



April 4, 2012

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ENVIRONMENTAL

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

Attention: Jeff Patten

Subject: Categorical Exclusion  
ABANDON RR-8M S DEER LODGE  
BR 81011(1)  
Control Number: 6851

MASTER FILE  
COPY

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 Alignment and Grade Review Report (AGRR) dated March 19, 2012 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 <u>23 CFR 771.117(a)</u> . | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. This proposed project involves one (or more) of the following situations where:                                      |                          |                                     |                          |                          |
| A. Right-of-Way, easements, and/or construction permits would be required.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

|   | <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 checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. There is a high rate of residential growth in this proposed project's area.  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. There is a high rate of commercial growth in this proposed project's area.   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" 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 &amp; 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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar ( <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.<br><br>The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
|  | <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.<br><br>The designated National Wild & Scenic River systems in Montana are: | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 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"/> |
| 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: 4/4/12  
Barry Brosten - Butte District Project Development Engineer  
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 4/9/12  
Heidy Bruner, P.E. - Engineering Section Supervisor  
MDT Environmental Services Bureau

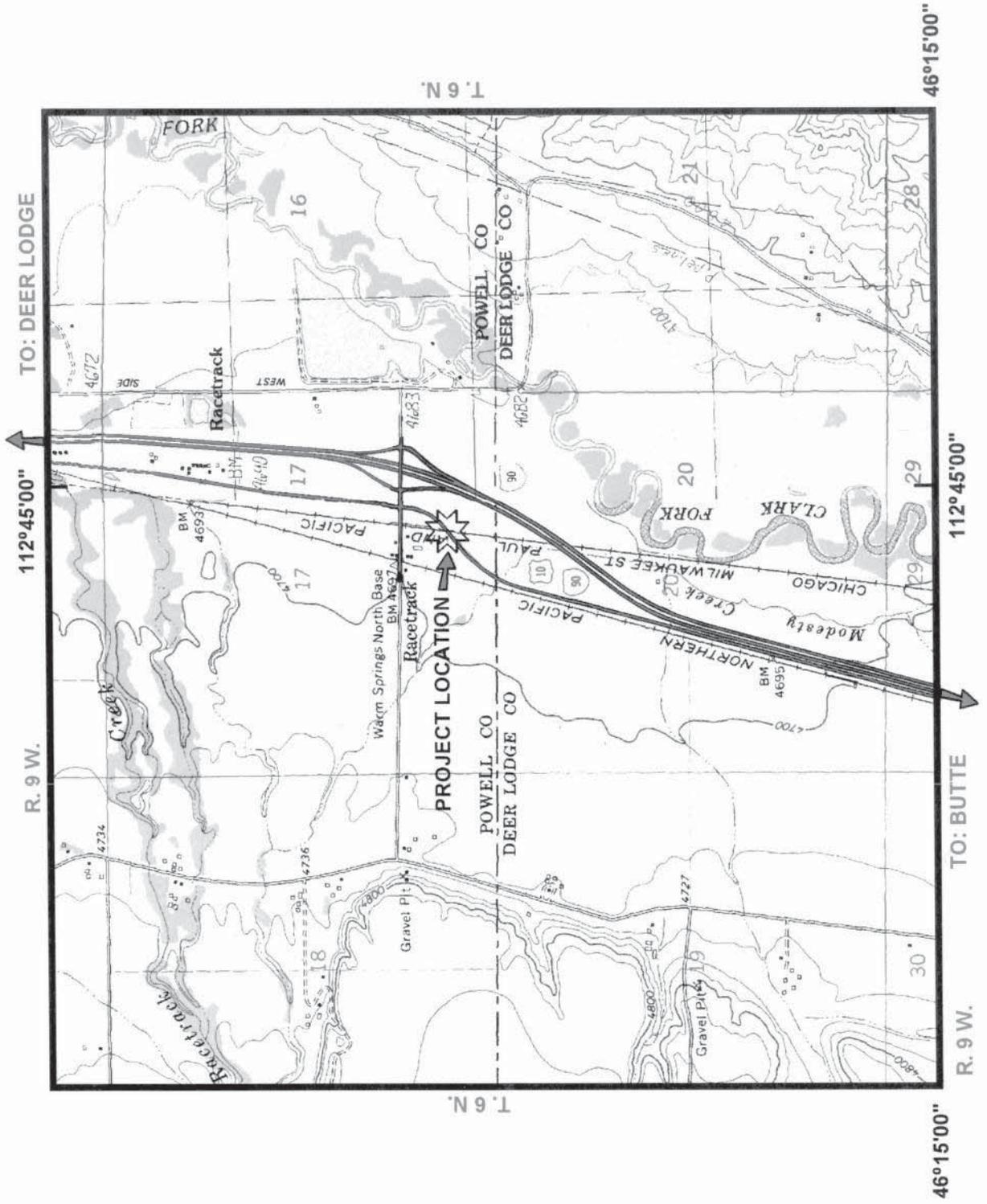
Concur Jeffrey Patten, Date: 4/13/12  
Federal Highway Administration

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   | Butte District Administrator          |
| Paul Ferry   | Highway Engineer                      |
| Kent Barnes  | Bridge Engineer                       |
| Tom Martin   | Chief, Environmental Services Bureau  |
| Robert Stapley   | Right-of-Way Bureau Chief             |
| Suzy Price   | Contract Plans Bureau Chief           |
| Nicole Pallister   | Fiscal Programming Section Supervisor |
| Tom Erving   | Fiscal Programming Section            |
| Tim Conway   | Consultant Design Engineer            |
| Barry Brosten  | Environmental Services                |
| Environmental Services File                                    |                                       |
| Montana Legislative Branch Environmental Quality Council (EQC) |                                       |

ABANDON RR-8M S DEER LODGE  
 BR 81011(2)  
 BRIDGE REPLACEMENT WITH NO ADDED CAPACITY  
 CONTROL NUMBER: 6851000  
 QUAD MAP





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

**Memorandum**

To: Kent Barnes, P.E.  
 Bridge Engineer

From: Bryan Miller, P.E. *BLM*  
 Consultant Plans Engineer

Date: March 19, 2012

Subject: BR 81011(1)  
 Abandon RR – 8 MI. S. OF DEER LODGE  
 6851000  
 Work Type: 221 – Bridge Replacement with No Added Capacity

Please Approve the Alignment and Grade Review for this project.

Approved  Date 3/19/2012  
 Kent Barnes, P.E.  
 Bridge Engineer

We are requesting comments from the below distribution. If no comments are received within two weeks of the release date we will assume concurrence.

**Distribution:**

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

**cc:**

- |   |                        |
|---|------------------------|
| Dawn Stratton, Fiscal Programming Section | Consultant Design File |
| Blair Nordhagen, Consultant Design        |                        |

**E-copies:**

- |   |   |
|---|---|
| Jim Walther, Preconstruction Engineer                 | Jake Goettle, Construction Bureau – VA Engineer               |
| Lesly Tribelhorn, Highways Design Engineer            | Dustin Rouse, Butte District Preconstruction Engineer         |
| Mark Goodman, Hydraulics Engineer                     | Joe Walsh, Butte District Projects Engineer                   |
| Walt Ludlow, Helena Hydraulics, Butte District        | Casey Ballard, Butte District Materials Lab                   |
| Bonnie Gundrum, Env. Resources Section Supervisor     | Kam Wrigg, Butte District Maintenance Chief                   |
| Deborah Wambach, District Biologist                   | Phillip Inman, Utilities Engineering Manager                  |
| Lee C. Alt, District Traffic Engineer, Butte District | David Hoerning, R/W Engineering Manager                       |
| Danielle Bolan, Traffic Engineer                      | Greg Pizzini, Acquisition Manager                             |
| LeRoy Wosoba, District Traffic Project Engineer       | Joe Zody, R/W Access Management Section Manager               |
| Kraig McLeod, Safety Engineer                         | Paul Johnson, Project Analysis Bureau                         |
| Nathan Haddick, Bridge Area Engineer, Butte District  | Sue Sillick, Research Section Supervisor                      |
| Matt Strizich, Materials Engineer                     | Duane Williams, Motor Carrier Services Division Administrator |
| Daniel Hill, Pavement Analysis Engineer               | Alice Flesch, ADA Coordinator                                 |
| Pat McCann, Butte District Geotechnical Manager       | Mark Keeffe, Bicycle/Pedestrian Coordinator                   |
| Bryce Larsen, Supervisor, Photogrammetry & Survey     | Wayne Noem, Secondary Roads Engineer                          |
| Marty Beatty, Engineering Information Services        | Zach Cunningham, Butte District R/W Supervisor                |
| Paul Grant, Public Involvement Officer                | Becky Duke, Traffic Data Collection Section Supervisor (WIM)  |
| Jean Riley, Planner                                   | Dan Hill, Pavement Engineer                                   |
| Scott Bunton, Engineering Cost Analyst                |   |

## Alignment and Grade Report

BR 81011, Abandon RR  
Project Manager: Blair Nordhagen

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### Introduction

An Alignment & Grade Review for the subject project was held October 7, 2011 with the following personnel in attendance:

|                 |   |
|-----------------|---|
| Blair Nordhagen | Consultant Design-Helena                        |
| Tony Partlow    | Consultant Design-Helena                        |
| Deborah Wambach | Butte District Biologist-Helena                 |
| Joe Walsh       | Butte District Projects Engineer                |
| Lee Alt         | Butte District Traffic Engineer                 |
| Geno Liva       | Butte District Construction Operations Engineer |
| Dustin Rouse    | Butte District Engineering Services Supervisor  |

### Scope of Work

This project has been nominated to remove the existing bridge and approach embankments, install a vehicle underpass and generally improve the existing horizontal and vertical grades to current Montana Department of Transportation Standards.

### Project Location and Limits

This project is on Off-system Route X81011(L3924007) located in Deer Lodge and Powell Counties about eight (8) miles south of Deer Lodge and west of the Racetrack Interchange at exit 195 in Township 6 North, Range 9 West, Sections 17 and 20. The project begins at the intersection the South Frontage Road (X81011) and Racetrack Road at RP 7.5± and proceeds south approximately 0.5 miles on the South Frontage Road (X81011). The terrain is level and the route is classified as a Major Collector (Rural).

### 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). A Transportation Operations (TO) component and a limited Public Information (PI) component are not necessary for projects classified as Level 3. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### Physical Characteristics

The existing 24' x 182' bridge (L39242007+06001) is a concrete structure in poor condition. The current sufficiency rating is 42.9. The bridge is structurally deficient due to the substructure rating of 4. The Chicago, St. Paul and Pacific Railroad have abandoned the route, the tracks have been removed and the property has been returned to the original owner.

The road has a bituminous plant mix surface with the bridge approaches guardrailed due to the steep sideslopes of the bridge approach embankments. The roadway width is twenty-eight (28) feet. The existing horizontal alignment consists of two curves with a tangent between the curves to form an S curve. The curves have a radius of 818 feet and 1,910 feet respectively. The minimum radius required based on the design criteria for a Major Collector (Rural) for 60 miles per hour (mph) design speed is 1,200 feet.

### Horizontal Alignment

The old alignment contains two horizontal curves. The first an 818' radius curve to the right will be replaced with a 1200' radius curve. The second is a 1910' radius curve to the left will be

## Alignment and Grade Report

replaced with a 2400' radius curve. A short tangent will separate the two curves. The new alignment is slightly shifted from the existing but improves the safety of the roadway by using flatter curves. The new curves bring the roadway up to current MDT standards.

### Vertical Alignment

The vertical alignment on this project will be designed to accommodate a 12' x 12' box culvert that serves as a vehicular underpass. The proposed vertical alignment begins at the edge of Racetrack Road 12.64 feet south of the intersection of the South Frontage Road and Racetrack Road. The overall grade will be flattened and will improve sight distance for this project. The maximum grade for the alignment is +2.12% and a minimum grade of -1.50 % and all vertical curves will be 300.00 feet in length.

At the field review it was recommended that the two (2) existing crest vertical curves be eliminated and a single crest vertical curve be designed for the vehicular underpass. Therefore one of the crest vertical curves will be removed and the vertical alignment will consist of three vertical curves, two (2) sags and one crest.

### Surfacing and Typical Section

The Pavement Analysis Section has recommended that 0.25' of Commercial plant mix and 0.95' of Crushed Aggregate Course be used on this project.

The top width of the plant mix will be 28' ((2) 12' travel lanes and (2) 2' shoulders). Cross slopes will be 2% and side slopes will be 4:1.

### Grading

Grading for this project will be unclassified excavation.

### Hydraulics

All culverts on this project will be replaced with new culverts.

### Bridges

The existing bridge (L39242007+06001) will be removed and all grades will be lowered to improve the sight distance through the project. A vehicular underpass will be constructed at this location for landowner access.

### Traffic

During the construction of this project the roadway will be closed to all traffic.

### Intelligent Transportation Systems (ITS) Features

There are no ITS features on this project. None will be added to this project.

### Miscellaneous

At this time there are no miscellaneous items to discuss.

### Design Exceptions

There are no design exceptions on this project.

### Right-of-Way

## Alignment and Grade Report

Right of way will be required for this project.

### Utilities/Railroads

At the beginning of this project there is an underground telephone cable that passes underneath the PTW at station 10+90.00. The overhead power line on the left side of PTW centerline will be in conflict and require relocation of at least two poles.

The district identified a buried fiber optic cable under the existing bridge. The fiber optics cable is used for 911 services in the western part of the state and the district requested that the cable not be disturbed.

### Environmental Considerations

A programmatic Categorical Exclusion will be completed by Environmental Services for the project. A Biological Resources Report (BRR) has been completed.

An unnamed intermittent tributary to Modesty Creek flows through the southern limits of the project area, as does an irrigation ditch. It is anticipated that these culverts are being replaced with the project. Numerous wetland areas have been delineated within the project area. Minor wetland impacts are expected, but have been minimized by slight alignment shifts and grade adjustments.

The removal of trees and shrubs in the project area should be minimized to the greatest extent possible. If tree or shrub removal is required, it may be subject to timing restrictions per the Migratory Bird Treaty Act (MBTA).

A Great Horned Owl is nesting on the timber blast plates on the center span of the bridge. To avoid impacts to the nesting owls, and be in compliance with the MBTA, Nesting exclusion must be installed or the bridge must be removed during the off-season, typically between July 1 and December 31. These dates are subject to variance – the nest may not be disturbed during any nesting activity by the adults, and/or the young have left the nest for the season.

Fencing should match the existing configuration or give consideration to wildlife friendly fence per MDT standards. A CWA 404 permit and SPA 124 Authorization are anticipated for the proposed project. Cultural resource investigations have been completed and no further work is anticipated. MDT Hazardous Materials Section has completed an Initial Site Assessment. A special provision will be required for the removal and disposal of the blast plates due to the presence of lead paint. Soil sampling for the presence of metals will be required due to the proximity of the project location to the Clark Fork Superfund site.

### Experimental Features

There are no experiment features within this project.

### Traffic Control

The PTW will be closed to all thru traffic. Any traffic control used on this project will be used to redirect traffic away from the construction area.

## Alignment and Grade Report

BR 81011, Abandon RR  
Project Manager: Blair Nordhagen

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### Public Involvement

A news release will be the extent of the public involvement and has been released.

### Cost Estimate

The following is the updated cost estimate.

|                     | Estimated cost             | Inflation (INF)<br>(from PPMS) | TOTAL costs<br>w/INF + IDC<br>(from PPMS) |
|---------------------|----------------------------|--------------------------------|---|
| Road Work           | 614,100.00                 |                                |   |
| New Structure       | 150,000.00                 |                                |   |
| Remove Structure    | 42,000.00                  |                                |   |
| Detour              | 25,000.00                  |                                |   |
| Traffic Control     | 18,000.00                  |                                |   |
| <b>Subtotal</b>     | <b>932,800.00</b>          |                                |   |
| Mobilization (12%)  | 111,936.00                 |                                |   |
| <b>Subtotal</b>     | <b>1,044,736.00</b>        |                                |   |
| Contingencies (10%) | 104,474.00                 |                                |   |
| <b>Total CN</b>     | <b><u>\$ 1,149,210</u></b> | <b><u>\$33,144</u></b>         | <b><u>\$1,296,332</u></b>                 |
| <b>CE (10%)</b>     | <b><u>\$ 114,921</u></b>   | <b><u>\$3,314</u></b>          | <b><u>\$129,632</u></b>                   |
| <b>TOTAL CN+CE</b>  | <b><u>\$1,264,131</u></b>  | <b><u>\$36,458</u></b>         | <b><u>\$1,425,964</u></b>                 |

### Ready Date

The proposed ready date for this project is December 1, 2012. The project is currently behind schedule but should be deliverable by the ready date. The letting date is shown as December 6, 2012 as reflected in OPX2. The letting date should be adjusted to March 7, 2013 to provide time for Contract plans to put the package together.