MDT

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

Michael T. Tooley, Director
Steve Bullock, Governor

October 18, 2013

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

MASTER FILE COPY

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
IM 15-3(84)134
ELK PARK
Control Number: 8104000

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,

Heidy Bruner

Heidy 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
Heidy Bruner, P.E., ESB Engineering Section Supervisor
Paul Ferry, P.E., Highways Engineer
Suzy Price, Contract Plans Bureau Chief
Lisa Hurley, Fiscal Programming Section Supervisor
Tom Erving, Fiscal Programming
Montana Legislative Branch Environmental Quality Council
File
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PROTECTION OF AQUATIC RESOURCES

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

Impacts to aquatic resources are not anticipated in association with this project. MDT has NOT acquired any water quality permits or authorizations, including a Clean Water Act Section 404 permit (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, including Bison Creek or numerous intermittent drainages crossing the highway, 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.

REMOVE ACCUMULATED SANDING MATERIAL

In areas of remove and reset guardrail, remove accumulated sanding material from under the guardrail run. Dispose of the sanding material in accordance with all applicable laws and regulations. Do not allow sanding material, or other construction related materials, to enter aquatic resources. Include the cost of sanding material removal and disposal in other work.

(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 15-3(84)134 **Control No.:** 8104000 **Project Name:** Elk Park

Reference Post (Station): 133.6 **To Reference Post (Station):** 142.4

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

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

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)

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

Checklist prepared by:

Joe Walsh	District Projects Engineer	9/23/2013
Applicant	Title	Date

Approved by: [signature]

Environmental Services	ENVIRONMENTAL ENGINEER SECTION SUPERVISOR Click here to enter text.	10/21/13 Click here to enter a date.
	Title	Date

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

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

Memorandum

To: Distribution

From: Paul Ferry, P.E.
Highways Engineer

Date: September 23, 2013

Subject: IM 15-3(84)134
Elk Park
UPN-8104000
Project Work Type 160 – Minor Rehabilitation

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on October 3, 2013. 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

cc:
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 23, 2013

Subject: IM 15-3(84)134
Elk Park
UPN-8104000
Project Work Type 160 – Minor Rehabilitation

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

Approved Paul Ferry Date October 3, 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
Dustin Rouse, P.E. Engineering Services Supervisor
Master file

Introduction

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

In attendance were:
Jim Davies – Butte Design Manager – Helena
Steve McEvoy – Pavement Analysis – Helena
Pat McCann – Geotechnical – 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. It was determined during the PFR that 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 0.10' then replacing it with 0.20' plant mix surfacing. The ramps and crossroads will be cold milled full width to a pavement depth of 0.15' then replacing it with 0.15' plant mix surfacing. This project will include seal & cover, pavement markings, guardrail, and rumble strips. 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 Jefferson County on Interstate Route 15. The project begins at RP 133.6 in Sec. 3, T3N, R7W and extends north for 8.8 miles to RP- 142.4 in Sec. 29, T5N, R6W.

As-built Projects
- I-IG 15-2(18)131 – Original Construction – 1966
- I 15-2(25)134 – Surfacing - 1978
- I-IG 15-2(55)130 – Reconstruction – 1986
- IM 15-2(68)130 – Surfacing - 2003
- IM 15-3(65)134 – Structures – 2004

Work Zone Safety and Mobility

A portion of this project (RP 139.5 to RP 142.4) is part of a high crash corridor identified in the CHSP.

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. A Traffic Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Traffic Operations (TO) component and a limited Public Information (PI) component is appropriate for this project. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

1. Surfacing information is provided below:

From	To	Top Thickness (PMS) (in)	Bottom Thickness (CAC) (in)	Top Width (ft)
RP 133.6 I-15	RP 142.44 I-15	4.37	12.0	38 (EB & WB)

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

3. PvMS Index Numbers & Recommended Treatment:

					Construction		Maintenance	
Section	Ride	Rut	ACI	MCA	2013	2015	2013	2015
RP 133.6 to RP 143.6 LT	78.9	70.4	99.1	99.5	Do Nothing	C_AC Crack Seal & Cover	Do Nothing	M_AC Crack Seal & Cover
RP 133.6 to RP 143.6 RT	80.7	67.5	98.0	99.3	Do Nothing	C_AC Crack Seal & Cover	Do Nothing	M_AC Crack Seal & Cover

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

Structure ID	Intersection	Location	Size	Built
I00015134+00391	INT Woodville	3 m N Butte	148’ x 44.2’	1976
I00015134+00392	INT Woodville	3 m N Butte	148’ x 44.6’	1976
I00015136+07921	Sep. Sawmill Gulch	6 m N Butte	123’ x 44.6’	1976
I00015136+07922	Sep. Sawmill Gulch	6 m N Butte	123’ x 44.6’	1976
I00015138+06601	INT Trask	8 m N Butte	127’ x 44.6’	1976
I00015138+06602	INT Trask	8 m N Butte	127’ x 44.6’	1976

Traffic Data

2013 AADT= 3110 PRESENT
2015 AADT= 3170 LETTING YEAR
2035 AADT= 3950 DESIGN YEAR
DHV= 550
D= N/A
T= 20.3%
EAL= 382
AGR= 1.1%

Crash Analysis

ENGINEERING STUDY EVALUATION DATE: August 13, 2013

DESCRIPTION: Elk Park

ROUTE & RP: I-15 RP 134.0 to RP 142.4

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

STATEWIDE AVG. RURAL INTERSTATE ROUTES	(2008-2012)	STUDY AREA (2010-2012)
ALL VEHICLES CRASH RATE:	0.90[1)]	0.93[1)]
ALL VEHICLES SEVERITY INDEX:	1.83[2)]	1.83[2)]
ALL VEHICLES SEVERITY RATE:	1.65[3)]	1.70[3)]
TOTAL RECORDED CRASHES:		24

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.

I. VARIATIONS FROM AVERAGE OCCURRENCE:

- 33.35% of the crashes occurred on the outside shoulder vs. 16.53% statewide average for rural Interstate routes.
- 58.33% of the crashes occurred on icy/snowy/slushy road conditions vs. 39.9% statewide average for rural Interstate routes.
- 50% of the crashes occurred dark-not lighted conditions vs. 37.77% statewide average for rural Interstate routes.

II. CRASH CLUSTERS AND SAFETY PROJECTS:

- There were no crash clusters or safety projects identified for the study period.

III. REMARKS AND RECOMMEDATIONS:

- The main observed crash trend was single vehicle run-off-the-road crashes (16). Of these, nine crashes were cited as overturning. The second observed crash trend was wild animal-vehicle collisions (4).
- Twelve of the reported crashes were cited as occurring in dark conditions.
- Fourteen of the reported crashes were cited as occurring in icy/snowy/slushy conditions.
  Rumble strips and delineation will be perpetuated.

Major Design Features

a. **Design Speed.** The design speed for this project is 70 mph based on MDT standards for Interstate system roads in level terrain. The posted speed for cars and light trucks is 75 mph and 65 mph for heavy trucks.

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

c. **Typical Sections and Surfacing**. There is one proposed change to the typical section as this is a .1' mill and .2' overlay. The existing width of 38.0' will be perpetuated and shoulder gravel will be used to make the shoulder slope a 5:1±. The Butte Lab will core drill the existing pavement to determine the thickness as necessary.

d. **Cold Millings.** Some of the cold millings that will be produced with this project will be used for shoulder gravel; the remainder of the millings will be given to the county.

e. **Geotechnical Considerations**. Geotechnical considerations, such as the need for isolated digouts, will be addressed as the design progresses.

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

g. **Bridges.** The following is a summary of the proposed bridge work for this project: Bridge will provide crack seal quantities and special provisions.

Structure ID	Intersection	Proposed Work
I00015134+00391	INT Woodville	Crack Seal
I00015134+00392	INT Woodville	Crack Seal
I00015136+07921	Sep. Sawmill Gulch	Crack Seal, possible erosion mitigation
I00015136+07922	Sep. Sawmill Gulch	Crack Seal
I00015138+06601	INT Trask	Crack Seal
I00015138+06602	INT Trask	None

h. **Traffic.** New Pavement markings and delineation will be included on this project. Signing will be determined 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.** Due to additional road thickness, all guardrail will be removed and reset. The terminal sections will be reused.

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 15-2(119)130 Butte – Elk Park UPN 8102000

IM 15-2(84)142 Elk Park - Basin UPN 8103000

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

Design Exceptions
To keep a 38' top road width, shoulder gravel will be placed to create a 5:1 in slope due to milling .1' and overlaying .2'.

Right-of-Way
No R/W involvement is required on this pavement preservation project.

Access Control
This roadway is a controlled access facility.

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

Maintenance Items
Maintenance will perform the erosion mitigation work.

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.

Public Involvement
Level A

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

Because a portion of this project (RP 139.5 to RP 142.4) is part of a high crash corridor, the "Public Advisory Program" standard special provision will be considered for the project. A limited PI component will be included outlining strategies for public notification. Possible strategies appropriate for this project would be: Newspaper ads, Montana Travel Info and variable message boards.

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.*

Traffic control issues for the project are as follows:

- Milling and filling the right travel lane will require lane closures. Each closure will last no more than one day in any location then the operation will advance.
- Ramp access at the Woodville and Trask Interchanges will be impacted for a short period of time during milling and filling operations in the vicinity. Minor traffic delays and inconvenience is anticipated.

Limited TO and PI components will be included to mitigate impacts to the traveling public. Strategies that will be considered are:

- Require all traffic lanes to be open to traffic at the end of each work shift.
- Consider reduced speeds through the high crash corridor section whenever construction work is being done in that section.
- Utilize variable message boards to inform travelers of roadway conditions and construction operations.

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) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	5,056,422		
Bridge	45,000		
Traffic Control	80,000		
Subtotal	5,181,422		
Mobilization (10%)	518,142		
Subtotal	5,699,564		
Contingencies (15%)	854,935		
Total CN	**$6,554,499**	**$1,054,419**	**$8,302,851**
CE (10%)	**$655,450**	**$105,441**	**$830,284**
TOTAL CN+CE	**$7,209,949**	**$1,159,860**	**$9,133,135**

The estimated cost $9,133,134 (CN+CE+INF+IDC) = $1,037,856 per mile.

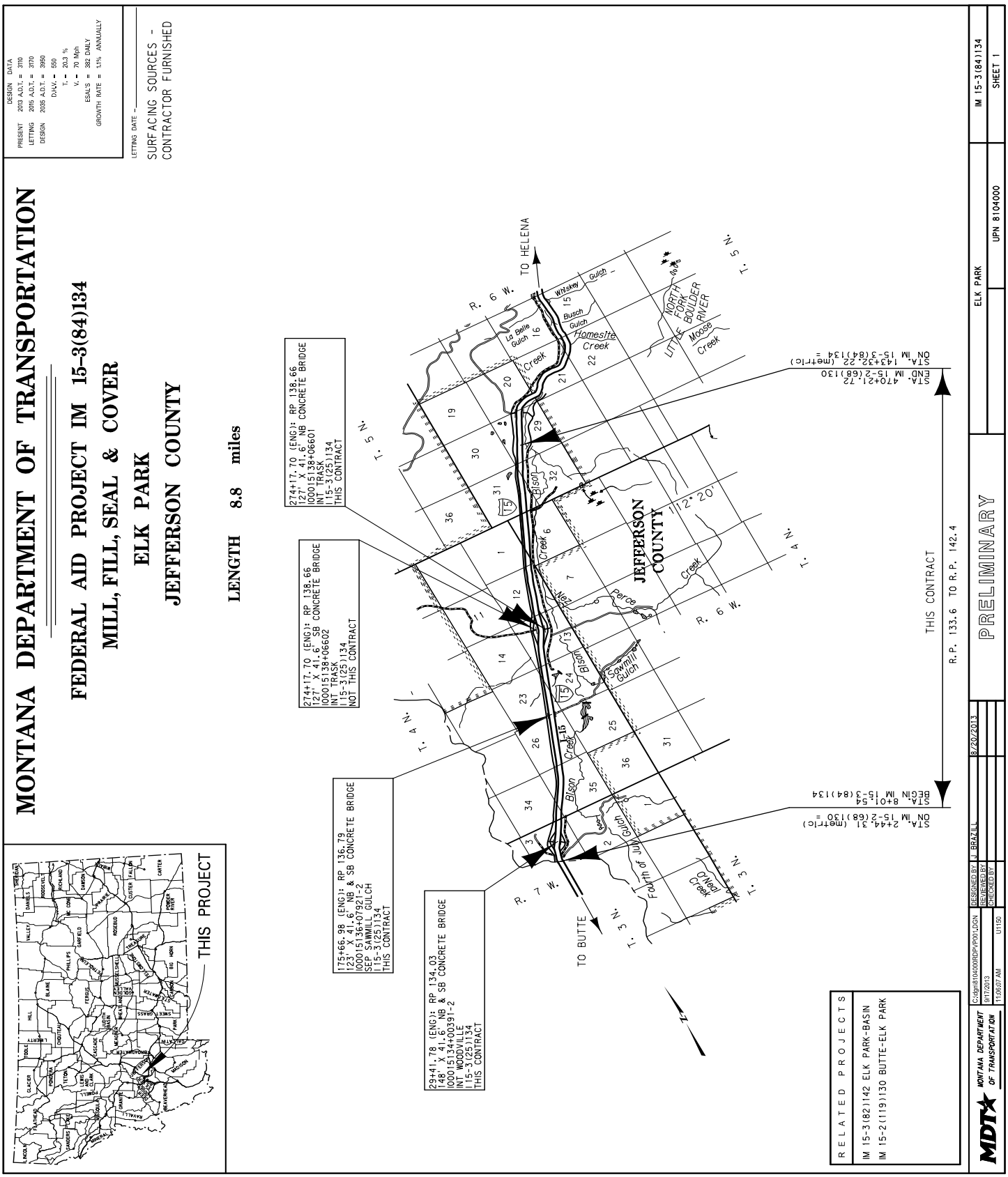
Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.12% for FY 2014.

Ready Date

The ready date for this project is March 2014. The project is currently green in OPX2.

Site Map

The project site map is attached.


MONTANA DEPARTMENT OF TRANSPORTATION
FEDERAL AID PROJECT IM 15-3(84)134
MILL, FILL, SEAL & COVER
ELK PARK
JEFFERSON COUNTY
LENGTH 8.8 miles
DESIGN DATA
PRESENT 2013 A.D.T. = 3110
LETTING 2015 A.D.T. = 3170
DESIGN 2035 A.D.T. = 3950
D.H.V. = 550
T. = 20.3 %
V. = 70 Mph
ESAL'S = 382 DAILY
GROWTH RATE = 1.1% ANNUALLY
LETTING DATE
SURFACING SOURCES - CONTRACTOR FURNISHED
THIS PROJECT
274+17.70 (ENG): RP 138.66
127' X 41.6' NB CONCRETE BRIDGE
I000151138+06601
INT TRASK
I15-3(25)134
THIS CONTRACT
274+17.70 (ENG): RP 138.66
127' X 41.6' SB CONCRETE BRIDGE
I000151138+06602
INT TRASK
I15-3(25)134
NOT THIS CONTRACT
175+66.98 (ENG): RP 136.79
123' X 41.6' NB & SB CONCRETE BRIDGE
I000151136+07921-2
SEP SAWMILL GULCH
I15-3(25)134
THIS CONTRACT
29+41.78 (ENG): RP 134.03
148' X 41.6' NB & SB CONCRETE BRIDGE
I000151134+00391-2
INT WOODVILLE
I15-3(25)134
THIS CONTRACT
TO HELENA
TO BUTTE
JEFFERSON COUNTY
NORTH FORK BOULDER RIVER
LITTLE BOULDER RIVER
Whiskey Gulch
Busch Gulch
La Belle Gulch
Homestake Creek
Moose Creek
Bison Creek
Nez Perce Creek
Sawmill Gulch
Fourth of July Gulch
O'Neal Creek
R. 6 W.
R. 7 W.
T. 5 N.
T. 4 N.
T. 3 N.
12° 20'
STA. 470+21.72 END IM 15-2(68)130
STA. 143+32.22 (metric) ON IM 15-3(84)134 =
STA. 8+01.54 BEGIN IM 15-3(84)134
STA. 2+44.31 (metric) ON IM 15-2(68)130 =
THIS CONTRACT
R.P. 133.6 TO R.P. 142.4
RELATED PROJECTS
IM 15-3(82)142 ELK PARK-BASIN
IM 15-2(119)130 BUTTE-ELK PARK
PRELIMINARY
ELK PARK
UPN 8104000
IM 15-3(84)134
SHEET 1
MDT
MONTANA DEPARTMENT OF TRANSPORTATION
DESIGNED BY J. BRAZILL
REVIEWED BY
CHECKED BY
8/20/2013