MDT

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

Timothy W. Reardon, Director
Brian Schweitzer, Governor

October 3, 2012

COPY

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

Attention: Jeff Patten

Subject: Categorical Exclusion
NEVERSWEAT RR-BR REMOVAL
IM 15-2(100)124
Control Number: 7291

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 & Grade/Scope of Work Report dated August 17, 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 23 CFR 771.117(a).	☐	☒	☐	☐
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	☐	☒	☐	☐
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.	☒	☐	☐	☐

	YES	NO	N/A	UNK
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	☐	☒	☐	☐
2. There is a high rate of residential growth in this proposed project's area.	☐	☒	☐	☐
3. There is a high rate of commercial growth in this proposed project's area.	☐	☒	☐	☐
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	☐	☒	☐	☐
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the *1965 National Land & Water Conservation Fund Act* (16 USC 460L, *et seq.*) on or adjacent to proposed the project area.	☐	☒	☐	☐
The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (*e.g.*: MDFWP, local entities, etc.).	☐	☐	☒	☐
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 *Section 106* of the *National Historic Preservation Act* (16 USC 470, *et seq.*) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	☐	☒	☐	☐
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *US Department of Transportation Act* (49 USC 303) on or adjacent to the project area.	☐	☒	☐	☐
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	☐	☐	☒	☐
b. De minimis finding(s) is/are necessary for this project.	☐	☐	☒	☐
c. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.	☐	☐	☒	☐
d. This proposed project requires a full (*i.e.*: DRAFT & FINAL) *Section 4(f)* Evaluation.	☐	☐	☒	☐
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (*e.g.*: "state waters").	☐	☒	☐	☐

	YES	NO	N/A	UNK
1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act* (33 USC 403) and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act* (33 USC 1251-1376) would be met.	☐	☐	☒	☐
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	☐	☐	☒	☐
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	☐	☐	☒	☐
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	☐	☒	☐	☐
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	☐	☐	☒	☐
5. Tribal Water Permit would be required.	☐	☒	☐	☐
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.	☐	☒	☐	☐
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	☐	☐	☐	☐
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	☐	☐	☐	☐
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	☐	☐	☐	☐
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	☐	☐	☐	☐
In accordance with *Section 7* of the *Wild and Scenic Rivers Act* (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	☐	☐	☒	☐

	YES	NO	N/A	UNK
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	☐	☒	☐	☐
1. If yes, are there potential noise impacts?	☐	☐	☒	☐
2. A Noise Analysis would be completed.	☐	☐	☒	☐
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	☐	☐	☒	☐
D. There would be substantial changes in access control involved with this proposed project.	☐	☒	☐	☐
If yes, would they result in extensive economic and/or social impacts on the affected locations?	☐	☐	☒	☐
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.	☒	☐	☐	☐
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	☒	☐	☐	☐
3. Interference to local events(*e.g.*: festivals) would be minimized to all possible extent.	☒	☐	☐	☐
4. Substantial controversy associated with this pending action would be avoided.	☒	☐	☐	☐
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under *CERCLA* or *CECRA*) site(s) are currently on and/or adjacent to this proposed project.	☒	☐	☐	☐
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	☒	☐	☐	☐
G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.	☒	☐	☐	☐
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	☒	☐	☐	☐

	YES	NO	N/A	UNK
I. Documentation of an "invasive species" review to comply with both EO #13112 and the *County Noxious Weed Control Act* (7-22-21, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	☒	☐	☐	☐
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	☐	☒	☐	☐
If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act* (7 USC 4201, *et seq.*).	☐	☐	☒	☐
K. Features for the *Americans with Disabilities Act* (PL 101-336) compliance would be included.	☐	☐	☒	☐
L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.	☒	☐	☐	☐
4. This proposed project complies with the *Clean Air Act*'s *Section 176(c)* (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:				
A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.	☒	☐	☐	☐
and/or				
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.).	☐	☐	☒	☐
C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?	☐	☒	☐	☐
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.	☒	☐	☐	☐
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?	☐	☒	☐	☐

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: 10/3/12
Barry Brosten - Butte District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 10/4/12
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

Concur Jeffrey A Paterson, Date: 10/10/12
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: AGRR

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
	Barry Brosten	Environmental Services
	Environmental Services File	
	Montana Legislative Branch Environmental Quality Council (EQC)	

HSB:bb: s:\projects\butte\7000\7291\7291enced001.docx

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

Memorandum

To: Paul Ferry, PE
Highways Engineer

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

Date: August 17, 2012

Subject: IM 15-2(100)124
Neversweat RR-BR Removal
CN: 7291000
Work Type 140 Reconstruction-Without Added Capacity

Please Approve the Alignment and Grade Review for this project.

Approved Paul Ferry Date August 23, 2012
Paul Ferry, P.E.
Highways 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, 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
Jeff Patten, FHWA - Operations Engineer

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

Dawn Stratton, Fiscal Programming
Scott Bunton, Engineering Cost Analyst
Marisa Mailand, Road Log Manager
Bill Rabey, Environmental

Introduction

An Alignment and Grade Review was held on July 24, 2012 for the above noted project.

In attendance were:
Joe Walsh – District Project Engineer – Butte
Dustin Rouse – District Preconstruction Engineer – Butte
Kevin Mueller – Road Design – Butte
Roy Wiant – Road Design – Butte
Jason Brazill – Road Design – Butte
Geno Liva – Construction – Butte
Duane Liebel – Construction – Butte
Pat McCann – Geotechnical – Helena
Dave Cunningham – Geotechnical – Helena
Justin Crow – Right of Way Design – Butte
Ben Schendel – Hydraulics – Helena

Scope of Work

The proposed project has been nominated from the Butte Interstate Traffic Study Project IM 0002(627) CN: 5098 to replace the Neversweat Railroad Structures I-90/I-15 EB/NB & WB/SB with a 10' x 12' RCB pedestrian underpass. The bridges will not be replaced with new bridges because the railroad they use go over no longer exists and the existing railroad grade has been turned into a pedestrian walking trail. Seal and Cover treatment was recommended for disturbed areas. The project will include grading, gravel, plant mix surfacing, seal & cover, guardrail, pavement markings and updated signing. The project was to include some slope flattening on the WB on ramp of I-115 to remove a sight obstruction; however, the sight obstruction was removed by maintenance. The grade of the existing pedestrian trail under the structures will be perpetuated. Butte District Road Design will design this project.

Purpose and Need

The purpose of the project is to remove functionally obsolete bridges and replace with a pedestrian underpass and to reduce maintenance costs.

Project Location and Limits

The project is located in Silver Bow County on Interstate Route 15. The project begins at RP- 123.9 in Sec. 15, T3N, R8W and extends east to RP- 124.4 in Sec. 15, T3N, R8W. The project length is 0.5 miles.

Physical Characteristics

1. Surfacing information is provided below:

From	To	Top Thickness (in)	Bottom Thickness in)	Top Width (ft)
RP 120.7	RP 124.3	4.2	16.2	38 (EB & WB)

2. Existing Roadside Geometrics: The horizontal and vertical alignments will be perpetuated for this project. This segment is a 4-lane rural facility. There are no proposed changes to the mainline typical section. The existing typical section EB and WB consists of a 4' shoulder, 2-12' travel lanes, and a 10' shoulder. Two 28' x 133' structures create a bottleneck. The I-115 off ramp tapers into the bridge and consists of a 4' shoulder. At the field review it was decided maintenance had remove the sight obstruction and not to extend the project to include some slope flattening on the WB on ramp of I-115. The current side slopes vary throughout the project area. The functional classification is Rural Principal Arterial - Interstate with a rolling terrain.

3. PvMS Index Numbers & Recommended Treatment for 2010:

Section	Ride	Rut	ACI	MCI	Construction	Maintenance
RP 120.7 to RP 124.3 LT	78.0	77.2	97.8	98.7	C_AC Seal & Cover	M_AC Seal & Cover
RP 120.7 to RP 124.3 RT	76.5	74.5	100.0	99.2	C_AC Seal & Cover	M_AC Seal & Cover

4. There are two bridges located within the project limits.

Structure ID	Intersection	Location	Size
I00015124+0037-1	Neversweat Railroad	1 m W Butte	28' x 133'
I00015124+0037-2	Neversweat Railroad	1 m W Butte	28' x 133'

As-built Projects
I 15-2(22)123 U-1 Year 1969 (No vertical alignment available.)
I IG 15-2(16)126 Year 1973

Traffic Data
2010 AADT = 16,970 PRESENT
2014 AADT = 18,540 LETTING YEAR
2034 AADT = 28,810DESIGN YEAR
DHV = 3,080
T = 11.6%
EAL = 1,738
AGR = 2.230%

Crash Analysis

ENGINEERING STUDY EVALUATION DATE: October 18, 2010

DESCRIPTION: NEVERSWEAT RR-BR REMOVAL

ROUTE & MP: I-15 RP 123.9 TO 124.4/I-90 RP 220.0 TO 223.0/I-115 RP 0.0 TO RP 1.371

DATA TIME FRAME: 07/01/2005 TO 06/30/2010

	STATEWIDE AVERAGE FOR RURAL INTERSTATE ROUTES	**STUDY AREA**
ALL VEHICLES CRASH RATE:	0.94[1)]	1.93[1)]
ALL VEHICLES SEVERITY INDEX:	1.88[2)]	2.09[2)]
ALL VEHICLES SEVERITY RATE:	1.76[3)]	4.03[3)]
TRUCK CRASH RATE:	0.58[1)*]	1.15[1)]
TRUCK SEVERITY INDEX:	1.88[2)*]	1.00[2)]
TRUCK SEVERITY RATE:	1.10[3)*]	1.15[3)]

TRUCK CRASHES:	4
TOTAL RECORDED CRASHES:	47

[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.

[*] Statewide average truck crash rate, truck severity index, and truck severity rates are for the years 2004 through 2008.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

No significant variations were noted when comparing to statewide averages for rural interstate routes.

II. HES CLUSTERS OR PROJECTS:

There were no identified crash clusters or planned safety projects during the 2005-2010 study period.

III. REMARKS:

The main crash trend is single vehicle run off-the-road crashes. 34 of the 47 reported crashes were single vehicle run off-the-road crashes. 18 of the reported crashes cited guardrail as the first or most harmful event. 6 of the reported crashes cited overturn as the first or most harmful event. 7 of the reported crashes cited ditch or embankment as the first of most harmful event. *As the project progresses use of cable rail and widening will be considered.*

There were 14 bridge related crashes along this segment of roadway. The majority (7 crashes) of which occurred on the westbound lanes of the Neversweat Railroad Bridge structure. Of these crashes, four were the result of a vehicle losing control while crossing an icy bridge deck and 3 were collisions with another motor vehicle on the roadway resulting in a rear-end or sideswipe collision. Also, three crashes occurred on the eastbound lanes of the Neversweat Railroad Bridge structure. The remaining crashes occurred on various bridge decks within the study area. *Removal of bridges and seal and cover of project is proposed to reduce maintenance and icy bridge decks..*

The majority (28 out of 47) of the crashes are occurring in the eastbound lanes. Of these crashes 20 are single-vehicle run-off-the-road crashes. The remaining crashes are collisions with another motor vehicle resulting in either a rear-end or sideswipe collision. The records show 5 rear-end collisions, 5 sideswipe same direction collisions and 1 right angle collision.

Please be aware that four of the crashes involved conflicts with vehicles exiting onto I-115 from I-15 (City Center Exit). With this project, investigate the feasibility of modifying the I-15/I-115 transition ramp to be a "right" exit versus "left" exit, as drivers are accustomed to exiting off of mainline on the "right" hand side. Consider extending the proposed pedestrian underpass to accommodate the future eastbound right side exit from I-15/I-90 onto I-115 per Exhibit 6-11 of

the Butte Interstate Phase 2 Traffic Study, IM 0002(672), UPN 5098, completed in January of 2009, by PBS&J consulting firm. *Extending of the proposed pedestrian under pass to accommodate a future eastbound right side exit will be considered.*

Verify that there are no right-of-way access issues with the bridge removal. *Full access control will be maintained on this project.*

Please note the above average crash rate, severity rate and severity index.

Upgrade guardrail end treatments, signing, delineation, and pavement markings. *Guardrail and guardrail end treatments will be upgraded to current MDT standards. Traffic will include signing, delineation, and pavement markings to be included in the plans.*

Perpetuate rumble strips per MDT policy. *Rumble strips will be perpetuated.*

Major Design Features

a. **Design Speed.** The design speed for this project is 60 mph for an Interstate system road in rolling terrain. The posted speed for cars and light trucks is 65 mph and 65 mph for heavy trucks.

b. **Horizontal Alignment.** The existing horizontal alignment consists of a tangent section through the project that meets current MDT guidelines. This alignment will be perpetuated with this project.

c. **Vertical Alignment.** The existing vertical alignment grades are:
Southbound
+1.52% to -2.58% with a 1000' VC
Northbound
+1.44% to -3.09% with a 1100' VC
The vertical curves provide the minimum stopping sight distance for a 60 mph design speed for interstate in rolling terrain.

d. **Typical Sections.** The typical will consist of a 4' shoulder, 2-12' travel lanes, and a 10' shoulder to eliminate the bottle necks into the two 28'x 133' bridges that are to be removed. The I-115 off ramp has an existing 4' outside shoulder, as the design progresses we will determine if it is feasible to widen to a standard 6' shoulder for interchange ramps. The surfacing for the trail will match existing gravel conditions.

e. **Surface Design.** The proposed surfacing section consists of:
0.6' Plant Mix Surfacing 3/4" Grade S
0.75' Crushed Aggregate Course
PG 70-28 Asphalt Cement Grade S-3/4" = 6.1% of PMS.
The top 2' of subgrade will be A-1-a Special Borrow at a design R-Value of 30.

f. **Pavement Removal.** The surfacing from the bridge ends heading east has 0.2' of plant mix overlaid 0.7' of concrete that will be removed with this project. The removed pavement and concrete from this project will be at the contractor's disposal.

g. **Grading.** There will be grading to reestablish a typical consisting of a 4' shoulder, 2-12' travel lanes, and a 10' shoulder to eliminate the bottle necks into the bridges that are to be removed. The grading will be paid as embankment-in-place

h. **Slope Design.** The proposed slopes will be constructed to a 3:1 with new metal guardrail.

Slope flattening will not be included on the WB on ramp of I-115.

i. **Geotechnical Considerations.** Geotech will review the project and provide recommendations for subgrade stabilization, culvert bedding, and other geotechnical concerns yet to be determined.

j. **Hydraulics.** A 10' x 12' x 318' RCB will be used as the pedestrian trail underpass. A 24" drainage pipe will be used for a drain across the pedestrian train to allow more natural water flow.

k. **Bridges.** There are two structures that go over the abandoned Neversweat Railroad that are to be removed on this project and replaced with a pedestrian underpass. I00015124+0037-1 eastbound and I00015124+0037-2 westbound are to be removed from inventory.

l. **Safety Enhancements.** This project will provide more safety by removing the existing narrow bridges that cause the road way to bottle neck and will provide a wider road surface.

m. **Context Sensitive Design.** No Context Sensitive Design Issues are anticipated for this project.

n. **Traffic.** The Traffic Section will provide pavement marking quantities for the project. Traffic will review and upgrade signing and delineation as needed. A sign bridge over the north/east bound lanes at station 398+98 may need to be replaced, due to the road widening. If the clearance between the face of the new guardrail and sign bridge is acceptable with the new road width, stiffened guardrail may be used.

o. **Guardrail.** New guardrail will be included in this project.

p. **Miscellaneous Features.** The project was to include some slope flattening on the WB on ramp of I-115 to remove a sight obstruction; however, the sight obstruction was removed by maintenance. Lighting may need to be considered inside the pedestrian tunnel.

q. **Pedestrian/Bicycle/ADA**. There is an existing pedestrian path under the structures. The trail is currently graveled.

Design Exceptions
No design exceptions are anticipated for this project.

Right-of-Way
The existing Right-of-Way is 100 feet parallel from the eastbound centerline and 150' from the westbound centerline. Right-of-Way may be needed to install a pedestrian underpass.

Utilities/Railroads
No railroad involvement is anticipated on this project.
There are overhead and underground utilities. Utility conflicts will be determined.

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

Maintenance Items
Currently there are no maintenance items for this project.

Environmental Considerations
No SPA 124 Notification or CWA 404 permit is anticipated for this project.
Environmental Services Bureau will determine appropriate level of environmental documents.
The Protection of Aquatic Resources special provision will be included in the bid package.
The Migratory Birds special provision will be included in the bid package

An Initial Site Assessment (ISA) will be completed by the Hazardous Waste Section of the Environmental Services Bureau to evaluate hazardous materials/wastes, traffic noise and air issues.

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

Experimental Features
No experimental features are proposed at this time.

Work Zone Safety and Mobility:
This project is part of a high crash corridor identified in the CHSP.

At this time, Level 1 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 limited Traffic Operations (TO) component and a limited Public Information (PI) component will also be included in the plans package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Other Projects
IM 15-2(104)123 Rocker_EB Climbing Lane CN: 7289000
IM 15-2(102)122 Rocker Interch Improvements CN: 7290000

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), a limited Transportation Operations (TO) component and a limited Public Information (PI) component is appropriate for this project.

Traffic issues that will require special consideration are as follows:
Maintain at least one 12 foot traffic lane in each direction at all times.
Advanced notice to pedestrian users for all trail closures.

Through traffic will be maintained during construction utilizing median cross-overs. Maintain traffic on the westbound lanes during Phase 1 and on the eastbound lanes during Phase 2 utilizing two-way traffic.

Median crossovers will be constructed with this project. The locations of the crossovers are yet to be determined. The crossovers will be left in place for future projects in the area.

During the grading operations for the crossover ramps, the ramps may be closed for a short period of time with the approval of the engineer. For ramp closures, provide appropriate advance warning of the ramp closure and appropriate guidance information to direct traffic to optional exit/entrance locations.

Wide Loads: Detour loads over 10 foot wide around construction while cross-overs are utilized. Detour

wide loads approaching the project from the west on I-90 and from the south on I-15 to Garrison via I-90, to Helena via US 12, and to Three Forks via US 12. Reverse the route for wide loads approaching the project from the east on I-90. Detour wide loads approaching the project from the north on I-15 at Helena to Garrison via US 12 and to Nissler interchange via I-90.

The PI component, if appropriate, will consist of dispersing construction information to local newspapers and the MDT Construction Road report.

Intelligent Transportation Systems (ITS) Features
ITS will not be pursued on this project.

Public Involvement
A news release was sent out on June 9, 2011

Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	1,150,000		
Remove Structure	70,000		
Traffic Control	250,000		
Subtotal	1,470,000		
Mobilization (10%)	147,000		
Subtotal	1,617,000		
Contingencies (15%)	242,550		
Total CN	**$1,859,550**	**$81,859**	**$2,156,517**
CE (10%)	**$185,955**	**$8,185**	**$215,650**
TOTAL CN+CE	**$2,045,505**	**$90,044**	**$2,372,167**

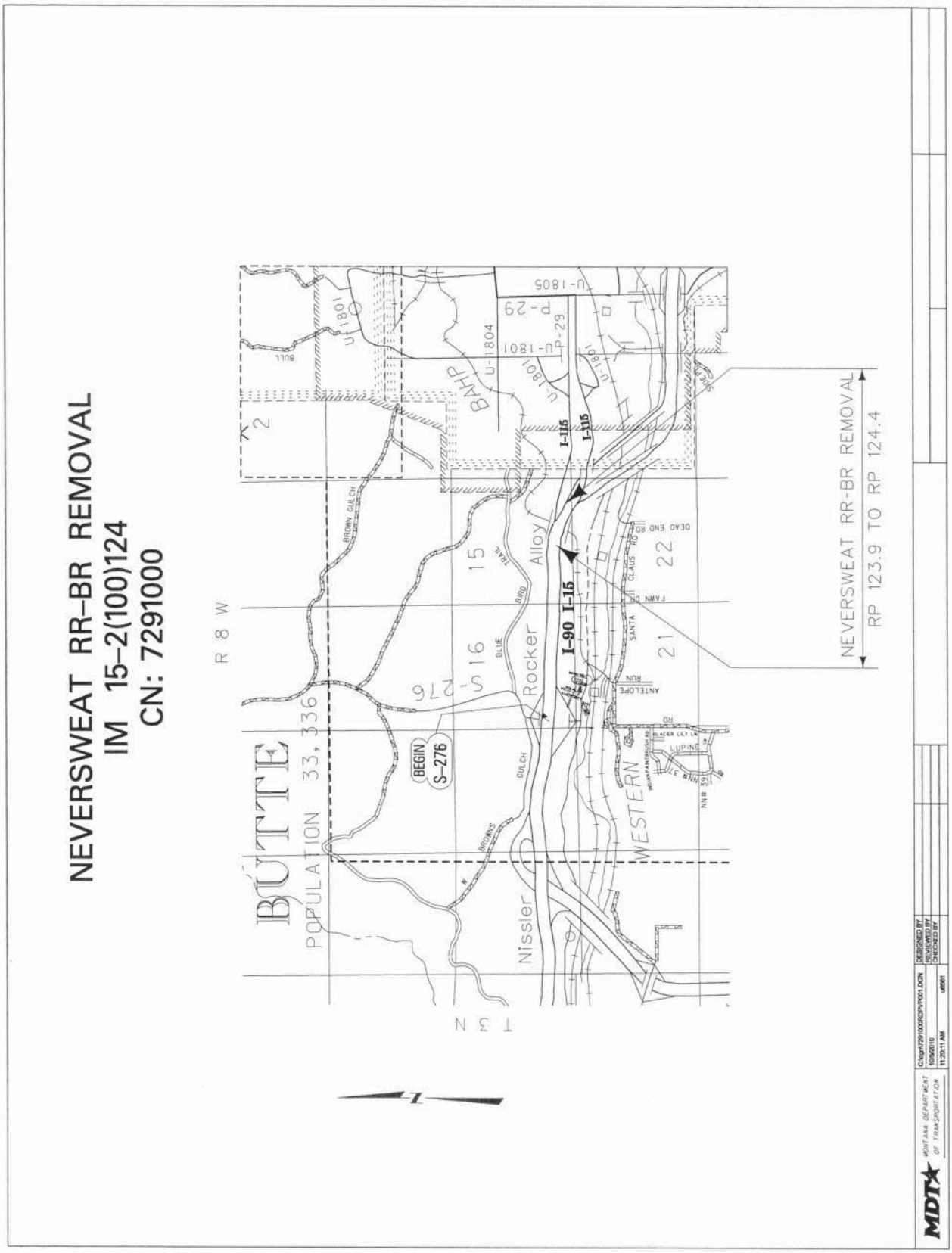
The estimated cost $2,372,167 (CN+CE+INF+IDC) = $4,744,334 per mile

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 11.08% as of FY 2011.

Project Management
The Butte District Road Design will develop the plans and Joe Walsh is the Project Design Manager. At this time this project is under full FHWA oversight.

Ready Date
The project is currently blue in OPX2. Once the scope of work has been approved, the FM's will be contacted to adjust activities based on the scope with the intent of meeting the ready date of Dec, 2013.

Site Map
The project site map is attached.


NEVERSWEAT RR-BR REMOVAL
IM 15-2(100)124
CN: 7291000
BUTTE
POPULATION 33,336
R 8 W
T 3 N
BEGIN
S-276
S-276
Nissler
Rocker
Alloy
BAHP
WESTERN
I-90 I-15
I-115
I-115
U-1801
U-1804
U-1805
P-29
NEVERSWEAT RR-BR REMOVAL
RP 123.9 TO RP 124.4
MDT
MONTANA DEPARTMENT OF TRANSPORTATION