



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Michael T. Tooley, Director  
Steve Bullock, Governor

October 17, 2013

Brian Hasselbach  
Federal Highway Administration (FHWA)  
585 Shepard Way  
Helena MT 59602



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects  
IM 15-2(119)130  
BUTTE - ELK PARK  
Control Number: 8102000

Dear Brian Hasselbach:

The MDT Environmental Services Bureau has reviewed the Preliminary Field Review/Scope of Work Report (PFR/SOW) for the subject project. Based on the completed Environmental Checklist for Pavement Preservation Projects (Checklist), we conclude that the Statewide Programmatic Categorical Exclusion for these types of projects would cover this project. For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist. Environmental-related Special Provisions are attached.

If you have questions or concerns, please contact Barry Brosten at 444.0804 or me at 444.7203. We will be pleased to assist you.

Sincerely,

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

Attachments: PFR/SOW Report, Environmental Checklist

Enclosure

e-copies w/checklist encl.:

Jeff Ebert, Butte District Administrator  
Tom Martin, P.E., Environmental Service Bureau Chief  
Heidi Bruner, P.E., ESB Engineering Section Supervisor  
Paul Ferry, P.E., Highways Engineer  
Suzy Price, Contract Plans Bureau Chief  
Nicole Pallister, Fiscal Programming Section Supervisor  
Tom Erving, Fiscal Programming  
Montana Legislative Branch Environmental Quality Council  
File

s:\projects\butte\8000\8102\8102enpavpres2.docx

## PROTECTION OF AQUATIC RESOURCES

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

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

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

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

S:\PROJECTS\BUTTE\8000\8102\8102000ENPARSPC.doc

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

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

**ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS**

(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project Number: IM 15-2(119)130 Control No.: 8102000 Project Name: Butte-Elk Park

Reference Post (Station): 130.0 To Reference Post (Station): 133.6

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

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

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

Checklist prepared by:

Joe Walsh  
Applicant

District Projects Engineer

9/25/2013

Approved by:

*Wally Bruner*  
Environmental Services

ENVIRONMENTAL ENGINEERING  
SECTION SUPERVISOR  
Click here to enter text.  
Title

10/16/13  
Click here to enter a date.  
Date

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

The Applicant is **not** authorized to proceed with the proposed work until the checklist has been reviewed and approved, as necessary, and any requested conditions of approval have been incorporated.

- A. Complete the checklist items 1 through 7, indicating "Yes" or "No" for each item. Include comments, explanations, information sources, and a description of the magnitude/importance of potential impacts in the right hand column. Attach additional and supporting information as needed. The checklist preparer, by signing, certifies the accuracy of the information provided.
- B. When "Yes" is indicated on any item, the checklist preparer must explain why and provide the appropriate documentation, evaluation, permit, and/or mitigation measures required to satisfy environmental concerns for the project. Use attachments if necessary. **Any proposed mitigation measures will become a condition of approval.**
- C. If the applicant checks "Yes" for any one item, the checklist and MDT's mitigation proposal, documentation, evaluation and/or permit shall be submitted to MDT Environmental Services Bureau. Electronic format is preferred. Contact Number 444-7228.
- D. When the applicant checks a "Yes" item, MDT cannot be authorized to proceed with the proposed work until Environmental Services Bureau reviews the information and signs the checklist.
- E. MDT will obtain all necessary permits or authorizations from other entities with jurisdiction prior to beginning the Pavement Preservation Activity.
- F. The links above are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult Environmental Services Bureau and/or other information sources.

**Comments regarding Impact Question No. 2a. and 2b.**

MDT Environmental Services Biological Resources staff will evaluate the possibility of Threatened and Endangered species in the vicinity of the project area. Appropriate Special Provisions will be included in the Plans Package as necessary.

**Comments regarding Impact Question No. 3a, 3b. and No. 4a, 4b**

The following statement or an updated version will be included on the NOTES page of the Plan Package:

**TEMPORARY EROSION AND SEDIMENT CONTROL**

If situations are observed during construction that may potentially impact water quality, including wetland areas, utilize Best Management Practices (BMP) and/or temporary erosion control measures as necessary to protect the resource. Refer to Section 208 of the MDT Detailed Drawings for erosion and sediment control Best Management Practices.

Additionally, the following Special Provision or an updated version will be included in the Plan Package.

**PROTECTION OF WETLAND AREAS AND OTHER DRAINAGES**

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

If complete avoidance of all impacts to these areas is not possible, contact the District Biologist at 444-0461 or the Construction Permit Coordinator at 494-9612, so that the proper permits can be secured prior to working in these areas. Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor.



**Memorandum**

To: Distribution

From: Paul Ferry, P.E.  
 Highways Engineer

Date: September 25, 2013

Subject: IM 15-2(119)130  
 Butte-Elk Park  
 UPN-8102000  
 Project Work Type 160 – Minor Rehabilitation

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

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:

Approved \_\_\_\_\_ Date \_\_\_\_\_

Distribution:

Jeff Ebert, District Administrator  
 Kent Barnes, Bridge Engineer  
 Paul Ferry, Highways Engineer  
 Roy Peterson, Traffic and Safety Engineer  
 Robert Stapley, Right-of-Way Bureau Chief

Tom Martin, Environmental Services Bureau Chief  
 Lynn Zanto, Rail, Transit, & Planning Division Administrator  
 Jake Goettle, Construction Engineering Services Bureau  
 Matt Strizich, Materials Engineer  
 Jon Swartz, Maintenance Administrator  
 Jeff Patten - FHWA

Joe Walsh, Project Design Manager, Butte District  
 Master file

Dawn Stratton, Fiscal Programming Section  
 Damian Krings, Road Design Engineer

e-copies:

Jim Walther, Engineering, Preconstruction Engineer  
 Lesly Tribelhorn, Highways Design Engineer  
 Mark Goodman, Hydraulics Engineer  
 Walt Ludlow, District Hydraulics Engineer  
 Bill Semmens, Env. Resources Section Supervisor  
 Deb Wambach, District Biologist  
 Barry Brosten, District Project Development Engineer  
 Danielle Bolan, Traffic Operations Engineer  
 Ivan Ulberg, Traffic Design Engineer  
 Leroy Wosoba, District Traffic Project Engineer  
 Kraig McLeod, Safety Engineer  
 Nathan Haddick, Bridge Area Engineer, Butte District  
 Michael Grover, Engineering Cost Analyst  
 Marty Beatty, Engineering Information Services  
 Paul Grant, Public Involvement Officer  
 Sue Sillick, Research Section Supervisor  
 Alyce Fisher, Fiscal Programming  
 Wayne Noem, Secondary Roads Engineer  
 Mark Keeffe, Bicycle/Pedestrian Coordinator  
 Alice Flesch, ADA Coordinator  
 Bill Rabey, Environmental  
 Marisa Mailand, Road Log Manager  
 Matt Maze, ADA Coordinator

Jake Goettle, Construction Bureau – VA Engineer  
 Dustin Rouse, District Preconstruction  
 Joe Walsh, District Projects Engineer  
 Mike Walsh, District Materials Lab  
 Kam Wrigg, Butte District Maintenance Chief  
 Therese Iwaniak, District Right of Way Supervisor  
 Phillip Inman, Utilities Engineering Manager  
 David Hoerning, R/W Engineering Manager  
 Greg Pizzini, Acquisition Manager  
 Joe Zody, R/W Access Management Section Manager  
 Matt Strizich, Materials Engineer  
 Daniel Hill, Pavement Analysis Engineer  
 Patrick McCann, District Geotechnical Manager  
 Dave Cunningham Geotechnical  
 Bryce Larsen, Supervisor, Photogrammetry & Survey  
 Paul Johnson, Project Analysis Bureau  
 Jean Riley, Planner  
 Dawn Stratton, Fiscal Programming Section  
 Michael Murphy, Eng. Manager, Bridge Management System  
 Duane Williams, Motor Carrier Services Division Administrator  
 Becky Duke, Traffic Data Collection Section Supervisor (WIM)  
 Doug McBroom, Maintenance Division Operations Manager (RWIS)



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 Engineer

Date: September 25, 2013

Subject: IM 15-2(119)130  
Butte-Elk Park  
UPN-8102000  
Project Work Type 160- Minor Rehabilitation

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

Approved Paul Ferry Date October 4, 2013  
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

# Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
Project Manager: Dustin Rouse

Page 1 of 7

## Introduction

A Preliminary Field Review was held on August 5<sup>th</sup>, 2013 for the above noted project.

In attendance were:

Jim Davies – Butte Design Manager – Helena  
Steve McEvoy– Pavement Analysis – Helena  
Dustin Rouse – District Engineering Services Supervisor – Butte  
Joe Walsh – Project Manager – Butte  
Kevin Mueller – Design Supervisor – Butte  
Deb Wambach – Environmental – Helena  
Brett Williams – Designer – Butte  
Jason Brazill – Designer - Butte

## Proposed Scope of Work

The project was nominated as a mill and fill Minor Rehabilitation project. From RP. 130.0 to RP 134.0. It was determined during the PFR that this project will end at RP 133.6 at the Silver Bow/ Jefferson County line. Due to the extensive cracking in the roadway, the appropriate treatment for the project will be a full width mill and fill.

The proposed work will consist of cold milling the existing pavement full width to a pavement depth of 0.20’ then replacing it with 0.20’ plant mix surfacing. This project will include a 300’ digout in the southbound lane, seal & cover, pavement markings and rumble strips. The Lady of the Rockies turnout will be milled and filled including seal & cover and pavement markings. Bridge deck treatment for interstate bridges and some new bridge rail may be needed.

## Purpose and Need

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

## Project Location and Limits

The project is located in Silver Bow County on Interstate Route 15. The project begins at RP-130 in Sec. 28, T3N, R7W and extends north to RP- 133.6 in Sec. 3, T3N, R6W. The project length is 3.6 miles.

## As-built Projects

I-IG 15-2(55)130, year 1986  
I 15 2 37, year 1978  
I-15-2(68)130, year 2003

## 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 Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP).

## Physical Characteristics

1. Surfacing information is provided below:

| <u>From</u> | <u>To</u> | <u>Top Thickness</u><br><u>(in)</u> | <u>Bottom</u><br><u>Thickness in</u> | <u>Top Width (ft)</u> |
|-------------|-----------|-------------------------------------|--------------------------------------|-----------------------|
| RP 130.0    | RP 131.1  | 3.19                                | 12                                   | 38 (NB & SB)          |
| RP 131.1    | RP 133.6  | 4.37                                | 12                                   | 38 (NB & SB)          |

## Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
 Project Manager: Dustin Rouse

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

3. PvMS Index Numbers & Recommended Treatment for 2015:

| Section                 | Ride | Rut  | ACI  | MCI  | Construction            | Maintenance             |
|-------------------------|------|------|------|------|-------------------------|-------------------------|
| RP 130.0 to RP 133.6 LT | 74.7 | 62.3 | 99.1 | 96.7 | Do Nothing              | Do Nothing              |
| RP 130.0 to RP 133.6 RT | 73.4 | 68.8 | 97.7 | 97.1 | C_AC Crack Seal & Cover | M_AC Crack Seal & Cover |

4. There are 2 bridges and 1 large Culvert located within the project limits.

| Structure ID    | Intersection             | Location       | Size              | Built |
|-----------------|--------------------------|----------------|-------------------|-------|
| I00015130+00261 | BNRR (Tracks not in use) | Butte          | 219' X 41.31'     | 1966  |
| I00015130+00262 | BNRR (Tracks not in use) | Butte          | 219' X 47'        | 1986  |
| I00015131+09001 | Farm Access              | 2 mile N Butte | 10' X 80' Culvert | 1966  |

### Traffic Data

2013 AADT = 3,480 PRESENT  
 2015 AADT = 3,580 LETTING YEAR  
 2035 AADT = 4,630 DESIGN YEAR  
 DHV = 650  
 T = 18.1%  
 EAL = 394  
 ARG = 1.3%

### Crash Analysis

#### ENGINEERING STUDY EVALUATION

DATE: August 20, 2013

DESCRIPTION: Butte – Elk Park

ROUTE & MP: I-15 RP 130.0 to 134.0

DATE TIME FRAME: 01-01-2010 TO 12-31-2012

| STATEWIDE AVERAGE FOR RURAL INTERSTATE | (2008-2012)              | STUDY AREA<br>(2010-2012) |
|--|--------------------------|---------------------------|
| ALL VEHICLES CRASH RATE:               | <u>0.90<sup>1)</sup></u> | <u>1.66</u>               |
| ALL VEHICLES SEVERITY INDEX:           | <u>1.83<sup>2)</sup></u> | <u>2.08</u>               |
| ALL VEHICLES SEVERITY RATE:            | <u>1.65<sup>3)</sup></u> | <u>3.45</u>               |
| TOTAL RECORDED CRASHES:                | <u>25</u>                |                           |

<sup>1)</sup>Crash rates are defined as the number of crashes per million vehicles miles.

## Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
Project Manager: Dustin Rouse

Page 3 of 7

<sup>2)</sup>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.

<sup>3)</sup>Severity rate is defined as the crash rate multiplied by the severity index.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 32.0% of the crashes occurred outside the shoulder or off road vs. 16.8% statewide average for rural Interstate routes.
- 48.0% of the crashes occurred in dark-not lit conditions vs. 37.8% statewide average for rural Interstate routes.

II. CRASH CLUSTERS AND SAFETY PROJECTS:

A crash cluster was identified in 2012/2013 HSIP. As a result, MDT Maintenance installed a Curve Warning Sign with 65MPH Speed Plaque for northbound traffic in September 2012 to address crashes in the curve at the top of the hill before the Woodville interchange.

III. REMARK:

The main observed crash trend is single-vehicle run-off-road crashes (13). Of these, five crashes were cited as hitting guardrail and four crashes were cited as overturns.  
The second observed crash trend was wild animal-vehicle collisions. There were 9 wild animal crashes with 5 occurring in dark conditions.

### Major Design Features

- Design Speed.** The design speed for this project is 60 mph based on MDT standards for Interstate system roads in rolling terrain. The posted speed for cars and light trucks is 75 mph and 65 mph for heavy trucks.
- Horizontal and Vertical Alignment.** The horizontal and vertical alignments will be perpetuated with this pavement preservation project.
- Typical Sections and Surfacing.** There are no proposed changes to the typical sections as this is a mill, fill, and seal & cover project. The Butte Lab will core drill the existing pavement to determine the thickness as necessary.
- Cold Millings.** The cold millings that will be produced with this project will be given to the county.
- Geotechnical Considerations.** A Digout will be required in the southbound lanes at approximately RP131.39. The extent will be determined with information from the cores.
- Hydraulics.** No Hydraulic considerations are anticipated on this project.
- Bridges.** Bridge deck seal will be done on the following bridge decks. Bridge will provide Crack seal quantities and a special provision.

| Bridge ID       | Intersection | Proposed Work |
|-----------------|--------------|---------------|
| I00015130+00261 | BNRR         | Crack seal    |
| I00015130+00262 | BNRR         | Crack seal    |

## Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
Project Manager: Dustin Rouse

Page 4 of 7

---

- h. **Traffic.** New Pavement markings will be included on this project. Signing and delineation will be reviewed by the traffic section.
- i. **Pedestrian/Bicycle/ADA.** No impacts to pedestrian facilities are anticipated.
- j. **Miscellaneous Features.** There are no miscellaneous features on this pavement preservation project.
- k. **Guardrail.** Guardrail will be reviewed and replaced as needed.
- l. **Rumble Strips.** Rumble strips will be installed left and right in both northbound and southbound lanes.
- m. **Context Sensitive Design Issues.** There are no context sensitive design issues associated with this project.

### **Other Projects**

IM 15-3(84)134, Elk Park, CN: 8104000

### **Location Hydraulics Study Report**

There will be no hydraulic involvement on this project.

### **Design Exceptions**

There are no design exceptions on this pavement preservation project.

### **Right-of-Way**

No R/W involvement is required on this pavement preservation project.

### **Cold-In-Place Recycle**

The district reviewed this project with pavement design and found that CIP is not a cost effective treatment for this interstate pavement preservation project.

### **Access Control**

This roadway is a controlled access facility.

### **Utilities/Railroads**

A flagging agreement will be needed for the BNRR for bridge work. No utilities will be affected by this project.

### **Maintenance Items**

No Maintenance issues were identified for this pavement preservation project.

### **Intelligent Transportation Systems (ITS) Features**

ITS will not be pursued on this project.

### **Survey**

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

## Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
Project Manager: Dustin Rouse

Page 5 of 7

### Public Involvement

#### Level A

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

### Environmental Considerations

This project meets the criteria for a statewide programmatic categorical exclusion under the pavement preservation agreement with FHWA. We are submitting a pavement preservation checklist for this project. As proposed, no CWA 404 permit or SPA 124 notifications are anticipated for this project. The Protection of Aquatic Resources special provisions will be included in the bid package for this project.

### Energy Savings/Eco-Friendly Considerations

No energy saving/eco-friendly considerations are associated with this pavement preservation project.

### Experimental Features

No experimental features will be utilized with this project.

### 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*.

The Transportation Management Plan (TMP) will consist of a Traffic Control Plan (TCP) only.

### Project Management

The Butte District Road Design will develop the plans and Dustin Rouse will be the Project Design Manager. At this time this project is not under full FHWA oversight.

### Preliminary Cost Estimate

|                    | Estimated cost            | Inflation (INF)<br>(from PPMS) | TOTAL costs<br>w/INF + IDC<br>(from PPMS) |
|--------------------|---------------------------|--------------------------------|---|
| Road Work          | 3,000,000                 |                                |   |
| Bridge Work        | 30,000                    |                                |   |
| Traffic Control    | 40,000                    |                                |   |
| <b>Subtotal</b>    | <b>3,070,000</b>          |                                |   |
| Mobilization (10%) | 307,000                   |                                |   |
| <b>Subtotal</b>    | <b>3,377,000</b>          |                                |   |
| Contingencies (8%) | 270,160                   |                                |   |
| <b>Total CN</b>    | <b><u>\$3,647,160</u></b> | <b><u>\$ 586,717</u></b>       | <b><u>\$ 4,620,006</u></b>                |
| <b>CE (10%)</b>    | <b><u>\$364,716</u></b>   | <b><u>\$58,671</u></b>         | <b><u>\$ 461,999</u></b>                  |
| <b>TOTAL CN+CE</b> | <b><u>\$4,011,876</u></b> | <b><u>\$ 645,388</u></b>       | <b><u>\$ 5,082,005</u></b>                |

The estimated cost \$5,082,005 (CN+CE+INF+IDC) = \$1,411,668 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 9.12% for FY 2014.

## Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park

Project Manager: Dustin Rouse

Page 6 of 7

---

### **Ready Date**

The proposed ready date for this project is March 2014.

### **Site Map**

The project site map is attached.

Preliminary Field Review/Scope of Work Report

IM 15-2(119)130, Butte-Elk Park  
Project Manager: Dustin Rouse

BUTTE - ELK PARK  
IM 15-2(119)130  
UPN: 8102000

