



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

March 18, 2008

Todd Everts, Environmental Analyst  
Environmental Quality Council  
Legislative Environmental Policy Office  
P.O. Box 201704  
Helena MT 59620-1704

**Subject: MEPA for Statewide Pavement Preservation Project**  
**Project Name: 6<sup>th</sup> St. N – 8<sup>th</sup> to Central**  
**Project Number: SFCU 5209(4)**  
**Control Number: 6237000**

Dear Todd Everts:

The Environmental Services Bureau of the Montana Department of Transportation 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, we have determined that a Statewide Programmatic Categorical Exclusion would cover this project. As a result, the subject project qualifies as a Categorical Exclusion under the provisions of Administrative Rules of Montana (ARM) 18.2.261(1), which is codified at Montana Code Annotated (MCA) 75-1-103 and MCA 75-1-201.

For your information, I have attached a copy of the PFR/SOW (including the location map) and the signed Environmental Checklist. We will not be supplying any environmental-related Special Provisions to the Contract Plans Bureau for inclusion in the project plans.

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

Sincerely,

Eric Thunstrom  
Great Falls District Project Development Engineer  
Environmental Services Bureau

**RECEIVED**

MAR 19 2008

encl.

- |     |                         |   |
|-----|-------------------------|---|
| cc: | Michael P. Johnson      | MDT Great Falls District Administrator                    |
|     | Tom Martin, P.E.        | MDT Environmental Services Bureau Chief                   |
|     | Paul Ferry, PE          | MDT Highway Engineer                                      |
|     | Kevin Christensen, P.E. | MDT Construction Engineer                                 |
|     | Suzy Price              | MDT Contract Plans Bureau Chief                           |
|     | Dave Jensen             | MDT Fiscal Programming Section Supervisor                 |
|     | Heidy Bruner, P.E.      | MDT Environmental Services Engineering Section Supervisor |
|     | Christie McOmber, P.E.  | MDT District Project Engineer                             |
|     | Bob Seliskar            | FHWA Operations Engineer                                  |
|     | File                    | MDT Environmental Services                                |

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

EJT:S:\PROJECTS\GREAT-FALLS\6000-6999\6237000\6237000ENPCE001.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 No.: SFCU 5209(4) ID: UPN 6237 000 Project Name: 6th St. N - 8th to Central

Reference Post (Station) RP 0.779 to Reference Post (Station) RP 1.366

Applicants Name: Montana Department of Transportation Address: PO Box 1359, Great Falls, MT 59403-1359

Type of Proposed Pavement Preservation Activity: Work Type 181 ~ Resurfacing: Mill, Overlay, and Seal & Cover

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

Table with 2 main columns: Impact Questions and [Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s). Sub-headers include Yes, No, and Comment or List Documentation, Evaluation, Mitigation Measure, and/or (a) Permit(s) Required for Items 1 through 7. Rows include questions 1 through 7 regarding river impacts, species, water quality, wetlands, hazardous waste, and Indian Reservations.

8. Magnitude and significance of potential impacts: To be completed by applicant.

Checklist prepared by: Christie McOmber Applicant District Project Engineer Title February 1, 2008 Date

Approved by: [Signature] Environmental Services (when items 1, 2, 3, 3a, 4, 4a, 4b, 5, 6, 6a, or 7 are checked "Yes") Title ENV SVCS ENG SECTION SUPER Date 3/17/08

Project Number: UPN 6237 000 ID: UPP 5209(4) Designation: 6<sup>th</sup> St. N – 8<sup>th</sup> to Central

- A. The applicant shall complete the checklist indicating a "Yes" or "No" for each item, except number 8 which may require a narrative response.
- B. When a "Yes" is indicated on any number of items 1 through 7, MDT 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.
- 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. 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 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.

Montana's Wild and/or Scenic Rivers system as published by the U.S. DEPARTMENT OF AGRICULTURE (USDA), or the U.S. DEPARTMENT OF THE INTERIOR (USDol)

1. Middle Fork of the Flathead River (headwaters to South Fork of the Flathead River confluence)
2. North Fork of the Flathead River (Canadian Border to Middle Fork of the Flathead River confluence)
3. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir)
4. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge)

## Preliminary Field Review/Scope of Work Report

SFCU 5209(4)

Project Manager : Christie W. McOmber, P.E.

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### Introduction

This report was developed from information taken from the preliminary field review conducted on June 29th, 2007 with the following personnel in attendance:

Stephen Prinzing	District Engineering Services Engineer	Great Falls
Christie McOmber	District Projects Engineer	Great Falls
Jeania Cereck	District Design Supervisor	Great Falls
Laci Bogden	District Design	Great Falls
Gerry Brown	Construction Oversight	Lewistown

### Proposed Scope of Work

This project was nominated as a preventative maintenance overlay. The intent of this project is to extend the life of the roadway by milling along curb with gutter and vertical curb as well as milling high spots in the travel ways to reestablish a smooth cross slope, then overlaying the existing roadway full width with 0.15' of Plant Mix Bituminous Surfacing (Grade S) and applying a seal and cover.

- A. The plans for the proposed project will be in English stationing starting just north of Central Avenue at Station 10+84.35 (RP 0.779) and ending at 8<sup>th</sup> Avenue North at Station 41+83.26 (RP 1.366). This route is a one-way heading North.
- B. The existing horizontal and vertical alignment will be used throughout the project.
- C. The project is being designed in the Great Falls Design Unit and has a ready date of June 2008.

### Project Location and Limits

- A. The project is located within the Great Falls City Limits in Cascade County on Urban Route 5209 along 6<sup>th</sup> Street North between Central Avenue and 8<sup>th</sup> Avenue North. The functional classification of U-5209 is Urban Principal Arterial and the project is designed to the geometric design criteria of an Urban Principal Arterial (Non-NHS). The project begins at Station 10+84.35 (RP 0.779) just north of the intersection with Central Avenue and proceeds north for approximately 0.593 miles ending at Station 41+83.26 (RP 1.366) just South of the intersection with 8<sup>th</sup> Avenue North.
- B. No work will be performed at the intersections with 1<sup>st</sup> Ave. N. and 2<sup>nd</sup> Ave. N.
- C. The project lies in Township 20 North, Range 3 East, and Sections 1 and 12.
- D. As-builts are not available.
- E. Adjacent Projects:
  1. STPU 5299(69) 2<sup>nd</sup> Ave N-15<sup>th</sup> to Park will be reconstructing 2<sup>nd</sup> Avenue North between Park Drive and 15<sup>th</sup> Street. (UPN 4667)
  2. UPP 5210(19) 1<sup>st</sup> Ave N – Park to 9<sup>th</sup> (UPN 6266000) will overlay and seal & cover 1<sup>st</sup> Avenue North from Park Drive to 9<sup>th</sup> Street North.
  3. SFCU 5208(1) Park Drive – 6<sup>th</sup> St. to 1<sup>st</sup> Ave. N. will overlay and seal & cover Park Drive from 6<sup>th</sup> St. to 1<sup>st</sup> Ave. N.

### Work Zone Safety and Mobility

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At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The project may be open to through traffic, but adjacent side streets and parallel routes are also available. The plans package will include a limited Public Information (PI) component comprised of Public notification in newspapers and on the radio. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### Physical Characteristics

- A. This project is located in mostly level terrain within an urban area. The adjacent land is used for both commercial and residential property.
- B. Curb with gutter and vertical curb are on both left and right and run variably through out the project length.
- C. This project consists of three north bound lanes from Central Ave. to 2<sup>nd</sup> Ave. N. At approximately station 18+58.36 the roadway narrows down to two north bound lanes and continues to the end of the project at the intersection with 8<sup>th</sup> Ave N. According to the road log, the finished top width from Central Ave. to 2<sup>nd</sup> Ave. N. is 50' wide, with three 12' lanes and 7' shoulders; from 2<sup>nd</sup> Ave. N. to 8<sup>th</sup> Ave. N. the finished top width is 34' wide, with 12' lanes and 2' shoulder Lt. and 8' shoulder Rt. The following table details the field survey:

From Station to Station	Distance (mi)	Existing Usable Width (ft)
10+50.30 - 17+78.51	0.138	50
17+78.51 - 18+58.36	0.015	Trans. 50 - 34
18+58.36 - 41+83.26	0.440	34

D. Overall Condition Data:

- 1. The City of Great Falls updated the Overall Condition Index and Rating data for this area in March 22, 2005. Given condition of this roadway, we feel an overlay is appropriate.

<b>OC Index and Rating</b>	
<b>Central Ave. to 1<sup>st</sup> Ave. N</b>	
Distress	78.71 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)
<b>1<sup>st</sup> Ave. N to 2<sup>nd</sup> Ave. N</b>	
Distress	77.02 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)
<b>2<sup>nd</sup> Ave. N to 3<sup>rd</sup> Ave. N</b>	
Distress	70.09 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)
<b>3<sup>rd</sup> Ave. N to 4<sup>th</sup> Ave. N</b>	
Distress	44.3 (Failed)
Ride	80 (Acceptable)

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OC Index and Rating	
Surface Friction	59 (Failed)
<b>4<sup>th</sup> Ave. N to 5<sup>th</sup> Ave. N</b>	
Distress	60 (Acceptable)
Ride	70 (Acceptable)
Surface Friction	59 (Failed)
<b>5<sup>th</sup> Ave. N to 6<sup>th</sup> Ave. N</b>	
Distress	60 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)
<b>6<sup>th</sup> Ave. N to 7<sup>th</sup> Ave. N</b>	
Distress	60 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)
<b>7<sup>th</sup> Ave. N to 8<sup>th</sup> Ave. N</b>	
Distress	60 (Acceptable)
Ride	80 (Acceptable)
Surface Friction	59 (Failed)

2. The City's notes also describe the following sections of asphalt:
- a. Central Ave. N. to 1<sup>st</sup> Ave. N. as "rutting- small amount of north end by light", "shoving- small amount by light", and "depressions along west curb, south end bad".
  - b. 1<sup>st</sup> Ave. N. to 2<sup>nd</sup> Ave. N. as "slight rutting by light", "raveling along east curb", "alligator cracking- small area along east curb", and "depressions- many small along east curb".
  - c. 2<sup>nd</sup> Ave. N. to 3<sup>rd</sup> Ave. N. as "scattered raveling on driving lanes and east curb line" and "deep west gutter".
  - d. 3<sup>rd</sup> Ave. N. to 4<sup>th</sup> Ave. N. as "some raveling at shoved areas", small areas of severe shoving in parking lane north 1/2", and "many small alligator areas".
  - e. 4<sup>th</sup> Ave. N. to 5<sup>th</sup> Ave. N. as "raveling- east parking lane south end", alligator cracking- couple areas", and sunk patch at alley and NE radius at 4<sup>th</sup> Ave.".
  - f. 5<sup>th</sup> Ave. N to 6<sup>th</sup> Ave. N. as "raveling along curbs" and depressions at alley east side".
  - g. 6<sup>th</sup> Ave. N. to 7<sup>th</sup> Ave. N. as "raveling along curbs mainly east curb", alligator cracking around manhole at alley", and "patches along street and rough one at intersection of 7<sup>th</sup>".
  - h. 7<sup>th</sup> Ave. N. to 8<sup>th</sup> Ave. N. as "raveling along curbs", "alligator cracking- couple small areas", and "depressions along curb, bad one along east curb".

### Traffic Data

The following traffic information has been broken into two data groups due to the traffic break at the junction with 4<sup>th</sup> Ave. N.

#### **A. Central Ave. to 4<sup>th</sup> Ave. N.**

2007 ADT = 2,220 Present  
 2008 ADT = 2,250 Letting Year  
 2028 ADT = 2,740 Design Year

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DHV = 300  
Com Trks = 2.3%  
ESAL = 12  
AGR = 1.0%

### B. 4<sup>th</sup> Ave. N. to 8<sup>th</sup> Ave. N.

2007 ADT = 790 Present  
2008 ADT = 790 Letting Year  
2028 ADT = 970 Design Year  
DHV = 110  
Com Trks = 6.5%  
ESAL = 9  
AGR = 1.0%

### Accident Analysis

- A. The accident analysis for U-5209 from RP 0.761 to RP 1.366 was taken for the dates of January 1, 2004 through December 31, 2006.
- B. Due to statistics not being available on statewide average crash rates for urban areas, crash rates for N and P routes though urban areas were used; vehicle crash rate: 5.66, severity index: 1.67, and vehicle severity rate: 9.28. However, in comparison, the study area had a vehicle crash rate of 27.26, vehicle severity index: 1.38, and vehicle severity rate: 37.64.
- C. The total recorded crashes are 42 with 1 truck crash.
- D. Variations from Average Occurrence:
1. 11 of the 42 crashes reported were right angle collisions.
  2. 7 of the 42 crashes reported were sideswipe collisions.
  3. 7 of the 42 crashes reported were left turn related collisions.
- E. There were no accident clusters or safety projects identified within the three year study period from 2004 to 2006.
- F. **Remarks:**
1. The Safety Management Section does not have statewide average crash rates for urban routes. For comparison purposes the 2002-2006 crash rates for N and P routes through urban areas with a population over 5,000 inhabitants are used.
  2. This section of roadway has above average crash rates and severity rates in comparison to statewide averages.
  3. The recorded crashes occurred throughout the project location as follows:

<u>Location</u>	<u>Recorded Crashes</u>
Intersection of 6 <sup>th</sup> St. N. and Central Ave.	5
6 <sup>th</sup> St. N. between Central Ave. and 1 <sup>st</sup> Ave. N	5

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Intersection of 6 <sup>th</sup> St. N. and 1 <sup>st</sup> Ave. N	7
Intersection of 6 <sup>th</sup> St. N. and 2 <sup>nd</sup> Ave. N	17
6 <sup>th</sup> St. N. between 2 <sup>nd</sup> Ave N. and 3 <sup>rd</sup> Ave. N	2
6 <sup>th</sup> St. N. between 5 <sup>th</sup> Ave. N. and 6 <sup>th</sup> Ave. N.	2
Intersection of 6 <sup>th</sup> St. N. and 6 <sup>th</sup> Ave. N	1
Intersection of 6 <sup>th</sup> St. N. and 7 <sup>th</sup> Ave. N	1
Intersection of 6 <sup>th</sup> St. N. and 8 <sup>th</sup> Ave. N	<u>2</u>
Total	42

4. At the intersection of 6<sup>th</sup> St. N. and 2<sup>nd</sup> Ave. N., eight of the 17 crashes were the result of drivers continuing to go straight in a left turn only lane. Five of the 17 crashes were right angle collisions for failure to stop at a red light. Two of the 17 crashes were the result of improper lane change while making a left turn.

5. One of the two crashes on 6<sup>th</sup> St. N. between 5<sup>th</sup> Ave. N. and 6<sup>th</sup> Ave. N was a pedestrian – vehicle collision.

### **Recommendations:**

1. Pavement markings need to be upgraded for compliance with the MUTCD manual.
2. Remove branches, limbs, etc. that may be obstructing driver's view of traffic control devices along roadway.
3. Improve the signing for the trap lane on the 6<sup>th</sup> St. N. at the approach to 2<sup>nd</sup> Ave. N.

### **Major Design Features**

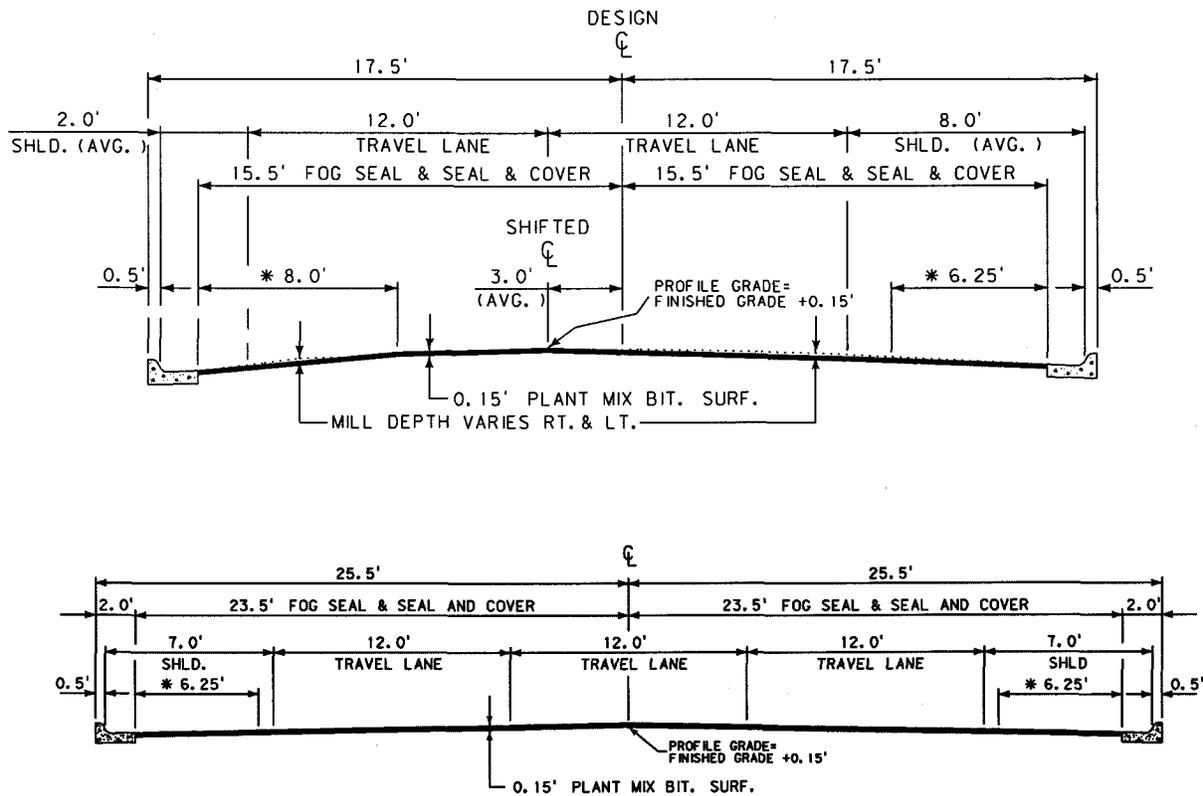
- A. **Design Speed.** On U-5209 the design speed of 40 mph was taken from the Geometric Design Standards for Urban and Developed Areas on Principal Arterials (Non-NHS). The posted speed limit is 30 mph.
- B. **Horizontal & Vertical Alignment.** No changes are proposed to the existing vertical and horizontal alignments with this project.
- C. **Typical Sections and Surfacing.**
  1. The project will include a 6.25'- 8.0' shoulder mill with a maximum depth of 0.15' at the curb with gutter and vertical curb. The milling will also include connections at the beginning and end of the project and at 1<sup>st</sup> and 2<sup>nd</sup> Ave. N. The high spots in the travel ways will also be milled to reestablish a smooth cross slope.
  2. The entire project will receive a 0.15' overlay and seal & cover. A leveling course will be provided as needed for rut filling.
  3. The cores taken on August 14, 2007 have sufficient asphalt depth ranging from 0.16' to 0.65' with varying depths of concrete below the asphalt. Concrete was located between Central Ave. and 6<sup>th</sup> Ave. N. below the asphalt at 0.18' to 0.20' deep.
  4. Since curb with gutter and vertical curb exists left and right, there will be no change to the typical widths. The following diagrams depict the proposed typical sections:

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5. A fog seal and seal and cover will be applied full width.

- D. **Geotechnical Considerations.** No geotechnical issues will be addressed with this project.
- E. **Hydraulics.** All storm drainage inlets will be milled around and plant mix will be blended to provide a smooth transition for drainage. Four storm drain manholes will be adjusted as needed.

Station	Type	Offset
14+02.22	Storm Drain	25.53 RT
18+04.83	Storm Drain	7.70 RT
21+97.86	Storm Drain	10.60 RT
30+08.72	Storm Drain	13.21 RT

- F. **Bridges.** No bridges exist within the project limits, no bridge issues will be addressed with this project.
- G. **Safety Enhancements.** The Accident Data included a few suggestions, they are:
  1. Pavement markings need to be upgraded for compliance with the MUTCD manual.

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2. Remove branches, limbs, etc. that may be obstructing driver's view of traffic control devices along roadway.
  3. Improve the signing for the trap lane on the 6<sup>th</sup> St. N. at the approach to 2<sup>nd</sup> Ave. N.
- H. **Traffic.** New pavement markings will be required which include channelization, shoulder, and centerline striping as well as words and symbols and curb paint. The Traffic section will provide updated pavement markings and signing plans per the recommendations above.
- I. **Pedestrian/Bicycle/ADA.** The ADA within the project limits is adequate where it exists and will not be addressed with this project.
- J. **Miscellaneous:** Four street monuments will be adjusted to finish grade.

### Other Projects

1. UPP 5210(17) 1<sup>st</sup> Ave N-West of River Dr (UPN 6265000) will mill, overlay, and seal & cover the intersection of 1<sup>st</sup> Avenue North with River Drive.
2. STPU 5299(69) 2<sup>nd</sup> Ave N-15<sup>th</sup> to Park will be reconstructing 2<sup>nd</sup> Avenue North between Park Drive and 15<sup>th</sup> Street. (UPN 4667)
3. SFCU 5208(1) Park Drive – 6<sup>th</sup> St. to 1<sup>st</sup> Ave. N. (UPN 6235000) will overlay and seal & cover Park Drive from 6<sup>th</sup> St. to 1<sup>st</sup> Ave. N.
4. UPP 5205(23) River Dr – 1<sup>st</sup> to 9<sup>th</sup> (UPN 6267000) will overlay and seal & cover River Drive from 9<sup>th</sup> Street North to 1<sup>st</sup> Avenue North UPP 5210(17).
5. UPP 5210(19) 1<sup>st</sup> Ave N – Park to 9<sup>th</sup> (UPN 6266000) will overlay and seal & cover 1<sup>st</sup> Avenue North from Park Drive to 9<sup>th</sup> Street North.

### Location Hydraulics Study Report

No hydraulics issues are anticipated with this project.

### Design Exceptions

Design exceptions are not required on pavement preservation projects. It appears as though the Geometric Design Standards for Urban and Developed Areas on Principal Arterials (Non-NHS) as published by MDT in 2002 are being met.

### Right-of-Way

No new right-of-way will be required with this project. Existing Right-of-Way on 6<sup>th</sup> St. is 40' off center line left and right. Right-of-Way for the intersecting alleys is 20' off the centerline of the alley.

### Access Control

This section of roadway is not an access controlled facility.

### Utilities/Railroads

- A. There are 13 manholes and 12 water valves all with 24" covers inside the project limits that will need to be adjusted to accommodate the overlay. An agreement with the City of Great Falls will be needed to coordinate this activity. The following tables further detail their locations:

#### 1. Manholes

Station	Type	Offset
12+12.35	Sanitary Sewer	0.64 RT

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16+13.24	Sanitary Sewer	0.57 LT
20+22.85	Sanitary Sewer	0.11 RT
22+03.27	Sanitary Sewer	0.42 LT
24+23.27	Sanitary Sewer	0.02 LT
26+21.88	Sanitary Sewer	0.31 LT
26+21.99	Water Valve	10.62 LT
26+27.17	Water Valve	5.34 LT
26+27.30	Water Valve	15.39 LT
28+23.88	Sanitary Sewer	0.17 LT
30+02.12	Sanitary Sewer	0.22 LT
36+23.87	Sanitary Sewer	0.46 LT
40+24.87	Sanitary Sewer	0.49 LT

### 2. Water valves

Station	Offset
12+82.75	16.14 LT
13+90.55	14.34 LT
13+95.82	19.89 LT
14+01.19	14.86 LT
14+26.32	20.65 LT
14+26.63	9.51 LT
18+26.12	15.02 LT
22+20.96	14.88 LT
22+26.62	9.68 LT
22+26.66	20.49 LT
22+31.43	15.12 LT
25+93.83	14.91 LT

B. No railroad involvement is anticipated with this project.

### ITS

There are no opportunities for ITS solutions with this project.

### Survey

Survey information is complete for this project.

### Public Involvement

Due to the limited scope of the project, a level "A" public involvement plan should suffice. A news release was sent on October 12<sup>th</sup>, 2007 to the local media describing the proposed work and the need for the project, with a department point of contact.

### Environmental Considerations

No apparent significant environmental issues have been identified. It is anticipated that the project meets the criteria for the Statewide Programmatic Categorical Exclusion. An environmental checklist is being supplied with this Preliminary Field Review/Scope of Work Report.

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### Traffic Control

Traffic will be maintained throughout the project during construction with the appropriate signing, flagging, etc. The Traffic Control Special will address limiting lane closures to allow one open lane of traffic. All signing will be in accordance with the Manual on Uniform Traffic Control Devices.

### Project Management

Christie W. McOmber P.E., Great Falls District Projects Engineer.

### Preliminary Cost Estimate

The following items were considered in the roadwork preliminary cost estimate: surfacing, cold milling, pavement markings, and adjustments to manholes and water valve boxes. The cost per mile is approximately **\$460,656**.

#### Cost Estimate

	w/o IDC	w/ IDC (12.25%)
Road Work	202,340	
Traffic Control	30,351	
<b>Subtotal</b>	<b>\$ 232,691</b>	
Mobilization (8%)	18,615	
<b>Subtotal</b>	<b>\$ 251,306</b>	
Contingencies (5%)	12,565	
<b>Subtotal</b>	<b>\$ 263,871</b>	
Inflation (3% per year x 1year)	7,916	
<b>Total CN</b>	<b>\$271,787</b>	<b>\$305,081</b>
<b>CE (12%)</b>	<b>\$32,615</b>	<b>\$36,610</b>

### Ready Date

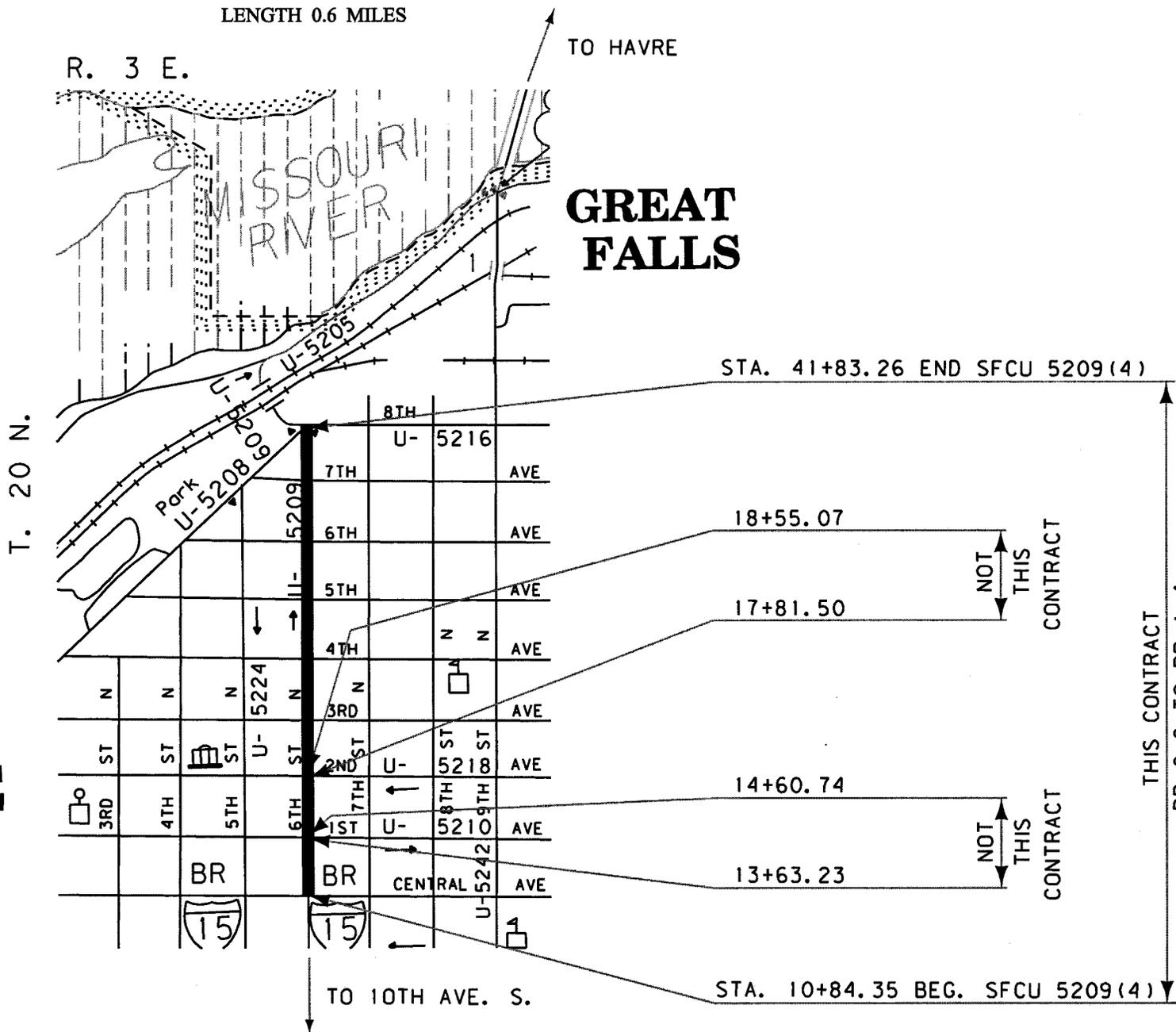
The project is being designed in the Great Falls Design Unit and has a ready date of **June 2008**, with a letting date of **February 2009**.

### Site Map

The project site map is attached.

STATE AID PROJECT SFCU 5209(4)  
 OVERLAY AND SEAL & COVER  
 6TH ST N - 8TH TO CENTRAL  
 CASCADE COUNTY

LENGTH 0.6 MILES



CASCADE  
 COUNTY

THIS CONTRACT  
 RP 0.8 TO RP 1.4

NOT  
 THIS  
 CONTRACT

NOT  
 THIS  
 CONTRACT

STA. 41+83.26 END SFCU 5209(4)

18+55.07

17+81.50

14+60.74

13+63.23

STA. 10+84.35 BEG. SFCU 5209(4)