serving you with pride

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

Jim Lynch, Director
Brian Schweitzer, Governor

October 25, 2010

MASTER FILE COPY

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
UPP 5210(21)
1st Ave. N.-9th to 25th-GTF
Control Number: 7108000

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.

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

e-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

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(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.: UPP 5210 (21) **ID:** UPN 7108000 **Project Name:** 1st Ave N – 9th – 25th - GTF

Reference Post (Station) RP 2.5 **to Reference Post (Station)** RP 3.8

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)				
	Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
		Yes	No	Comment or List Documentation, Evaluation, Mitigation Measure, and/or (a) Permit(s) Required for Items 1 through 7.(Use attachments if necessary)
1.	Does the proposed action require work in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system. (See listing on page 3)	☐	☒	
2.	Are there any recorded occurrences, and/or critical habitat for Federally-listed Threatened and Endangered Species in the vicinity of the proposed activity?	☐	☒	
3.	Does the proposed action have an impact on water quality? If answer is NO go to question 4.	☐	☒	
3a.	If the answer to number 3 is yes, is a Clean Water Act ' Section 402 permit required? (MPDES issued by MDEQ)	☐	☐	☒ N/A
4.	Does the proposed project have impacts to wetlands or waters of the U.S.? If answer is NO go to question 5.	☐	☒	
4a.	If the answer to number 4 is yes, is a Clean Water Act ' 404 permit authorization required?	☐	☐	☒ N/A
4b.	If the answer to number 3 or 4 is yes, is a Stream Protection Act ' 124SPA permit required? (Issued by MDFWP)	☐	☐	☒ N/A
5.	Does the proposed project involve hazardous waste site[s]? (Superfund, spills, underground storage tanks, etc.)	☐	☒	
6.	Is the proposed activity on and/or within approximately 1.6 Km (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" (Some Indian Reservations)?	☐	☒	☐ N/A

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

Checklist prepared by: Christie McOmber — District Project Engineer — October 5, 2010
Applicant — Title — Date

Approved by: ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR — 10/25/10
Environmental Services — Title — Date
(when items 1, 2, 3, 3a, 4, 4a, 4b, 5, 6, 6a, or 7 are checked "Yes")

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 (USDoI)

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 Ferry, P.E. *Signed by Lesly Tribelhorn for Paul Ferry 10/5/2010*
Highways Engineer

Date: October 5, 2010

Subject: UPP 5210 (21)
1st Ave. N. – 9th to 25th - GTF
UPN 7108000
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 *October 5, 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 Preconstruction Engineer for approval.

I recommend approval:
Approved _____ Date _____

Distribution:

Michael Johnson, District Administrator
Kent Barnes, Bridge Engineer
Tom Martin, Environmental Services Bureau Chief
Duane Williams, Traffic and Safety Engineer
Rob Stapley, Right-of-Way Bureau Chief
Paul Ferry, Highways Engineer
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator

cc:

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

e-copies:

Jim Walther, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Kurt Marcoux, District Hydraulics Engineer
Bonnie Gundrum, Env. Res. Section Supervisor
Paul Sturm, District Biologist
Eric Thunstrom, G.F. District Environmental Eng.
Danielle Bolan, Traffic Engineer
Ivan Ulberg, G.F. District Traffic Project Engineer
Pierre Jomini, Safety Management Engineer
Stephanie Brandenberger, Bridge Area Eng, G.F. District
Mary Gayle Padmos, PvMS Engineer
Daniel Hill, Pavement Analysis Engineer
Lee Grosch, District Geotechnical Manager
Jason Sorenson, Engineering Cost Analyst
Jake Goettle, Construction Bureau – VA Engineer
Walt Scott, R/W Utilities Section Supervisor
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Paul Johnson, Project Analysis Bureau
Susan Sillick, Research Section Supervisor
Alice Flesch, ADA Coordinator
Mark Keeffe, Bicycle/Pedestrian Coordinator
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Jean Riley, Planner

James Combs, District Traffic Engineer
Dave Hand, Great Falls District Maintenance Chief

Steve Prinzing, District Preconstruction Engineer
Christie McOmber, District Projects Engineer
Stan Kuntz, G.F. District Materials Lab
Doug Wilmot, G.F. District Construction Engineer
Dennis Ghekiere, District Utility Agent
Linda Cline, District R/W Design

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

Memorandum

To: Paul Ferry, P.E.
Highway Engineer

From: Christie McOmber, P.E. CWM
District Projects Engineer, P.E.

Date: October 1, 2010

Subject: UPP 5210 (21)
1st Ave. N. – 9th to 25th - GTF
UPN 7108000
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 Signed by Lesly Tribelhorn for _____ Date 10/5/10
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, Road Design Area Engineer

Introduction

This report was derived from information taken from the Preliminary Field Review conducted on June 30th, 2010, at the Great Falls District Office and via Go-to-Meeting, with the following individuals in attendance:

Mick Johnson	District Administrator	MDT – Great Falls
Steve Prinzing, P.E.	Engineering Services Supervisor	MDT – Great Falls
Dave Hand	Maintenance Chief	MDT – Great Falls
Christie McOmber, P.E.	Projects Engineer	MDT – Great Falls
Jeania Cereck	Design Supervisor	MDT – Great Falls
Linda Cline	Right-of-Way Design	MDT – Great Falls
Teresa Davidson	Design	MDT – Great Falls
Bryce Hove	Design	MDT – Great Falls
Ivan Ulberg	Traffic Project Engineer	MDT – Helena
Jim Dunbar	Design Supervisor	MDT – Helena
Charles Pierce	Design Supervisor	MDT – Helena
Dan Hill	Surfacing Design	MDT – Helena
Steve McEvoy	Surfacing Design	MDT – Helena
Jim Reardon	Public Works	City of Great Falls
Jason Handl	Engineer	City of Great Falls
Dave Dobbs	Engineer	City of Great Falls

Proposed Scope of Work

The proposed pavement preservation project has been nominated to provide milling, digout areas, leveling, an overlay, and seal & cover with ADA improvements and sidewalk replacement. Milling will be required to match curb and gutter for project connections and in digout areas to eliminate rutting and for crown correction. Due to severe longitudinal cracking in two areas, trench milling is also required.
The existing horizontal and vertical alignments will be used throughout the project.
The lack of adequate ADA and poor condition of existing sidewalk will require complete replacement of sidewalk throughout most of the project limits.

Purpose and Need

The pavement Analysis and Condition Treatment Report from 2008 indicates severe rutting throughout the project limits (2008 PVMS Data is the most recent report available). In some sections the roadway crown will need to be re-established. This section of roadway has not been improved in approximately 20 years and no further projects are planned at this time. Some functional ADA ramps are in place but many intersections have no ramps and much of the existing sidewalk is in extremely poor condition.

Project Location and Limits

This project is located in Cascade County on Urban Route U-5210, 1st Ave. N., beginning at RP 2.5, at the junction with 9th Street North (U-5242), and proceeding east for approximately 1.3 miles to RP 3.8, the intersection with 25th Street North (U-5217).

The functional classification of this route is Principal Arterial – Non Interstate from RP 2.5 to RP 3.0 and from RP 3.0 to RP 3.8 the functional classification is Minor Arterial.

This project is located within the City Limits and Urban Area of Great Falls. Beginning at RP 2.5, Section 12, T. 20 N., R. 3 E., of Cascade County and ending at RP 3.8, Section 7, T. 20 N., R. 4 E. of Cascade County. Total length is 1.3 miles.

Work Zone Safety and Mobility

At this time, Level 1 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP) and a Public Information (PI) component. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

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 *	3.018	3.828	1945

* As-built project was not found.

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

Reconstruct As-Built Project ID	From RP	To RP	Year Built
RTM 5210(5)	2.521	3.018	1991
F 224(6) *	3.018	3.828	1957

* - The Road Log differs from the as-built plans.

- The entire project is located in an Urban area with sidewalk curb and gutter throughout. From the beginning of the project, 1st Ave. N. and the intersection of 9th St. N., as-built station 34+78 on RTM 5210(5), and the intersection of 11th St. N., the roadway width is 50' from curb flow line to curb flow line. The as-built typical consists of two 11.0' outside drive lanes, one 10.0'center drive lane and two 9.0' parking lanes. From 11 St. N. to 15th St. N., the roadway width from curb flow line to curb flow line is 41.0'. The typical includes two 11.0' drive lanes and two 9.5' parking lanes. From 15th St. N. to 25th ST. N., the roadway width is 34.0' from curb flow line to curb flow line and the typical consists of two 11.0' drive lanes and two 6.0' parking lanes.
- From 9th St. N. to 15th St. N. surfacing consists of 0.50' PMBS, 0.15' of CTS and 1.45' of CBC. From 15th St. N. to 25th St. N. the surfacing consists of 0.25' PMBS 0.65' CBC and from 0.40' to 0.60' of sand sub-base.
- The pavement Analysis and Condition Treatment Report from 2008 indicates severe rutting and a rough surface throughout the project limits.
- Route 5210, 1st Ave N. is a one-way, two-lane Urban route that proceeds due east and traverses level terrain within the Great Falls City Limits. Maximum grade on the project is +4.37% in the vicinity of 21st St. N. which does not exceed 6% maximum grade in level terrain for Urban Principal Arterials.

Traffic Data

2010 AADT	=	**7,110** (Present)
2011 AADT	=	**7,180** (Letting Year)
2030 AADT	=	**8,680** (Design Year)
DHV	=	**820**
T	=	**2.3%**
ESAL	=	**51**
Growth Rate	=	**1.0%**

Crash Analysis

The accident analysis for this project was taken from January 1, 2007 to December 31, 2009 between R.P. 2.521 and 3.828.

- The average accident rate of 6.65 for this roadway is **above** the statewide average of 5.06 for N-P Routes through urban areas.

- The severity index is 1.55, **below** the statewide average of 1.67.

- The severity rate is 10.28, **above** the statewide average of 8.48.

- **Crashes:** There were **66 Total crashes** recorded during the study period.

- Variations from Average Occurrence:

    1. 24.2% dark – lighted conditions vs. 15.5% statewide average for city crashes.
    2. 19.7% rear end collisions vs. 29.9% statewide average for city crashes.
    3. 13.6% left turn opposite direction collisions vs. 3.1% statewide average for city crashes.

- Crash Clusters or Safety Projects: No clusters or safety projects were found for the study area in the past 3 years.

- Remarks: The crash rate and severity rate are compared to the 2004 – 2008 statewide average for N and P routes within city limits of cities with a population greater than 5,000 per the 2000 census.

  The crash trend is in the intersection or intersection related crashes. 45 of the 66 reported crashes were cited as occurring in or related to the intersection, 13 cited rear end collision, 16 cited right angle collision, 10 cited side swipe same direction collision, 17 cited parked motor vehicle as the first or most harmful event, 11 cited disregard for the traffic signs as a contributing circumstance, 10 cited failure to yield, 7 cited improper turn, 1 report cited bicycle as the first or most harmful event and 1 cited pedestrian as the first or most harmful event. The highest number of crashes, 17, occurred at the intersection of 1st Ave. N. and 9th St., 6 occurred at the intersection of 25th St., 4 at 23rd St. and 4 at 24th St. The remainder are scattered throughout the project.

  Sidewalks, curbs and ramps need to be brought up to current ADA compliance. Check the road width to determine if it is wide enough for parking on both sides of the road as per current MDT standards. Clear all vegetation blocking the driver's view of traffic

control devices. Upgrade signing and pavement markings. Check the need for additional directional signs and arrow pavement markings.

- *Sidewalk, curbs and ramps will be reconstructed to current standards f or accessibility.*
- *Great Falls District Maintenance will investigate the removal of vegetation obstructing traffic control items.*
- *Roadway widening and eliminating parking are beyond the scope of a pavement preservation project. Future projects will need to address this issue.*
- *All signing and pavement markings will be brought up to current standards.*

Major Design Features

a. **Design Speed.**
From RP 2.5 to RP 3.0 the Design Speed is 40 to 45 mph for a two lane, curbed, Principal Arterial. From RP 3.0 to RP 3.8 the Design Speed is 35 mph for a Minor Arterial. The posted speed limit is 30 mph throughout.

b. **Horizontal Alignment**.
The existing horizontal alignment is satisfactory for a preventative maintenance project. The project proceeds due east and has no existing horizontal curves.

c. **Vertical Alignment**.
The existing vertical alignment does meet current design standards based on the maximum grade of 4.419%. Geometric Design Criteria for Urban Principal Arterials calls out a maximum grade of 6% for level terrain. Passing sight distance and stopping sight distance will not be addressed with this pavement preservation project.

d. **Typical Sections and Surfacing**.
The entire project is located in an urban area with sidewalk curb and gutter throughout. From the beginning of the project, 1st Ave. N. and the intersection of 9th St. N., as-built station 34+78 on RTM 5210(5), and the intersection of 11th St. N., the roadway width is 50' from curb flow line to curb flow line. The as-built typical consists of two 11.0' outside drive lanes, one 10.0'center drive lane and two 9.0' parking lanes. From 11 St. N. to 15th St. N., the roadway width from curb flow line to curb flow line is 41.0'. The typical includes two 11.0' drive lanes and two 9.5' parking lanes. From 15th St. N. to 25th ST. N., the roadway width is 34.0' from curb flow line to curb flow line and the typical consists of two 11.0' drive lanes and two 6.0' parking lanes. No changes to the existing typical sections are proposed.
Surfacing will consist of a 0.15' PMBS overlay with a 0.07' isolation lift.

e. Digouts
MDT has requested FHWA concurrence to use Pavement Preservation funding to digout the locations identified in the plans. Based on the review of the pavement depths and general condition we recommend a digout and base course reestablishment in a couple of blocks of the project. A mill and fill would not address the warped crown and dips and the limited surfacing remaining may be problematic for equipment during construction due to insufficient support. Replacing and compacting a new aggregate layer in these sections will provide a more even ride and prolong the life of the project. The digout sections would be paved, sealed & covered with the rest of the project. The digout areas will have 0.18' PMBS, which combined with the overlay surfacing totals 0.4' of PMBS, and 1.0' of Special Borrow (CAC).

f. **Geotechnical Considerations**.
Because of the limited scope of this project, geotechnical considerations will not be addressed.
Digouts are proposed intermittently throughout the project limits in areas of damaged and

failing pavement and severe rutting.
Great Falls Materials Lab cores were generally good with ratings between 2 and 3.

g. **Hydraulics – City of Great Falls**.
New water mains will be placed prior to the letting date of the subject project on 1st Ave. N. from 21st St. to 25th St. by the City of Great Falls Public Works Department. Throughout the project, deteriorating drop inlets located in the radius of the street corners interfere with existing and proposed ADA ramps. An agreement will be made with the City of Great Falls to fund the replacement of these drop inlets with new curb inlets to facilitate drainage and ADA design. The new drop inlets will be placed in the contract as a Contractor Stake and Layout at City of Great Falls cost.

h. **Bridges.**
There are no bridges within the project limits.

i. **Traffic.**
New pavement markings will be included with this project. Traffic is requested to review the pavement markings and signing per the accident analysis recommendations. Signs in conflict with ADA ramps will be adjusted under miscellaneous items. Traffic and Safety will provide plans as needed for any sign upgrades.

j. **Pedestrian/Bicycle/ADA**.
Sidewalk, curb and gutter are present throughout the project. Since existing ADA facilities are inadequate new ADA facilities are proposed along with sidewalk improvements. The existing sidewalk is in generally poor condition. New sidewalk will be included in both boulevard and non-boulevard areas except where significant stretches of acceptable sidewalk are located.
While no bicycle facilities are proposed for this project, bicycle routes are available on 1st and 2nd Ave. S. and 4th Ave. N for east and west bound bike traffic.

k. **Context Sensitive Design Issues**.
No context sensitive design issues will be addressed with this project.

Other Projects

Two adjacent projects in the planning stage but not yet authorized are:
UPP 5201(21) 1st Ave. N. – 25th – 38th
UPP 5201(21) 2nd Ave N. – 15th – 38th
Both projects are mill, overlays with ADA improvements that will be completed under a combination of Great Falls District Maintenance and CM funding.

Other than the two adjacent projects mentioned above, there are numerous projects scheduled for construction in the Great Falls Urban Area during the 2011 construction season:

- STPHS 60-2(95)96, 2002 – 10th Ave So/Fox Farm Rd – (GF), an intersection improvement project,
- NH 60-2(92)93, River Dr – 15th to 25th (GF), an overlay and seal & cover project,
- NH 103-1(12)0, Central Ave West (GTF), a mill, overlay, and seal & cover project,
- STPU 5204(3), Smelter Avenue – Black Eagle, a reconstruct project,
- NH 60-2(92)93, 10th Ave. S. – Warden BR. – 18th GTF, PCCP rehab.
- BH 5299(85) Bridge Deck Rehab/Repair, 10th Ave. S. Warden Bridge & Central Ave. W Bridge.

There should be no major effects on this project due to the adjacent projects.

Location Hydraulics Study Report

Due to the limited scope of the project no Location Hydraulics Study is required. Some curbs

may be adjusted slightly to improve flow into the drop inlets or around corners with the ADA ramp replacements. A minimal amount of new curb may also be required at select other locations to facilitate drainage where the existing curb line has sunk.

Design Exceptions
No Design Exceptions are anticipated for this project.

Right-of-Way
Existing R/W widths are 80' throughout the project. No new R/W will be required. Existing R/W has been plotted from as-built plans and it appears new ADA facilities will fit within the existing R/W although some signs may need to be reset.

Cold-In-Place Recycle
Cold–in-place recycle is not recommended for urban projects with slow moving and/or stopped traffic as it tends to rut in these locations.

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
Due to the limited scope of this project, minimal utility conflicts are anticipated for this project. Some manholes or water valves may need minor adjustments due to the warped existing crowns. No railroads are located within the project limits.

Intelligent Transportation Systems (ITS) Features
There are no ITS solutions that will be designed with this project.

Survey
The project will be designed from as-builts. No formal survey is necessary for the overlay and sidewalk replacement. The City of Great Falls will replace the large drop inlets located in the sidewalk radius; survey data will be collected in the District.

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.

Experimental Features
No experimental features will be included with the scope of this project.

Traffic Control
Shifting traffic to one lane of travel and restricting parking along one side for short periods of time will be used to maintain working space on this one-way avenue. As this is a residential area night work will not be considered. Street detours will be utilized in areas of full width digouts. Eastbound traffic would be diverted to a signalized intersection on Central Ave. when 1st Ave. N. is closed. The detour will be detailed in a special provision. An agreement with the City of Great Falls will be completed.
A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a Public Information Campaign (PI) is appropriate for this project. The Public Information Campaign will consist of:

1. An initial press release describing the proposed project, overlay, sidewalk replacement and digout areas.
2. Individual letters to landowners describing the work to be performed, encouraging comments and/or questions and a phone number to call.
3. Neighborhood Council Meetings may be utilized to further explain the 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 urban route.
- Extra caution should be used by the workers to maintain a safe working area as far away from the traveling lanes as possible.
- Short term detours diverting eastbound traffic to Central Avenue at signalized intersections.

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 Cost Estimate
Project costs include cold milling, digout areas, PMBS overlay, seal & cover with new sidewalk and ADA improvements. The cost per mile for this 1.3 mile project is $879,187.

1st Ave. N - 9th - 25th - GTF		Estimate Costs	Inflation (INF) (from PPMS)	w/INF + IDC (from PPMS)
Road work		$979,090		
Traffic Control		$82,000		
Subtotal		**$1,061,090**		
Mobilization	10%	$106,109		
Subtotal		**$1,167,199**		
Contingencies	6%	$70,032		
Total CN		**$1,237,231**	**$113,489**	**$1,531,041**
CE	10%	**$123,723**	**$11,349**	**$153,104**

IDC:	13.35%	**TOTAL**	**$1,684,145**
	Inflation Factor (ppms)	*0.091728409*	

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 13.35% as of FY 2011.

Ready Date

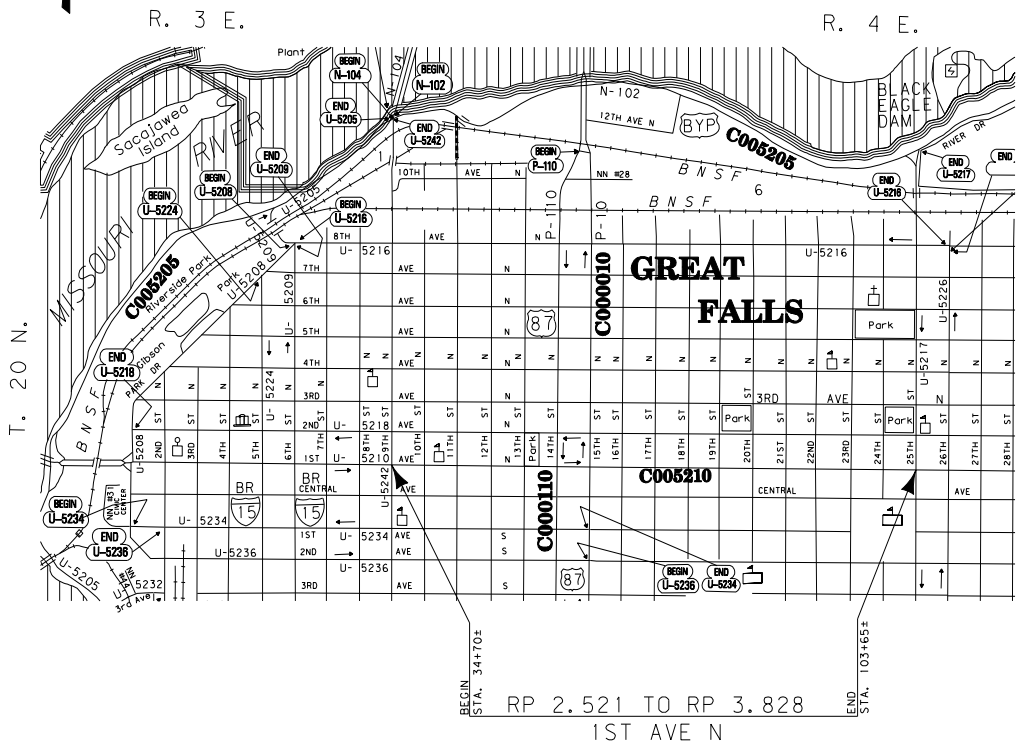
The ready date for the project is November 2010.
The estimated letting date is March 2011.
The project is behind (3 months) in OPX2 but is expected to be complete in time for an early 2011 letting.

Site Map

The project site map is attached.

FEDERAL AID PROJECT UPP 5210(21)
COLD MILL, PLANT MIX OVERLAY, SEAL & COVER, SIDEWALK AND ADA IMPROV.
1ST AVE N - 9TH TO 25TH - GTF
CASCADE COUNTY

LENGTH 1.3 MILES



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