



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

November 13, 2007

Craig Genzlinger, P.E.  
Operations Engineer, Missoula District  
Federal Highway Administration  
585 Shepard Way  
Helena, MT 59601



Subject: **Programmatic Categorical Exclusion (PCE) Concurrence Request  
SF069-Safety-N of Dixon  
HSIP 212-1(7)0  
CN 6072000**

Dear Craig Genzlinger:

Enclosed are two (2) copies of the Categorical Exclusion for this project for your concurrence. Please sign and return one (1) copy to me at the address shown in the letterhead.

If you have any questions or concerns, please contact me at 406-444-7648. I will be pleased to assist you.

Sincerely,

Eric Thunstrom  
Civil Engineer Specialist  
MDT Environmental Services Bureau

**RECEIVED**

NOV 16 2007

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

- cc: Dwane Kailey, P.E. MDT Missoula District Administrator
- Kent Barnes, P.E. MDT Bridge Engineer
- Paul Ferry, P.E. MDT Highway Engineer
- John Horton MDT Right-of-Way Bureau Chief
- David W. Jensen MDT Fiscal Programming Section Supervisor
- Ivan B. Ulberg, P.E. MDT Traffic Project Engineer
- Suzy Price MDT Contract Plans Bureau Chief
- Shane Stack, P.E. MDT Missoula District Engineering Services Supervisor
- Dan Ham MDT Missoula Erosion Control Construction Engineer
- Tom Martin, P.E. MDT Environmental Services Bureau Chief
- Tom Hansen, P.E. MDT Environmental Services Bureau Engineering Section Supervisor
- File MDT Environmental Services
- ✓ Montana Legislative Branch Environmental Quality Council (EQC)

MASTER FILE  
COPY

Kevin McLaury  
Division Administrator  
Federal Highway Administration  
585 Shepard Way  
Helena MT 59601

**Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request  
SF069-Safety-N of Dixon  
HSIP 212-1(7)0  
CN 6072000**

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by MDT and FHWA on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (MCA 75-1-103 and MCA 75-1-201).

The following form provides documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion. Copies of the Preliminary Field Review and Project Location Map are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

**NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).**

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where				
A. Right-of-way, easements and/or construction permits would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. A high rate of residential growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A high rate of commercial growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<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>
5. Parks, recreational, or other properties acquired/improved under Section 6(f) of the 1965 National Land & Water Conservation Fund Act (16 USC 460L, <i>et seq.</i> ) are 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 Section 6(f) sites would be documented and compensated with the appropriate agencies (MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. 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, <i>et seq.</i> ) by the State Historic Preservation Office (SHPO) would be affected by this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. 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) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Nationwide Programmatic Section 4(f) Evaluation forms for those sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. This proposed project requires a full Section 4(f) Evaluation.	<input 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 water body (ies) considered as "waters of the United States" or similar (e.g., "state waters").	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in Section 10 of the Rivers and Harbors Act (33 USC 403) and/or Section 404 of the Clean Water Act (33 USC 1251-1376) codified at 33 CFR 320-330 would be met.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (EO) #11990, and 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA would be obtained from the MDFWP.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. A delineated floodplain exists 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. A 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 that 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"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild and/or 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<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 23 CFR 772 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. Substantial changes in access control would be associated with the 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 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 CERCLA or CECRA) 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"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
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 Stormwater Discharge conditions (ARM 17.30.1101-1117), 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"/>
I. Documentation of an invasive species review to comply with both EO #13112 and the County Noxious Weed Control Act (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done would be conducted.	<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 Farmland Protection Policy Act (7 USC 4201, <i>et seq.</i> ).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the Americans with Disabilities Act (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 Clean Air Act's Section 176(c) (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it is 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 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" under 40 CFR 52.1382(c)(3)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. Recorded occurrences, and/or critical habitat are in the vicinity of the proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish and 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. No significant effects on access to adjacent property or to present traffic patterns would occur.

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). The project also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC 2000d) under FHWA regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause significant individual, secondary, or cumulative environmental impacts. FHWA concurrence that this proposed project is properly classified as a Categorical Exclusion is requested.

Eric Thunstrom Date: 11/13/07  
Eric Thunstrom  
MDT Environmental Services  
Civil Engineer Specialist

Thomas L. Hansen, PE Date: Nov. 13, 2007  
Thomas L. Hansen, PE  
MDT Environmental Services  
Engineering Section Supervisor

Concur \_\_\_\_\_ Date: \_\_\_\_\_  
Federal Highway Administration

Attachments

- cc: Dwane Kailey, P.E. MDT Missoula District Administrator  
Kent Barnes, P.E. MDT Bridge Engineer  
Paul Ferry, P.E. MDT Highway Engineer  
John Horton MDT Right-of-Way Bureau Chief  
David W. Jensen MDT Fiscal Programming Section Supervisor  
Ivan B. Ulberg, P.E. MDT Traffic Project Engineer  
Suzy Price MDT Contract Plans Bureau Chief  
Shane Stack, P.E. MDT Missoula District Engineering Services Supervisor  
Dan Ham MDT Missoula Erosion Control Construction Engineer  
Tom Martin, P.E. MDT Environmental Services Bureau Chief  
Tom Hansen, P.E. MDT Environmental Services Bureau Engineering Section Supervisor  
File MDT Environmental Services  
Montana Legislative Branch Environmental Quality Council (EQC)  
Sanders County Commissioners, P.O. Box 519, Thompson Falls, MT 59873-0519  
Rose Leach, NEPA Coordinator, Confederated Salish and Kootenai Tribes, P.O. Box 278, Pablo, MT 59855

**MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. 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.**



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



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OCT 02 2006

**Memorandum**

To: Duane E. Williams, P.E.  
Traffic and Safety Engineer

**ENVIRONMENTAL**

From: Ivan B. Ulberg, P.E. *IBU*  
Traffic Project Engineer

Date: September 26, 2006

Subject: HSIP 212-1(7)0, U.P.N. 6072 000  
SF069 – Safety – N of Dixon  
Work Type 310 – Roadway & Roadside Safety Improvements

We request that you approve the Preliminary Field Review Report for the subject project.

Approved *Du Williams* Date *Sept. 27, 2006*  
Duane E. Williams, P.E.  
Traffic and Safety Engineer

We are requesting comments from the following individuals who have also received a copy of the report. We will assume their concurrences if no comments are received within three weeks of the approval date.

Cc: (all with attachments)

D. Kailey, Missoula D.A.  
M. McArthur, Construction Bureau  
P.R. Ferry, Highways Engineer  
K.M. Barnes, Bridge Engineer  
J.H. Horton, Right-of-Way Bureau  
D.W. Jensen, Fiscal Programming  
D. Krings, Road Design Engineer  
D.C. Bolan, Traffic Engineer  
D.D. Moeller, Missoula Maintenance  
I.B. Ulberg, Traffic Project Engineer  
S. Rowell, Engineering Information  
John Althof, Traffic-Railroad Safety

~~J. Riley~~, Environmental Bureau  
S.C. Stack, Missoula DESS  
S.S. Straehl, Planning Division  
M. Goodman, Hydraulics Engineer  
D.J. Blacker, Maintenance Division  
M. Strizich, Materials Bureau  
Loran Frazier, Engineering  
T.S. Martin, Consultant Design  
P.A. Jomini, Safety Management  
R.B. Jackson, Geotechnical Engineer  
FHWA (HOP-MT)  
Doug Bailey – Traffic Operations

## Preliminary Field Review Report

The field review for the subject project was held July 27, 2006 with the following personnel in attendance:

Ivan Ulberg	Traffic Project Engineer	Helena
Tom Hanek	Safety Management	Helena
Sandie Stiffler	Traffic-Safety	Helena
Allen Levens	Traffic Electrical	Helena
Larry Talseth	Traffic	Helena
Glen Cameron	Traffic Engineer	Missoula

### Proposed Scope of Work

The proposed project has been nominated through the Safety Engineering Improvement Program for safety improvements on State Secondary Route 212 near Dixon, MT. The intent of this project is to address an identified crash trend involving single vehicle off road accidents. Proposed improvements include the following.

- Enlarge a southbound curve warning sign, railroad crossing signs, a stop ahead sign, and the stop sign at MT 200 (P-6).
- Check placement of MT 200 route signs to be sure they meet current standards and don't block other signs.
- Replace and reposition a chevron barrier and destination sign at MT 200.
- Restripe railroad pavement markings.
- Install new guardrail end treatments on the bridge over the Jocko River.
- Install additional guardrail southeast of the bridge.

Safety Management also requested that Traffic investigate the merits of reducing the speed limit from 65 MPH to 45 MPH for southbound traffic approaching the railroad tracks and nearby intersection with MT 200. An old set of signing plans shows such a step down but it's no longer in place.

*The following decisions were made at the field review for this project.*

- *Implement proposed improvements to signing and striping.*
- *On the north end of the bridge, there is insufficient room between the bridge and railroad tracks to install guardrail bridge approach sections and new guardrail end treatments. Consequently existing guardrail ends will be left as is on the north end of the bridge.*
- *Existing guardrail ends will be replaced with new end treatments (ET-plus's or SKT 350's) on the south end of the bridge.*
- *A new section of guardrail will be added southeast of the bridge. The existing guardrail extending from the southeast corner of the bridge will have a new ET-plus or SKT 350 placed on it, be followed by an existing approach, and then the new section of guardrail. The new section of guardrail will have an ET-plus or SKT 350 on each end.*

- Discussion regarding the merits of reducing the speed limit in the project area is outside the scope of this project. A copy of this report will be send to Traffic – Operations for consideration and further review.

**This project will be designed by the Traffic Section.**

### **Benefit/Cost Analysis/Cost Estimate**

The initial cost estimate and benefit/cost ratio is as follows:

<b>Route</b>	<b>Description</b>	<b>Reference Post</b>	<b>Cost Estimate</b>	<b>B/C Ratio</b>
S-212	N of Dixon	RP 0.1 – 0.6	\$ 37,600	9.79

The cost estimate is as provided by the Safety Management section for the purposes of calculating a B/C ratio. A more complete cost estimate will be prepared as design progresses.

### **Project Location and Limits**

This project is located within the Missoula Financial District just north of the intersection of S-212 with P-6 (MT 200), RP 0.1-0.6 on S-212, near Dixon, MT, in Sanders County. A map is included on the last page of this report for ease of reference.

### **Physical Characteristics**

Secondary Route 212 in the project area is in a rural setting, in rolling, partially forested terrain just north of the intersection with P-6. An 83 ft long steel bridge over the Jocko River and a Montana Rail Link railroad crossing immediately north of the bridge are located in the project area. Secondary Route 212 starts at a T-intersection with P-6, goes northerly with a short tangent section, and is followed by a 14° curve leading into the bridge over the Jocko River. Southbound vehicles are going off the outside of that curve.

This section of S-212 was reconstructed and last improved in 1990 under project RS 212-1(4)0. With the exception of the bridge, S-212 has a 30 ft paved top width, two 12 ft travel lanes, 3 ft shoulders, and no curb and gutter or sidewalk. The bridge has two 12 ft travel lanes and 1 ft shoulders.

### **Traffic Data**

Following is traffic data:

2006 ADT = 1,120 (Present)  
 2008 ADT = 1,170 (Letting)  
 2018 ADT = 1,520 (Future)  
 DHV = 210  
 T = 8.6 %  
 EAL = 57

AGR = 2.6 %

### **Accident History**

For the period of January 1, 1995 through December 31, 2004 (10.0 years) there were 10 recorded crashes between RP 0.08 and 0.6, 4 of which are addressable with the proposed improvements. Of the 4 addressable crashes 3 were injury accidents, which resulted in a total of 5 injuries. There was 1 fatal accident among the 4 addressable crashes, resulting in one fatality, and no crashes that involved property damage only.

### **Major Design Features**

Design Speed – State Secondary Route 212 traverses rolling terrain in a rural area and is functionally classified as a major collector. The posted speed limit on S-212 is 65 MPH. Design speed using Geometric Design Criteria for a Rural Collector in rolling terrain is 50 MPH.

Horizontal Alignment – There will be no changes to the existing horizontal alignment.

Vertical Alignment – There will be no changes to the existing vertical alignment.

Typical Section – With the exception of the bridge, S-212 has a 30 ft paved top width, two 12 ft travel lanes, 3 ft shoulders, and no curb and gutter or sidewalk. The bridge has two 12 ft travel lanes and 1 ft shoulders.

### **Road Design**

There will be no surfacing involvement.

### **Hydraulics**

There will be no hydraulics involvement.

### **Bridge**

There will be no bridge involvement.

### **Traffic Engineering**

Traffic will prepare the required plans for upgrading signing, restriping railroad crossing pavement markings, replacing guardrail end treatments on the south end of the bridge, and installing a section of new guardrail southeast of the bridge.

Traffic Operations will address the issue of the posted speed limit in this area as discussed earlier in this report.

### **Right of Way**

There will be no right of way involvement.

### **Utilities/Railroads**

There will be no involvement with utilities.

There will be involvement with Montana Rail Link since restriping stop bars at the railroad crossing will be within railroad right-of-way.

### **Geotechnical**

There will be no geotechnical involvement.

### **Environmental**

No apparent significant environmental impacts or issues were identified. A Categorical Exclusion is anticipated for this project.

### **Survey**

A survey will be needed for the project area. The survey should identify all topographic features, including centerline, edge of oil, underground and overhead utilities culverts, approaches, signs, mailboxes, bridge ends, guardrail ends, etc.

### **Public Involvement**

Level A public involvement is required.

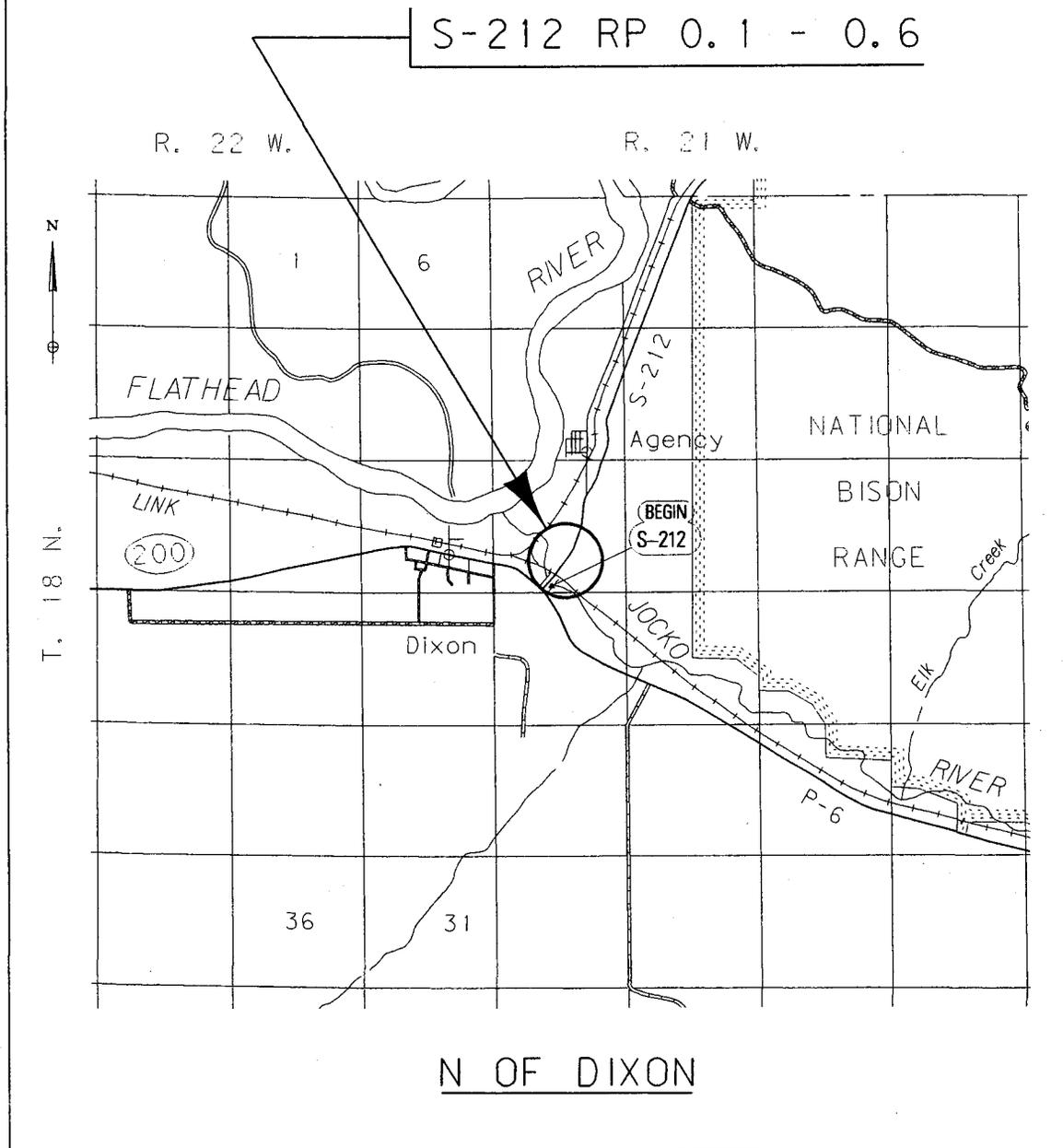
### **Ready Date**

This projects ready date will be established after the over-ride process is completed.

### **Traffic Control**

Traffic will be maintained through the project construction with appropriate signing, flagging, etc., in accordance with the Manual on Uniform Traffic Control Devices.

HSIP 212-1(7)0  
SF069-SAFETY-N OF DIXON  
UPN 6072000



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