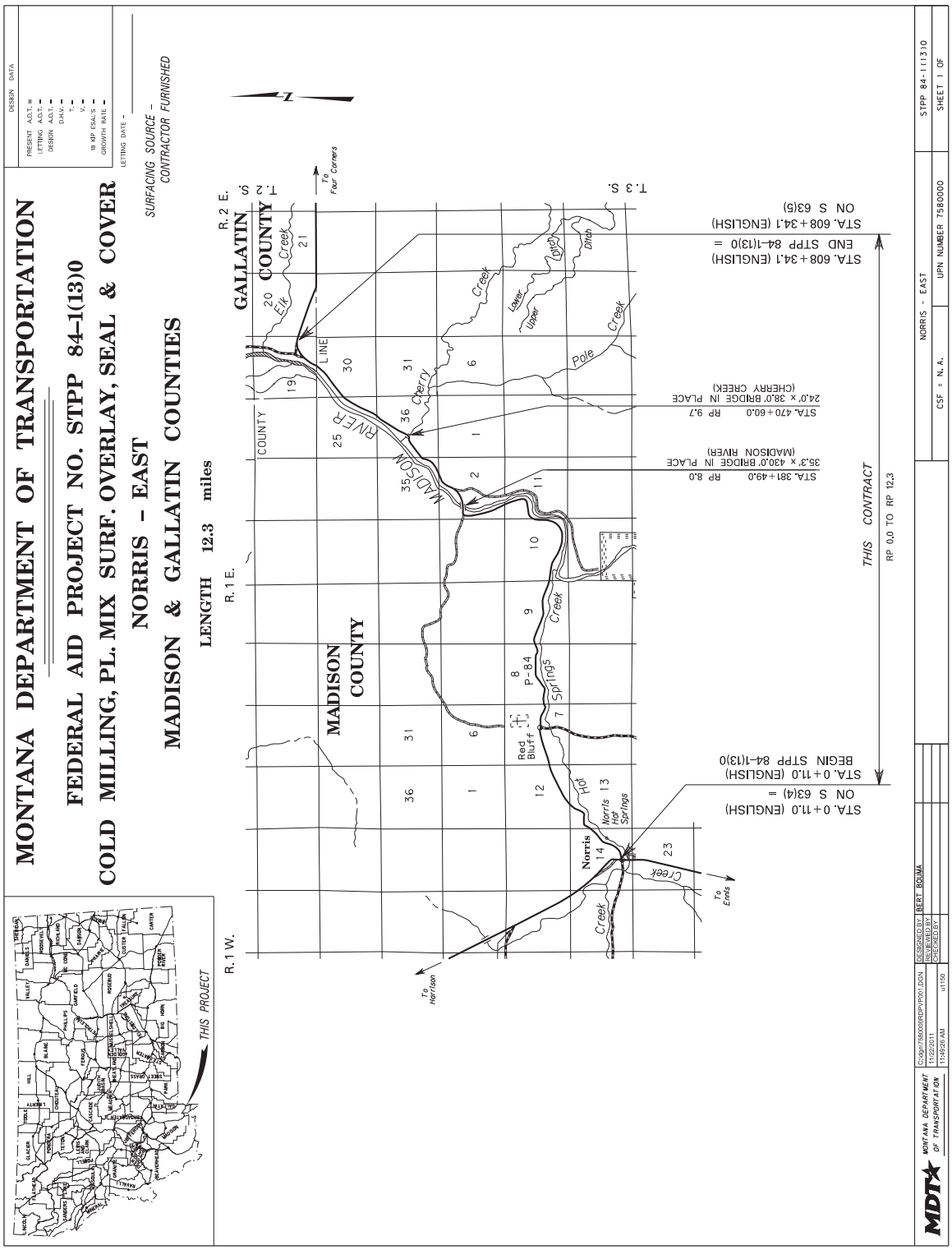
The estimated cost $3,243,092 (CN+CE+INF+IDC) = $263,666 per mile

This project was initially nominated as just mill and fill. At the PFR it was decided that the project should include bridge deck repair and a digout. The preliminary cost estimate has been revised to reflect the cost of the revised treatment.

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.64% as of FY 2012.

Ready Date
The proposed ready date for this project is August 2013.

Site Map
The project site map is attached.


MONTANA DEPARTMENT OF TRANSPORTATION
FEDERAL AID PROJECT NO. STPP 84-1(13)0
COLD MILLING, PL. MIX SURF. OVERLAY, SEAL & COVER
NORRIS – EAST
MADISON & GALLATIN COUNTIES
LENGTH 12.3 miles
SURFACING SOURCE – CONTRACTOR FURNISHED
DESIGN DATA
PRESENT A.D.T. =
LETTING A.D.T. =
DESIGN A.D.T. =
D.H.V. =
T =
V =
18 KIP ESAL'S =
GROWTH RATE =
LETTING DATE –
THIS PROJECT
R. 1 W.
R. 1 E.
R. 2 E.
T. 2 S.
T. 3 S.
GALLATIN COUNTY
MADISON COUNTY
To Four Corners
To Harrison
To Ennis
Norris
Red Bluff
Hot Springs
Norris Hot Springs
Elk Creek
Cherry Creek
Pole Creek
Lower Ditch
Upper Ditch
MADISON RIVER
P-84
STA. 0 + 11.0 (ENGLISH)
ON S 63(4) =
STA. 0 + 11.0 (ENGLISH)
BEGIN STPP 84-1(13)0
STA. 609 + 34.1 (ENGLISH)
END STPP 84-1(13)0 =
STA. 609 + 34.1 (ENGLISH)
ON S 63(5)
THIS CONTRACT
RP 0.0 TO RP 12.3
STA. 381 + 49.0 RP 8.0
35.3' x 430.0' BRIDGE IN PLACE
(MADISON RIVER)
STA. 470 + 60.0 RP 9.7
24.0' x 38.0' BRIDGE IN PLACE
(CHERRY CREEK)
NORRIS - EAST
CSF = N.A.
UPN NUMBER 7580000
STPP 84-1(13)0
SHEET 1 OF
MDT
MONTANA DEPARTMENT OF TRANSPORTATION
DESIGNED BY BERT BOUMA
REVIEWED BY
CHECKED BY