



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

August 6, 2010

Alan Woodmansey, P.E.
Great Falls and Billings Districts Operations Engineer
Federal Highway Administration (FHWA)
585 Shepard Way
Helena MT 59602



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
NH 102-1(3)3
River Dr-15th to 25th (GTF)
Control Number: 6953000

Dear Alan Woodmansey:

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 will be included in the contract plans.

If you have questions or concerns, please contact Eric Thunstrom at 444-7648. He will be pleased to assist you.

Sincerely,

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

Attachments: Environmental Checklist, PFR/SOW Report

copies with attachment (Checklist only, unless noted):

Michael P. Johnson	Great Falls District Administrator
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Eric Thunstrom	Environmental Services Bureau Project Development Engineer
Paul Ferry, P.E.	Highways Engineer
Christie McOmber, P.E.	Great Falls District Projects Engineer
Kevin Christensen, P.E.	Construction Engineer
Suzy Price	Contract Plans Bureau Chief
David Jensen	Fiscal Programming Section Supervisor
Montana Legislative Branch	Environmental Quality Council (w/ PFR/SOW also)
File	Environmental Services Bureau

HB:ejt: S:\PROJECTS\GREAT-FALLS\6000-6999\6953000\6953000ENCED001.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.: NH 102-1(3)3 ID: UPN 6953000 Project Name: River Dr-15th to 25th (GTF)

Reference Post (Station) RP 3.4 to Reference Post (Station) RP 4.3

Applicants Name: Montana Department of Transportation Address: PO Box 201001, Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Work Type 180 Resurfacing - Asphalt (Thin Lift <= 0.20 ft.) (Including Safety Improvements)

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

Table with 3 columns: Impact Questions, Yes, No. Includes questions 1-7 regarding river impacts, wetlands, hazardous waste, and Indian Reservations. Includes a 'MASTER FILE COPY' stamp.

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

Checklist prepared by: Christie McOmber District Project Engineer December 7, 2009

Approved by: [Signature] Title: ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Date: 8/9/10

Environmental Services Title Date

(when items 1, 2, 3, 3a, 4, 4a, 4b, 5, 6, 6a, or 7 are checked "Yes")

Project Number: UPN 6953000 ID: NH 102-1(3)3 Designation: River Dr-15th to 25th (GTF)

- 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)



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

Memorandum

To: Distribution

From: Paul R. Ferry, P.E. *Signed by Lesly Tribelhorn for Paul Ferry 1/7/2010*
Highways Engineer

Date: January 7, 2010

Subject: NH 102-1(3)3
River Dr-15th to 25th (GTF)
UPN 6953000
Work Type 180 – Resurfacing – Asphalt (Thin Lift ≤ 0.20 ft.) (Including Safety Improvements)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on January 7, 2010. 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 Chief Engineer for approval.

I recommend approval:

Approved _____ Date _____

Distribution:

Michael Johnson, District Administrator	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Tom Martin, Environmental Services Bureau Chief	Jake Goettle, Construction Engineering Services Bureau
Duane Williams, Traffic and Safety Engineer	Matt Strizich, Materials Engineer
James Walther, for Right-of-Way Bureau Chief	Jon Swartz, Maintenance Administrator
Paul Ferry, Highways Engineer	Alan Woodmansey, Operations Engineer (full oversight projects)

cc:

Damian Krings, Road Design Engineer	Dustin Rouse, Road Design Area Engineer
Dave Jensen, Fiscal Programming Section Supervisor	
Dave Dobbs, City of Great Falls, 2 Park Drive South, P.O. Box 5021, Great Falls, MT 59403	

e-copies:

Jim Walther, Preconstruction Engineer	Jake Goettle , Construction Engineering Services Bureau
Lesly Tribelhorn, Highways Design Engineer	Steve Prinzing, District Preconstruction Engineer
Mark Goodman, Hydraulics Engineer	Matt Strizich, Materials Engineer
Kurt Marcoux, District Hydraulics Engineer	Walt Scott, R/W Utilities Section Supervisor
Bonnie Gundrum, Env. Res. Section Supervisor	James Mullins, R/W Design Manager
Paul Sturm, District Biologist	Jean Riley, Planner
Eric Thunstrom, G.F. District Environmental Eng.	Greg Pizzini, Acquisition Manager
Danielle Bolan, Traffic Engineer	Joe Zody, R/W Access Management Section Manager
Ivan Ulberg, G.F. District Traffic Project Engineer	Marty Beatty, Engineering Information Services
Pierre Jomini, Safety Management Engineer	Paul Grant, Public Involvement Officer
Jon Watson, Pavement Engineer	Gary Larson, Project Analysis Bureau Chief
Lee Grosch, District Geotechnical Manager	Susan Sillick, Research Section Supervisor
Dan Hill, Pavement Design Engineer	Mark Keeffe, Bicycle/Pedestrian Coordinator
Jason Sorenson, Engineering Cost Analyst	Dennis Ghekiere, District Utility Agent
Doug Wilmot, G.F. District Construction Engineer	Christie McOmber, District Projects Engineer
Jerilee Weibel, District R/W Supervisor	Linda Cline, District R/W Design
James Combs, District Traffic Engineer	Stan Kuntz, G.F. District Materials Lab
Dave Hand, Great Falls District Maintenance Chief	



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

Memorandum

To: Paul R. Ferry, PE
Highways Engineer

From: Christie W. McOmber, PE *CWM*
District Projects Engineer

Date: January 7, 2010

Subject: NH 102-1(3)3
River Dr-15th to 25th (GTF)
UPN 6953000
Work Type 180 – Resurfacing – Asphalt (Thin Lift ≤ 0.20 ft.) (Including Safety Improvements)

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

Approved _____ Date _____
Paul R. Ferry
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, Road Design Area Engineer
Dave Dobbs, City of Great Falls, 2 Park Drive South, P.O. Box 5021, Great Falls, MT 59403

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 1

Introduction

This report was derived from information taken from the Preliminary Field Review conducted on September 17, 2009, with the following individuals in attendance:

Mick Johnson	District Administrator	Great Falls
Steve Prinzing	District Preconstruction Engineer	Great Falls
Christie McOmber	District Projects Engineer	Great Falls
Steve McEvoy	Pavement Analysis	Helena
Darcy O'Dell	Traffic – Geometrics	Helena
Kurt Marcoux	Hydraulics	Helena
Jim Cornell	Traffic – Signing	Helena
Gerry Brown	Construction Engineering Services	Lewistown
Eric Thunstrom	Environmental Services	Helena
James Combs	District Traffic Engineer	Great Falls
Robert Vosen	Construction Engineer	Great Falls
Jeania Cereck	District Design Supervisor	Great Falls
Bryce Hove	District Designer	Great Falls
Andrew Finch	City of Great Falls	Great Falls
Dave Dobbs	City Engineering	Great Falls
Jason Handl	City of Great Falls	Great Falls
Jim Rearden	City of Great Falls	Great Falls

Proposed Scope of Work

The proposed pavement preservation project has been nominated to provide milling, leveling, an overlay, and seal & cover. This project is anticipated to be let for the 2011 construction season. Approximately half of the millings from this project will be hauled to the Public Works Complex for the City of Great Falls. The remainder of the millings will be hauled to an area designated by Cascade County.

The majority of the guardrail was raised by maintenance and/or the improvement project in 1990 to accommodate an overlay; however, a section of guardrail at the beginning of the project needs to be adjusted and reset.

Adjustments to an island at the intersection with 25th St. will also be included to provide adequate space for truck turning movements.

Unprotected luminaire posts located within the clear zones will also be addressed with this project.

There are no existing facilities in need of ADA features.

The existing horizontal and vertical alignments will be used throughout the project.

Purpose and Need

Significant rutting is present along this project and the leveling needs do not allow for an overlay without slight milling. Truck traffic also requires updates to the intersection at 25th St. in order to maintain traffic flow during peak hours.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 2

Project Location and Limits

This project is located in Cascade County on US-87 (N-102) beginning at RP 3.4, just east of the junction with 15th Street North (P-10), and proceeding east for approximately 0.9 miles to RP 4.3, east of the intersection with 25th Street North (U-5217). The functional classification of this route is a Principal Arterial – Non Interstate.

This project is located within the City Limits and Urban Area of Great Falls.

Begin: RP 3.4, Section 6, T. 20 N., R. 4 E., Cascade County

End: RP 4.3, Section 6, T. 20 N., R. 4 E., Cascade County

Length: 0.9 miles

The following table identifies original as-built project location and year built:

Original As-Built Project ID	From RP	To RP	Year Built
City Construction *	3.364	4.308	1945

* As-built project was not found.

The following table identifies improvement as-built project location and year built:

Improvement As-Built Project ID	From RP	To RP	Year Built
RTF 5205(4) *	3.364	4.308	1990
NH 10-1(15)3	3.364	3.410	1999

* As-built project was not found.

Other nominated projects in the area include:

- NH 101-1(3)2, Smelter Avenue & 10th Street North, an intersection reconstruction project of N-101 (3rd St. NW), N-104 (10th St. N.), and U-5204 (Smelter Ave.). Construction is anticipated to start during the spring of 2010.
- STPU 5204(3), Smelter Avenue-Black Eagle, a major rehabilitation on U-5204 with anticipated construction in 2011
- NH 60-2(70)92, 10th Ave S – 26th to 20th St-GTF, a reconstruction with added capacity project scheduled for 2010, that will use this route as a truck detour.

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance; although, this project is on the Level 1 corridor list and is a Principal Arterial within the Great Falls Urban Area.

Due to alternative routes being located significant distances away from the setting of this project, along with other principal arterial work anticipated throughout Great Falls during the same construction season, construction personnel has determined night work will be used for major construction activities. Through the use of night work, the following items will be avoided:

- Through-lane closures for more than 3 continuous days

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 3

- Through-lane closures during morning, lunch time, or evening peak directional traffic flow periods for more than 3 continuous days
- Impair critical movements at a major intersection for more than a 3-consecutive day period

The plans package will include a Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP). These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The P.T.W. traverses level terrain within the Great Falls City Limits.

Existing Surfacing

As-built projects could not be found for the majority of this project; therefore, existing surfacing and base material is uncertain.

Pavement Analysis indicated that the RTF 5205(4) as-built project added a 0.15' overlay from RP 3.364 to 4.308 in 1990.

As-built project NH 10-1(15)3 indicates that its connection to PTW from RP 3.410 to 3.543 consists of 2.05' crush base course and 0.50' plant mix surfacing (2 lifts).

Cores submitted by the district lab indicate that existing pavement varies from 0.64' to 1.08' in depth. They noted that full width maintenance patches exist from RP ±3.410 to ±3.543 and from RP ±3.778 to ±4.157.

Based on the survey, top widths vary from 25' to 28' along the majority of this project with two 12' travel lanes. This width extends up to 43' at the intersection with 25th Street as well as, 48' at the intersection with 15th Street. At 25th Street two 12' travel lanes accompanied by one 12' turning lane is present. At 15th Street two 12' travel lanes accompanied by two 12' turning lanes are present.

Horizontal Alignment

Due to the fact that the majority of the as-builts could not be found for this project, the horizontal alignment has been drawn based on a previous photogrammetric survey. The majority of the existing horizontal alignment meets current design standards.

There are a couple of curves throughout the project limits. The minimum radius within the project limits is approximately 600 feet, which meets the Geometric Design Criteria for Urban Principal Arterials of 533 feet for level terrain and a design speed of 40 mph. This curve is located at the intersection with 25th Street, and it does not have a superelevation.

Minor adjustments to the westerly island as well as a new painted median barrier will be used to accommodate truck turning movements until a reconstruction project addresses this area in the future.

Vertical Alignment

The majority of the existing vertical alignment does meet current design standards; however, based on the photogrammetric survey that was completed in the spring of 2009, the maximum grade of nearly 7% exceeds the Geometric Design Criteria for Urban Principal Arterials of 6% for

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 4

level terrain. Passing sight distance and stopping sight distance will not be addressed with this pavement preservation project.

PVMS Data

Neither PVMS Data nor OCI Data could be located for this project.

Bridges

There are no structures located within the limits of this project.

Traffic Data

The following engineering study evaluation from RP 3.394 to 4.308 was determined using weigh-in-motion (WIM) sites and reflects a five-year average:

2009 (Current) AADT = 15,280
2010 (Letting Year) AADT = 15,520
2030 (Design Year) AADT = 21,320
DHV = 2,130
Trucks = 4.9%
ESAL = 387
Basis of Projected Traffic Growth = 1.6%

Accident Analysis

The following engineering study evaluation from RP 3.3 to 4.4 was taken from July 1, 2005 to June 30, 2008:

Total Recorded Crashes = 43

Truck Crashes = 7

The types of two vehicle crashes included: twenty-seven rear ends, three sideswipes (in the same direction), two sideswipes (in the opposite direction), two right angle collisions, one head on collision, along with other and unknown types of collisions.

Traffic variations from average occurrence were as follows:

- 27 of the 43 crashes reported were rear-end collisions.
- 5 of the 43 crashes reported were sideswipe collisions.

	N-P Routes through Urban Areas	Study Area
All Vehicle Crash Rate	5.66	3.09
All Vehicle Severity Index	1.67	1.26
All Vehicle Severity Rate	9.28	3.89

In 2002 the roadway from RP 4.0 to RP 4.3 was identified as a cluster. The area had a crash trend of rear-end collisions. There were no feasible countermeasures identified.

Remarks supplied by the Safety Management include:

- 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.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 5

- The information for this review was taken from a review done in February 2009. The limits for that review were on River Dr. from 15th St. to 38th St.
- The recorded crashes for July 1, 2005 to June 30, 2008 occurred throughout the project location as follows:

<u>Location</u>	<u>Recorded Crashes</u>
Intersection of River Dr. & 19 th St.	1
Intersection of River Dr. & 25 th St.	6
River Dr. between 11 th St. & 15 th St.	3
River Dr. between 15 th St. & 19 th St.	8
River Dr. between 19 th St. & 25 th St.	17
River Dr. between 25 th St. & Giant Springs Rd.	8

<i>Total</i>	43

18 crashes occurred on a curve.

25 drivers were between the ages of 15 and 20.

Recommendations supplied by the Safety Management include:

- Check the level of service and review the corridor study, done as a thesis.
 - *The level of service will not be addressed due to the limited scope of this project.*
- Upgrade the guardrail end treatments.
 - *Guardrail located at the NE corner of the intersection with 15th Street will be addressed with this project along with resetting a portion of rail to accommodate the overlay that will take place.*
- Check feasibility to address the poles within the clear zone.
 - *Lighting was deemed necessary and installed with project EHS T-9052(4) during the early 1970's based on traffic volumes, substandard widths and geometry, and crash history. There have been some collisions with poles adjacent to the highway that are in the clear zone. Based on the crash history, approximately 14 unprotected luminaire will be adjusted and reset with this project.*
- Verify with Rail, Transit & Planning the route designation.
 - *The route designation as a Principal Arterial – Non Interstate has been verified with Rail, Transit, & Planning.*

Major Design Features

Design Speed

The design speed of 40 mph for Urban Principle Arterials is based on the posted speed limit of 35 mph through this area.

Horizontal Alignment

The majority of the existing horizontal alignment is adequate for a preventative maintenance treatment.

Vertical Alignment

The existing vertical alignment is satisfactory for a preventative maintenance project.

Typical Sections and Surfacing

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 6

The minimum roadway width for a NHS route is 28 feet. The existing surface width according to the roadlog is only 24 feet; however, there were variations to this width encountered by survey.

Measurements taken at the following RP's provide existing widths:

RP	Width	RP	Width
3.435	47.80'	3.949	27.20'
3.535	26.35'	4.046	27.70'
3.639	25.00'	4.146	34.90'
3.747	27.40'	4.200	42.65'
3.850	27.80'		

Existing surfacing widths will be altered slightly with this project. Two – 12' travel lanes with various shoulder widths will be provided throughout the project limits. Milling will be required at the connections of this project as well as along existing curb and gutter.

In order to level as much of the existing surface as possible, 0.08' milling will be used throughout the project. A leveling course will also be used to correct the significant rutting that is present. Then, an overlay of 0.15' will be applied to the roadway. This will reduce the typical two lane asphalt overall widths by approximately 0.8 feet.

The two pullouts located within the project limits will receive an overlay of 0.15' as well.

Seal and cover full width, followed by new striping, will complete the treatment for this roadway.

Geotechnical Considerations

Because of the limited scope of this project, geotechnical considerations will not be addressed.

Hydraulics

Hydraulic considerations are not anticipated for this project.

Utilities

Due to the limited scope of this project, minimal utility conflicts are anticipated for this project.

Lighting along the north side of this route and at the intersection with 25th Street will be adjusted to move the poles further from the edge of traveled way.

Underground utilities will need to be located before resetting luminaire posts, adjusting guardrail around the NE corner of the intersection at 15th Street, and making geometric changes at the intersection of 25th Street.

Bridges

No bridges are located within the project limits.

Traffic

New pavement markings will be included with this project.

Unprotected lighting features located within the clear zones will be addressed.

Guardrail adjustments near the intersection with 15th Street will be made to ensure proper height

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 7

is obtained throughout this project. Delineation appears to be in useable condition, but new guardrail delineation near 15th Street is required due to the adjustments being made.

Geometric issues with restricted large vehicle turning widths at the intersection of 25th Street will be addressed with this project. Truck turning movements will be used to upgrade the current configuration. Island modification along with a painted median barrier will be used to provide a cost effective solution to correct geometric deficiencies.

Resetting of existing signs near the intersection of 25th Street will be required with the upgrades.

Pedestrian/Bicycle/ADA

There are no existing features in need of ADA upgrades. An existing separated bike path located closer to the Missouri River provides ample space for bikers, and no new facilities will be provided with this project.

The geometric improvements proposed for the intersection at 25th Street will not require any ADA involvement, as there are no existing features within this vicinity.

Context Sensitive Design Issues

No context sensitive design issues will be addressed with this project; however, there are two pullouts located within the limits of this project. Both of these pullouts will receive a 0.15' overlay.

Other Projects

Other nominated projects in the area include:

- NH 101-1(3)2, Smelter Avenue & 10th Street North, an intersection reconstruction project of N-101 (3rd St. NW), N-104 (10th St. N.), and U-5204 (Smelter Ave.). Construction is anticipated to start during the spring of 2010.
- STPU 5204(3), Smelter Avenue-Black Eagle, a major rehabilitation on U-5204 with anticipated construction in 2011
- NH 60-2(70)92, 10th Ave S – 26th to 20th St-GTF, a reconstruction with added capacity. This project is scheduled for 2010 and will use this route as a truck detour.

Design Exceptions

There is only one location where the grade exceeds the Geometric Design Criteria's maximum grade of 7% for Level terrain on Urban Principal Arterials. The maximum grade of approximately 7.5% is located from RP 3.9 to RP 4.0. Due to the nomination as a pavement preservation project, the steep grades will not be adjusted and an exception to standards is requested. No formal design exception is anticipated for this project.

Right-of-Way

No new right-of-way will be required for this project.

Plans for F 385(2) show existing right-of-way each side of centerline as 50'. The right-of-way is constant throughout the project limits; however, there is a section toward the beginning of the project (around the intersection with 15th Street) that is extended beyond the original 50' each side of centerline.

Cold-In-Place Recycle

Cold-In-Place Recycle (CIR) does not appear to be a viable construction activity for this project.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 8

Uniform surfacing along with ample pavement thickness, after the milled section is removed, for equipment travel is needed in order for this option to be used. AADT is high throughout this project. Because CIR typically involves an overlay, and due to reconstruction projects planned in this area for the future, the cost associated with CIR is too expensive and will not be used.

Access Control

The existing access control falls under regulated access for the route included in this project. There will be no modifications to the existing access control.

Utilities/Railroads

Utilities

Due to the nature of this project, minimal utility involvement is anticipated; however, guardrail upgrades near the intersection with 15th Street, geometric upgrades at the intersection of 25th Street, and lighting improvements along the north side of this project will require locates.

Railroads

An abandoned BNSF railroad spur runs parallel to the roadway near the 15th Street intersection; however, no involvement with the railroad is anticipated. The tracks are more than 50 feet away from the roadway throughout this project.

Intelligent Transportation Systems (ITS) Features

There are no ITS solutions that will be designed within this project.

Survey

A photogrammetric survey was completed in the area for a feasibility study in March 2009, and a pickup survey near 15th Street was submitted on October 13, 2009. Also, the area lab distributed a PMS Core Report on August 18, 2009, which included rutting depths and top widths of the existing surfacing. Additional core samples were taken at the intersection of 25th Street and rendered on October 6, 2009.

No additional survey is requested nor required for the project at this time.

Public Involvement

Due to the limited scope of the project, a level "A" public involvement plan is appropriate. The plan will include a news release, which will explain the project and include a department point of contact.

Environmental Considerations

This project meets the criteria for the Statewide Programmatic Categorical Exclusion. No apparent significant environmental concerns or issues were identified.

Energy Savings/Eco-Friendly Considerations

Due to the nature of this project, extending the useful life of the pavement is aimed directly at minimizing the footprint on the environment. This is accomplished by postponing reconstruction projects through routine maintenance.

Traffic Control

Because this is a fairly rapid moving project, shifting traffic to one lane of travel for short periods of time will be used to maintain working space. Night work will be used for major construction activities in order to reduce impacts to the traveling public.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 9

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project.

Traffic issues that will require special consideration are as follows:

- Swift setup and removal of traffic signing in accordance with the Manual on Uniform Traffic Control Devices will be necessary, as this is a heavily used route.
- Extra caution should be used by the workers to maintain a safe working area as far away from the traveling lanes as possible.
- Limit work requiring lane closures to off-peak hours or night time work.

Project Management

The Great Falls District will be responsible for the plans. Christie W. McOmber, P.E., is the Great Falls District Projects Engineer.

This project is not under full FHWA oversight.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 10

Preliminary Cost Estimate

The project was programmed at \$1,100,000.

A preliminary estimate based on initial design quantities provides the following costs:

Cost Estimate

Cascade N&S		Estimate Costs	Inflation (INF) (from PPMS)	w/INF + IDC (from PPMS)
Road work		\$551,042		
Remove Structure		\$0		
New Structure		\$0		
Traffic Control		\$50,000		
Subtotal		\$601,042		
Mobilization	10%	\$60,104		
Subtotal		\$661,146		
Contingencies	25%	\$165,287		
Total CN		\$826,433	\$80,532	\$1,065,502
CE	10%	\$82,643	\$8,053	\$106,550
IDC:	17.48%		TOTAL	\$1,172,052
Inflation Factor (ppms)			<i>0.097445217</i>	

Note: Inflation is calculated in PPMS to the letting date plus one year to estimate mid-point of construction. 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 17.48% as of FY 2010.

The construction cost for this project is approximately \$918,259 per mile.

Ready Date

The ready date is August 2010, with an anticipated letting date in 2011.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

NH 102-1(3)3

Project Manager: Christie W. McOmber

Page 11

MONTANA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT NH 102-1(3)3
MILL, OVERLAY, AND SEAL & COVER
RIVER DR-15TH TO 25TH (GTF)
CASCADE COUNTY

LENGTH 0.9 MILES

