



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

May 17, 2012

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

Attention: Jeff Patten

Subject: Categorical Exclusion
BOZEMAN FRK CR-SW LENNEP/MT11-1
STPS 294-1(11)11
Control Number: 7776000



RECEIVED

MAY 25 2012

ENVIRONMENTAL

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 2, 2011 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).

Table with 4 columns: YES, NO, N/A, UNK. Rows include project impact questions and construction permit requirements.

| | <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 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 & 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. 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. | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 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 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities: | | | | |
| 1. Provisions would be made for access by local traffic, and be posted for same. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Adverse effects to through-traffic dependant businesses would be avoided or minimized. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Interference to local events(<i>e.g.</i> : festivals) would be minimized to all possible extent. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Substantial controversy associated with this pending action would be avoided. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under <i>CERCLA</i> or <i>CECRA</i>) site(s) are currently on and/or adjacent to this proposed project. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| All reasonable measures would be taken to avoid and/or minimize substantial impacts from same. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| G. The 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 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: 5/17/2012
Barry Brosten - Butte District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 5/18/12
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

Concur Jeffery A. Patten, Date: 5-23-12
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/SOW

Copy (w/o attach.): Jeff Ebert Butte District Administrator
Paul Ferry Highway 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
Barry Brosten Environmental Services
Environmental Services File
Montana Legislative Branch Environmental Quality Council (EQC)



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: December 2, 2011

Subject: STPS 294-1(11)11
BOZEMAN FRK CR-SW LENNEP/MT1
UPN: 7776
Project Work Type 141- Reconstruction - Remove and Replace Culverts

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

Approved Lesly Tribelhorn for Date December 5, 2011
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
Master file
Dustin Rouse, Butte District Engineering Services

Preliminary Field Review/Scope of Work Report

STPS 294-1(11)11 Bozeman Frk CR-SW Lennep/MT11-1

Project Manager : Joe Walsh

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Introduction

A Preliminary Field Review was held on October 31, 2011 for the above noted project.

In attendance were:

Dustin Rouse - District Eng. Services Supervisor – Butte

Joe Walsh - District Project Engineer – Butte

Kevin Mueller – Designer – Butte

Walt Ludlow - District Hydraulics Engineer

Dave Cunningham – Geotech - Helena

Deb Wambach - District Biologist – Helena

Due to the limited Scope of work a combination PFR/SOW report is appropriate.

Proposed Scope of Work

The project has been nominated to replace an existing 120" x 100' SSPP culvert at the Bozeman Fork Creek Crossing due to flood damage. It is anticipated that A Box Culvert will be installed with this project to facilitate stage construction.

The project will include grading, gravel, plant mix surfacing, seal & cover, guardrail, pavement markings. Butte District Road Design will design this project.

Purpose and Need

The purpose and need of this project is to replace a 120" X 100' SSPP culvert to keep Secondary Route 294 open to traffic.

Project Location and Limits

The project is located in Meagher County on Secondary Route 294. The project begins at RP11.1- in Sec 4, T.7 N., R. 9 E. and extends northeasterly to RP 11.3 in Sec 4, T.7 N., R. 9 E. The project length is 0.2 miles.

Work Zone Safety and Mobility

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

Physical Characteristics

1. Surfacing information is provided below:

| <u>From</u> | <u>To</u> | <u>Top Thickness</u> | <u>Bottom</u> | <u>Top Width (ft)</u> |
|-------------|-----------|----------------------|----------------------|-----------------------|
| | | <u>(in)</u> | <u>Thickness in)</u> | |
| RP 11.1 | RP 11.3 | 4.24 | 9.6 | 24 |

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. The construction area is in a tangent section with no vertical curves. There is approximately 6 feet of fill over the existing culvert. The current side slopes are 4:1 throughout the project area. The terrain is level in a rural area. The Functional Classification: Major Collector Rural

3. PvMS Index Numbers & Recommended Treatment for 2011:

| Section | Ride | Rut | ACI | MCI | Construction | Maintenance |
|-------------------|------|------|------|------|-------------------|-------------------|
| RP 0 to RP 11.861 | 68.5 | 82.3 | 98.0 | 87.5 | C AC Thin Overlay | M AC Thin Overlay |

The recommended treatments are not applicable to this culvert replacement project.

Preliminary Field Review/Scope of Work Report

STPS 294-1(11)11 Bozeman Frk CR-SW Lennep/MT11-1

Project Manager : Joe Walsh

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4. As-built Projects
S-14(8) September 1960
5. There are no bridges located within the project limits.

Traffic Data

No traffic data was requested for this culvert replacement project.

Crash Analysis

No crash analysis was requested for this culvert replacement project.

Major Design Features

- a. **Design Speed.** The design speed for this project is 60 mph based on MDT standards for Secondary roads in level terrain. The posted speed limit is 70 mph day and 65 mph night 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 culvert replacement project.
- c. **Typical Sections and Surfacing:** The typical Section for this project will match the existing conditions. A 24' finished top, 0.368' asphalt and 0.8' crushed aggregate course. The existing 4:1 side slopes will be perpetuated to stay within existing right-of-way. Guardrail will be placed within the construction area.
- d. **Geotechnical Considerations.** The Geotechnical section will review the project and provide recommendations for potential culvert foundation treatment, subgrade treatments, and other geotechnical concerns yet to be determined.
- e. **Hydraulics.** The Bozeman Fork Creek is the only hydraulic feature on this project. The As-Built plans indicate that the existing 120" Structural Steel Plate Pipe was extended 12' Lt & Rt with the Ringling – Martinsdale project, S-14(8), back in 1960. The culvert invert is severely pitted and punctured likely do to a combination of corrosion and abrasion. The sloped end treatments experienced significant damage during the high spring runoff of 2010 and 2011 resulting in the loss of embankment, compromising the roadway fill slopes. The Hydraulics Section will provide recommendations for the replacement structure at this crossing.
- f. **Bridges.** There are no bridges on the project.
- g. **Traffic.** New pavement marking will be included on this project.
- h. **Pedestrian/Bicycle/ADA.** No impacts to pedestrian facilities are anticipated.
- i. **Miscellaneous Features.** Guardrail will be installed with this project to meet current MDT standards.
- j. **Context Sensitive Design Issues.** The existing roadway width and 4:1 slops will be perpetuated to match existing conditions to minimize stream impacts and to avoid wetlands and minimize encroachment on the Bozeman Fork Creek. Fish passage will be considered in the design of the new structure.

Preliminary Field Review/Scope of Work Report

STPS 294-1(11)11 Bozeman Frk CR-SW Lenep/MT11-1

Project Manager : Joe Walsh

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Other Projects

Currently there are no other projects in the area.

Location Hydraulics Study Report

The Location Hydraulics Study Report will be prepared by the Hydraulics Section and distributed under a separate memo.

Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

No new right-of-way is anticipated for this project, however a construction permit will be required for the proposed culvert replacement.

Cold-In-Place Recycle

Cold-in-place recycle will not be used for this project.

Access Control

Access Control is not being implemented on this project.

Utilities/Railroads

No railroad involvement is anticipated on this project.

A Phase 1 S.U.E. survey will be requested by Butte District Road Design. Utility conflicts, if any, will be determined upon completion of the survey.

Intelligent Transportation Systems (ITS) Features

ITS will not be pursued on this project.

Survey

A complete location survey will be requested. The survey will be required 1000 feet east and 1000 feet west from the culvert. 200 feet north beyond the right-of-way fence and 100 feet south beyond the right-of-way fence. A Phase 1 S.U.E. survey will be requested. Butte District Materials will complete a soil survey.

A Hyd-1 Survey will be required for the design of the replacement culvert extending 1500' downstream and 500' upstream of the highway. Include stream cross sections every 200' and provide a channel bottom (thalweg) profile with shots taken every 20'. Contact Walt Ludlow at 444-7656 with any questions concerning the Hydraulic Survey

Provide a Corrosive Soils and Water Report for culvert service life calculations.

Public Involvement

Level A

1. News release explaining the project and including a department point of contact.

Preliminary Field Review/Scope of Work Report

STPS 294-1(11)11 Bozeman Frk CR-SW Lennep/MT11-1

Project Manager : Joe Walsh

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Environmental Considerations

A Programmatic Categorical Exclusion will be prepared for this project.

Wetlands associated with the Bozeman Fork Musselshell River exist on both sides of the roadway, mostly on the upstream side. Bozeman Fork is a cold water fisheries, supporting mainly brook and rainbow trout and serves as a tributary to the South Fork Musselshell River. The culvert replacement should provide for fish passage. Some channel restoration immediately upstream of the culvert and at the large outlet scour pool should be considered in association with the culvert replacement to improve the alignment of the channel with the crossing and restore the affected area to a more natural channel configuration. Wetlands will be delineated and any impacts will require mitigation at a reserve in Watershed #10 – Musselshell. A SPA 124 Notification and CWA 404 permit are anticipated for this project. Impacts to riparian vegetation and cottonwood trees in the vicinity of the culvert should be minimized to the greatest extent possible.

Energy Savings/Eco-Friendly Considerations

The limited scope of this project does not provide opportunities to recycle or implement other energy saving/eco-friendly construction methods or materials.

Experimental Features

No experimental features are proposed at this time.

Traffic Control

Traffic will be maintained on the roadway during construction. Appropriate traffic control devices 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). Traffic issues to be considered: Two-way traffic will be maintained at all times. A lane shift will be used as the pipe will be installed one half at a time. All traffic control will be in accordance with the MUTCD.

Project Management

The Butte District Road Design will develop the plans and Joe Walsh will be the Project Design 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 | 200,000 | | |
| Lane Shift | 25,000 | | |
| Traffic Control | 20,000 | | |
| Subtotal | 245,000 | | |
| Mobilization (10%) | 24,500 | | |
| Subtotal | 269,500 | | |
| Contingencies (10%) | 26,950 | | |
| Total CN | \$ 296,450 | \$48,658 | \$378,376 |
| CE (10%) | \$29,645 | \$4,865 | \$37,836 |
| TOTAL CN+CE | \$326,095 | \$53,523 | \$416,212 |

Preliminary Field Review/Scope of Work Report

STPS 294-1(11)11 Bozeman Frk CR-SW Lennep/MT11-1

Project Manager : Joe Walsh

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The estimated cost \$416,212 (CN+CE+INF+IDC) = \$416,212 per project

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 letting date for this project is December 2012.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

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Project Manager : Joe Walsh

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MONTANA DEPARTMENT OF TRANSPORTATION

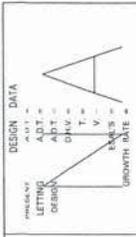
FEDERAL AID PROJECT NO. STPS 294-1(11)11

CULVERT REPLACEMENT

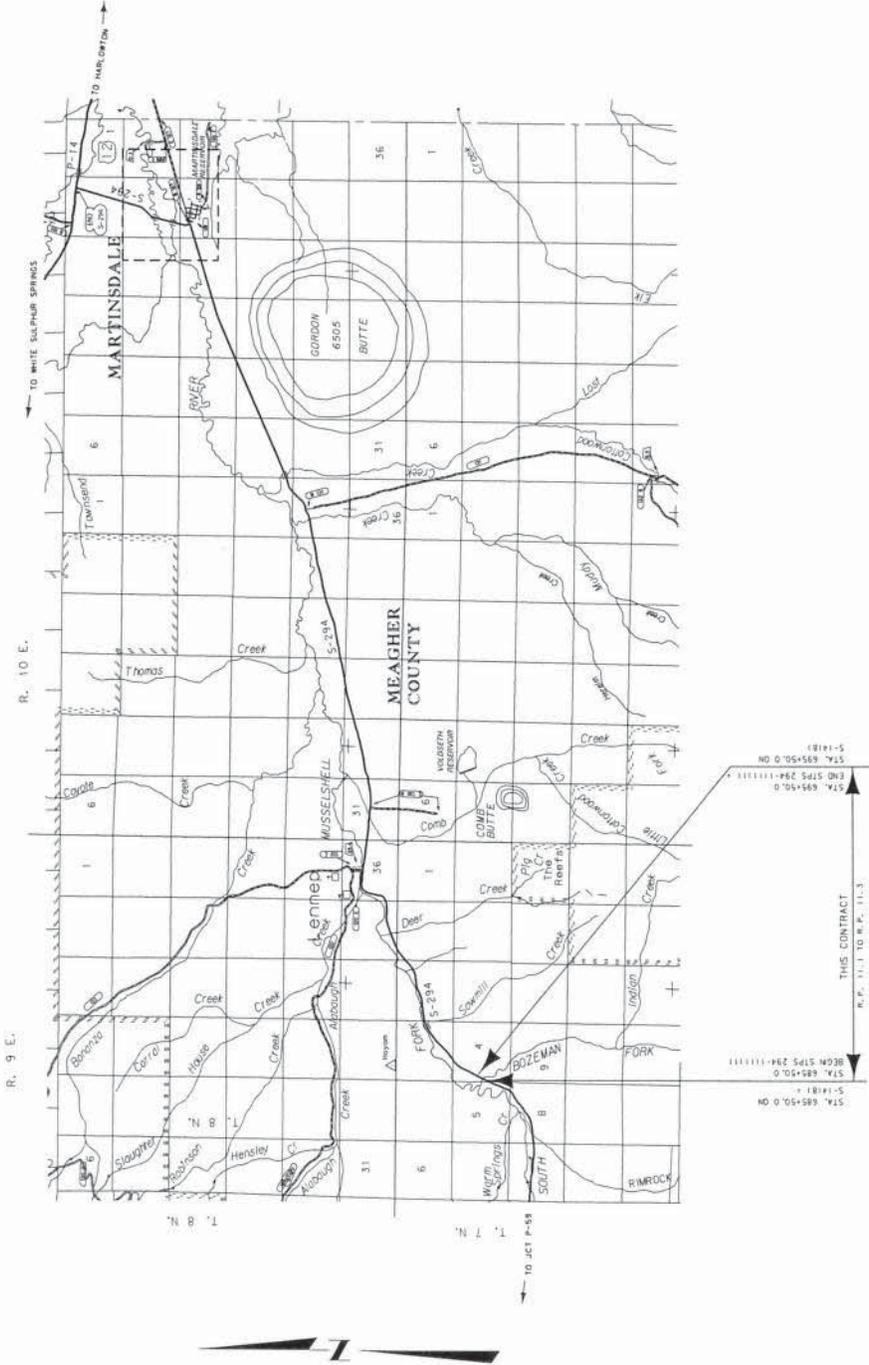
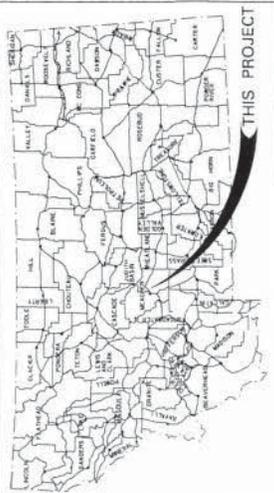
BOZEMAN FRK CR-SW LENNEP/MT11-1

MEAGHER COUNTY

LENGTH 0.2 miles



LETTING DATE _____
SURFACING SOURCES - _____
CONTRACTOR FURNISHED



| | | | | | |
|--|--|---|------------|--|---------|
| | MONTANA DEPARTMENT OF TRANSPORTATION 11/10/2011 9:09:20 AM up61 | LICENSED BY: 64551 PREPARED BY: [blank] CHECKED BY: [blank] | 11/29/2011 | BOZEMAN FRK CR-SW LENNEP/MT11-1 UPN 7776000 | SHEET 1 |
| | PRELIMINARY | | | | |