



U.S. Department
of Transportation
**Federal Highway
Administration**

Central Federal Lands Highway Division
June 19, 2008

12300 West Dakota Avenue
Suite 380
Lakewood, CO 80228-2583

In reply refer to: HFPM-16

INTERESTED AGENCIES, ORGANIZATIONS, AND CITIZENS:

The Federal Highway Administration (FHWA), in cooperation with the National Park Service, the U.S. Forest Service, the Montana Department of Transportation, and the Wyoming Department of Transportation, is proposing to conduct a pavement preservation, rehabilitation, and reconstruction project on Segment 4 of U.S. 212, Beartooth Highway, which lies in the state of Wyoming (see attached Figure 1).

Funding is not yet available to implement the selected alternative from the Record of Decision (ROD), dated February 2004, for the reconstruction of the entire 18.6 miles of Segment 4 of this route. Funds are now available to perform pavement preservation and rehabilitation (Parts 1 and 2 of the proposed project as described below), and to reconstruct 2 sections of the original reconstruction project (Parts 3 and 4 of the proposed project as described below).

Part 1 is the rehabilitation, restoration, and resurfacing (3R) of approximately 10.6 miles of this route, beginning at milepost (MP) 32.5, at the lower closure gate, and ending at MP 43.1, at the Montana/Wyoming state line. The proposed 3R treatment is intended to provide a 20-year service life, and involves full-depth reclamation and overlay of the existing pavement width. Full-depth reclamation (FDR) is a roadway recycling process in which all the pavement and some of the underlying material is pulverized and treated with an additive to produce an improved, stabilized base. Work will also include repaving existing paved ditches and paved pullouts, replacing damaged or non-functioning culverts, and installing new culverts as needed to improve drainage.

Part 2 is the 3R of approximately 8.0 miles of this route, beginning at MP 24.5, just west of the Clay Butte Lookout turnoff, and ending at MP 32.5, at the lower closure gate. The proposed 3R treatment involves crack sealing and patching, and possible seal coating, FDR, and/or culvert replacement in select locations, with the intent of providing a 15 to 20-year service life.

Current alignment, grades, and roadway widths will be maintained for work in Parts 1 and 2. All work performed in Parts 1 and 2 will avoid all wetlands and waters of the U.S., as well as other impacts, as identified in the ROD for the selected alternative reconstruction project.

Part 3 is the reconstruction (4R) of approximately 0.4 miles of this route, beginning at MP 24.5, the start of Segment 4, and ending at MP 25.0. The proposed 4R work involves repairing a slide area on the existing roadway, and widening the road to 32 feet. The 32-foot section will match the existing roadway width west of Segment 4. The roadway will be tapered down at the end of the 0.4 miles to match the existing narrower roadway section. All work performed in this area will be in accordance with the selected alternative from the ROD.

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Part 4 is the replacement of Little Bear Creek Bridge No. 1, just west of the Top of the World Store, and the full reconstruction and realignment of the adjacent 0.6 miles. The road will be widened to 30 feet and be tapered down on each end to match the existing narrower roadway section. All work performed in this area will be in accordance with the selected alternative from the ROD.

It is anticipated that work will commence in June 2009 and be completed prior to November 2009. Traffic delays through Parts 1 and 2 of the project, when required, will be limited to 30 minutes. Traffic delays through Parts 3 and 4 of the project, when required, will be in accordance with the ROD.

We are contacting you at this time to find out if you have any concerns that may be relevant to this proposed project. Please provide any comments to myself, at 720-963-3726 (email bert.mccauley@fhwa.dot.gov) or write to the above address, Attention: Project Management HFPM-16.

Sincerely yours,



Bert McCauley, P.E., PMP
Project Manager

Enclosure