



December 3, 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  
UPP 5811(1)  
South MT Ave-Hlna  
Control Number: 7237000

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,

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

Attachments: Environmental Checklist, PFR/SOW Report

electronic copies with attachment (Checklist only, unless noted):

Michael P. Johnson	Great Falls District Administrator
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidi Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Eric Thunstrom	Environmental Services Bureau Project Development Engineer
Paul Ferry, P.E.	Highways Engineer
Dustin Rouse, P.E.	Road Design Area 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 5811(1) ID: UPN 7237000 Project Name: SOUTH MT AVE - HLNA

Reference Post (Station) RP 0.00± to Reference Post (Station) RP 0.36±

Applicants Name: MDT Address: 2701 Prospect, Helena MT 59620-1001

Type of Proposed Pavement Preservation Activity: Work Type : 180 Resurfacing – Asphalt (Thin Lift = 0.20 ft)

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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Are there any recorded occurrences, and/or critical habitat for Federally-listed Threatened and Endangered Species in the vicinity of the proposed activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Does the proposed action have an impact on water quality? If answer is NO go to question 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3a. If the answer to number 3 is yes, is a Clean Water Act ' Section 402 permit required? (MPDES issued by MDEQ)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to number 4 is yes, is a Clean Water Act ' 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
4b. If the answer to number 3 or 4 is yes, is a Stream Protection Act ' 124SPA permit required? (Issued by MDFWP)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
5. Does the proposed project involve hazardous waste site[s]? (Superfund, spills, underground storage tanks, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6a. Are any Tribal water permits required?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" (Some Indian Reservations)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> N/A

MASTER FILE COPY

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

Checklist prepared by: Dustin Rouse Project Design Engineer November 10, 2010  
Applicant Title Date

Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR 12/6/10  
Environmental Services Title Date

Project Number: UPN 7237000 ID: UPP 5811(1) Designation: SOUTH MT AVE- HLNA

(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)



**Memorandum**

To: Distribution

From: Paul Ferry, P.E. *LT for PF*  
 Highways Engineer

Date: November 16, 2010

Subject: UPP 5811(1)  
 SOUTH MT AVE - HLNA  
 UPN 7237000  
 WORK TYPE 180 RESURFACING – ASPHALT (THIN LIFT ≤ 0.20 FT.)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 11/16/10. 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 P. 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                            |
| Robert Stapley, Right-of-Way Bureau Chief       | Jon Swartz, Maintenance Administrator                        |
| Paul Ferry, Highways Engineer                   |  |

**cc:**

- |  |                                    |
|--|------------------------------------|
| Dave Jensen, Fiscal Programming Section Supervisor | Ryan Leland, City Engineer         |
| Dustin Rouse, Project Design Manager               | 316 N. Park Ave.                   |
| Damian Krings, Road Design Engineer                | Helena, MT 59624                   |
|  | Ben Sautter, Street Superintendent |
|  | 316 N. Park Ave.                   |
|  | Helena, MT 59624                   |

**e-copies:**

- |   |   |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer    | Jason Sorenson, Engineering Cost Analyst        |
| Lesly Tribelhorn, Highways Design Engineer            | Jake Goettle, Construction Bureau – VA Engineer |
| Mark Goodman, Hydraulics Engineer                     | Stephen Prinzing, District Preconstruction      |
| Kurt Marcoux, District Hydraulics Engineer            | Christie McOmer, District Projects Engineer     |
| Bonnie Gundrum, Env. Resources Section Supervisor     | Stanley Kuntz, District Materials Lab           |
| Paul Sturm, District Biologist                        | Dave Hand, District Maintenance Chief           |
| Eric Thunstrom, District Project Development Engineer | Kam Wrigg, Butte District Maintenance Chief     |
| Danielle Bolan, Traffic Engineer                      | Walt Scott, R/W Utilities Section Supervisor    |
| Ivan Ulberg, District Traffic Project Engineer        | David Hoerning, R/W Engineering Manager         |
| Pierre Jomini, Safety Management Engineer             | Greg Pizzini, Acquisition Manager               |
| Matt Strizich, Materials Engineer                     | Joe Zody, R/W Access Management Section Manager |
| Dan Hill, Pavement Engineer                           | Paul Johnson, Project Analysis Bureau           |
| Lee Grosch District Geotechnical Manager              | Sue Sillick, Research Section Supervisor        |

Bryce Larsen, Supervisor, Photogrammetry & Survey  
Marty Beatty, Engineering Information Services  
Paul Grant, Public Involvement Officer  
Jean Riley, Planner

Alice Flesch, ADA Coordinator  
Mark Keeffe, Bicycle/Pedestrian Coordinator  
James Combs, District Traffic Engineer  
Lee Alt, Butte District Traffic Engineer



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

**Memorandum**

To: Paul Ferry, P.E.  
Highways Engineer

From: Damian Krings, P.E. *DMK*  
Road Design Engineer

Date: November 9, 2010

Subject: UPP 5811(1)  
SOUTH MT AVE - HLNA  
UPN 7237000  
WORK TYPE 180 RESURFACING – ASPHALT (THIN LIFT  $\leq$  0.20 FT.)

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

Approved Lesly Tribelhorn for Paul Ferry Date 11/16/10  
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  
Highways File

## Preliminary Field Review/Scope of Work Report

UPP 5811(1) SOUTH MT AVE - HLNA

Project Manager : Dustin Rouse

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### **Introduction**

An office meeting was held at the MDT Commission Conference room prior to the site visit on April 26, 2010. The following people were present at the meeting.

Mick Johnson	MDT – Great Falls	District Administrator
Steve Prinzing	MDT – Great Falls	Engineering
John Kunda	MDT – Helena	Road Design
Charles Pierce	MDT – Helena	Road Design
Jim Wingerter	MDT – Great Falls	Construction
Kam Wrigg	MDT – Butte	Maintenance
Steve McEvoy	MDT – Helena	Surfacing Design
Gerry Brown	MDT – Lewistown	Eng. Oversight
Eric Thunstrum	MDT – Helena	Environmental Services
Doug Wilmot	MDT – Great Falls	Construction
Jim Cornell	MDT – Helena	Traffic and Safety Bureau
Tony Strainer	MDT – Butte	Maintenance
Dustin Rouse	MDT – Helena	Road Design

### **Proposed Scope of Work**

The proposed project has been nominated to preserve the asphalt pavement and to extend the service life of the roadway. The proposed scope of work includes a 0.2-ft mill, 0.2-ft plant mix overlay, seal and cover, pavement markings, new signage, new curb and gutter, radii modification, ADA curb ramps, and replacement of deteriorated sidewalk. Sidewalks in good condition will not be disturbed with this project.

### **Purpose and Need**

The purpose of this project is to maintain the existing pavement and to replace the deteriorated curbing to extend the service life of the existing asphalt surfacing and improve roadway drainage. The sidewalk and curbing in areas on this project that were originally built in 1936 are not in good shape and do not meet current ADA requirements. This section of Montana Avenue is in need of an asphalt mill and fill before the deterioration of pavement begins to accelerate.

### **Project Location and Limits**

Some of the descriptions that may be used to briefly describe the project location include:

- a. This project is located in Lewis and Clark County;
- b. This project is located within the City of Helena;
- c. This project is located on Montana Avenue Urban Route (U-5811);
- d. Montana Avenue at this location is classified as an Urban Collector and is non-NHS;
- e. The project begins at RP 0.00 at the junction of Montana Avenue and 11<sup>th</sup> Avenue and extends south to RP 0.36. (See attached location map.);
- f. The project length is 0.36 miles;
- g. The project corridor is characterized by both commercial and residential development with numerous approaches and alleys.
- h. The project is urban and includes existing curb and sidewalk.

## Preliminary Field Review/Scope of Work Report

UPP 5811(1) SOUTH MT AVE - HLNA

Project Manager : Dustin Rouse

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- i. The project stationing (north to south) begins at station 0+35.0 on WPMS 372 and extends approximately 70-ft beyond the end of construction of WPMS 372 at station 18+69.8.

### **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. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address lane closures at the intersection of Montana Ave and 11<sup>th</sup> Ave and Montana Ave and Broadway. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### **Physical Characteristics**

- a. This section of Montana Ave was reconstructed under project WPMS 372, Mont. Avenue & Capital Grounds – Helena in 1936;
- b. The typical consisted of a 48-ft top width (four 12-ft lanes and no shoulder) of 0.5-ft depth Portland Cement Concrete Pavement (PCCP) with a parabolic crown.
- c. There has been at least one and most likely more overlays of plant mix over the existing concrete roadway. On inspection it appears the overlay thickness at the curb line is approximately 0.2-ft.
- d. The existing vertical curbs are 0.5-ft x 1.5-ft with bond breaker between the curb and PCCP.
- e. New curb and gutter has been installed between 8<sup>th</sup> Avenue and Broadway on the east side (Capital Complex) of the roadway.
- f. Montana Ave was widened to the east near the intersection with 11<sup>th</sup> Ave to accommodate left turns for vehicles headed north to east on 11<sup>th</sup> Ave under project MMS 2195(611) completed in 1995. Runoff is flowing out of the gutter at this widened location and into the travel lanes deteriorating the roadway.
- g. There are no treatment recommendations in the Pavement Management System for this route; however, the City of Helena recommendation was crack seal in 2008 due to medium to low transverse cracking at that time;
- h. Rutting in all lanes and moisture damage along the square curb sections of both shoulders was observed during the field review;
- i. This Urban Route is included in the Greater Helena Area Transportation Plan and was nominated by the City of Helena as a mill and thin lift overlay due to the rutting and moisture damage described above;
- j. The adjacent properties include commercial, residential, and the State Capitol Complex;
- k. The project is considered urban;
- l. The existing profile grade varies from 4.34% to a maximum grade of 6.26% (located near 11<sup>th</sup> Ave). There are six individual grades between streets. The grades flatten at each intersection;
- m. Horizontal Angle points will be necessary for this project since the bearings at each block are slightly different;

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- n. There are numerous private approaches, alleys, and cross street approaches located throughout the project corridor;
- o. Several of the street corners have been updated with previous projects with curb ramps that do not meet the existing ADA requirements.
- p. Over half the original sidewalk has been replaced in sections at various times in the past. Older sidewalk sections are showing deterioration and considerable heaving in areas.

### Traffic Data

The Traffic Data Collection Section provided the follow traffic data:

2010 AADT = 10,460 (Present)
2010 AADT = 10,570 (Letting Date)
2030 AADT = 13,160 (Design Year)
DHV = 1,320
T = 1.6%
ESAL = 50 (Daily)
Growth Rate = 1.1% (Annual)

### Crash Analysis

A crash analysis was conducted for the subject project. The analysis was performed for State Urban Route 5811 from RP 0.00 to RP 0.36, for the period from January 1, 2007 through December 31, 2009.

Rate/Index	Statewide Average	Study Area
All Vehicles Crash Rate	5.06 <sup>1</sup>	7.64 <sup>1</sup>
All Vehicles Severity Index	1.67 <sup>2</sup>	1.33 <sup>2</sup>
All Vehicles Severity Rate	8.48 <sup>3</sup>	10.18 <sup>3</sup>
Total Recorded Accidents		30

1) Crash rates are defined as number of crashes per million vehicle-miles.

2) Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.

3) Severity rate is defined as the crash rate multiplied by the severity index.

### **Variations from Average Occurrence:**

- 33.3% icy, snow, or slush road conditions vs. 21.3% statewide average for city street routes.
- 16.7% snow weather conditions vs. 6.6% statewide average for city street routes.
- 36.7% rear end collisions vs. 29.9% statewide average for city street routes.

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### Clusters:

No cluster areas or safety projects were found for the location during the study.

### Remarks:

For crash rate comparison, we used the 2004-208 Five Year Crash Analysis for NINH and State Primary Routes within city limits.

Location	Recorded Crashes
Montana Ave. & 9 <sup>th</sup> Ave.	7
Montana Ave. & 9 <sup>th</sup> Ave.	7
Montana Ave. & 9 <sup>th</sup> Ave.	5
Type	
Rear End Collisions	11
Right Angle Collisions	9
Sideswipes in the Same Direction Collisions	3
Occurred on Icy, Snowy, or Slushy Road Conditions	10
Involved vehicle hitting the curb then a luminaire pole or fixed object	2
Involved vehicle hitting a utility pole	1
Involved a vehicle hitting a pedestrian	1

### Recommendations:

- Upgrade signing and pavement markings. Review school crosswalk gaps, signing, and pavement markings with the Traffic Engineering Section.  
*Signing, pavement markings, and crosswalks were reviewed with Traffic and will be upgraded throughout. The crosswalk at 9<sup>th</sup> Ave. will be removed based on the recommendation from Safe Routes to School. Traffic is requested to determine if addition of an advance "Thru Traffic Merge-Left" sign would be appropriate for northbound traffic approaching Broadway.*
- Check the feasibility of trimming branches along the roadway with the District Biologist and the City of Helena.  
*Tree trimming will be included in the project and coordinated with the City of Helena and Environmental Services.*
- Check the feasibility of increasing the lateral clearance between the curb and poles/street light poles.  
*Utility line relocation is beyond the scope of the pavement preservation project.*
- Comply with ADA requirements. Check curb and gutter.  
*Existing ramps will be upgraded to meet PROWAG to the extent practicable within the stated scope of work.*

### Major Design Features

- a. **Design Speed.** The design speed based on geometric design criterion for Urban

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- Collector Streets (Non-NHS) is 30 mph. The posted speed limit is 25mph.
- q. **Horizontal Alignment.** Horizontal alignment will not be changed with this pavement resurfacing project.
  - b. **Vertical Alignment.** The vertical alignment will not be changed with this pavement resurfacing project.
  - c. **Typical Sections and Surfacing.** The current typical section widths will remain unchanged. The roadway will receive a full width 0.20-ft mill and 0.20-ft overlay followed by a chip seal. A survey will be conducted to check existing crown. If the roadway is out of section from previous overlays then the mill depth may be increased in the center of the roadway to bring the roadway back to standard crown. The edges of the existing PCCP surfacing will need to be saw cut to accommodate the new curb and gutter. The buildup of traffic gravel on the boulevard between the curb and sidewalk will be graded down to closely match the original grade.
  - d. **Geotechnical Considerations.** Geotechnical investigation will not be required for this pavement preservation project.
  - e. **Hydraulics.** Hydraulic involvement will not be required for this pavement preservation project.
  - f. **Bridges.** There are no bridges located within the project limits.
  - g. **Traffic.** Signing, pavement markings, and crosswalks were reviewed with Traffic and will be upgraded throughout. The crosswalk at 9<sup>th</sup> Ave. will be removed based on the recommendation from Safe Routes to School. Traffic is requested to determine if addition of an advance “Thru Traffic Merge-Left” sign would be appropriate for northbound traffic approaching Broadway. Geometrics is requested to review radius returns for bus turning movements. Radii modifications are to be designed within existing right-of-way if possible. The existing pavement marking layout will be used to re-stripe the roadway. Traffic Engineering will provide the quantities, details, and specifications for interim paint and final epoxy. These items will be included in the road plans package.
  - h. **Pedestrian/Bicycle/ADA.** ADA ramps will be reconstructed at all intersections within the construction limits of this project. Existing ramps will be upgraded to meet PROWAG to the extent practicable within the stated scope of work. Older, cracked, and uneven sidewalk sections will be replaced as needed.
  - i. **Miscellaneous Features.** It is anticipated that this project will generate about 750 CY of millings. The millings will be given to MDT State Maintenance. They will be hauled and stockpiled at the MDT Lincoln Road Pit maintenance yard.
  - a. **Context Sensitive Design Issues.** Due to its proximity to the Capital Complex, construction on this project should not begin until after the Montana Legislative Session scheduled to be complete May 1, 2010.

### Other Projects

There are no other projects planned for this location.

### Location Hydraulics Study Report

Not applicable for the pavement preservation project.

## **Preliminary Field Review/Scope of Work Report**

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### **Design Exceptions**

Design exceptions are not anticipated for this urban pavement preservation project.

### **Right-of-Way**

A cadastral survey has been requested for this project to verify existing right-of-way limits. Right-of-way may be necessary to modify curb radii for bus turning movements pending a review of the Geometric requirements and survey.

### **Cold-In-Place Recycle**

CIPR surfacing treatment in this location would require an overlay which would necessitate a grade raise. Due to the difficulty in a grade raise in this urban curb & gutter environment, we do not recommend using this surfacing treatment.

### **Access Control**

This section of roadway is not access controlled.

### **Utilities/Railroads**

Anticipated Utility involvement includes vertical adjustments of utilities that will be necessary if survey determines the roadway is out of section. There will be no railroad involvement on this project.

### **Intelligent Transportation Systems (ITS) Features**

Implementation of ITS solutions will not be included with this project.

### **Survey**

A topographical survey has been requested that will include curb, sidewalk ramp locations, and roadway cross-sections. A cadastral survey request has also been submitted for this project.

### **Public Involvement**

A limited PI component will be included in the project outlining strategies for public notification. Newspaper ad notification would be appropriate for this project.

### **Level B**

1. News release explaining the project and including a department point of contact.
2. Personal contacts with local government officials.
3. Personal contacts with adjacent landowners explaining final design.
4. Construction notification and information during construction.

### **Environmental Considerations**

No significant environmental impacts or issues were identified. We reviewed the project and determined it meets the criteria for the Programmatic Agreement as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) as signed by MDT February 18, 2005, and concurred by the FHWA on March 4, 2005. The Environmental Checklist for Pavement Preservation Projects is attached.

## Preliminary Field Review/Scope of Work Report

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### Energy Savings/Eco-Friendly Considerations

It is anticipated that this project will generate about 750 CY of millings. The millings will be given to MDT State Maintenance. They will be hauled and stockpiled at the MDT Lincoln Road Pit maintenance yard.

### Experimental Features

Experimental features are not proposed for this project.

### Traffic Control

Traffic will be maintained through the construction of the project with appropriate signing, flagging, pilot cars, etc., in accordance with the Manual on Uniform Traffic Control Devices. The work zone will require single lane closures during construction operations. A minimum of one lane in each direction will remain open for traffic at all times during the construction of this project. Possible stipulations governing the time of year, the days of the week during which construction activities may take place, time of day, and maximum length of roadway that may be under construction at a time may be specified in the contract in order to minimize public impact.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project. Due to the relatively non-complex nature of the work, the Traffic Control Plan will be described in the special provisions.

### Project Management

The Great Falls Road Design section in Helena will be responsible for developing the plans. Dustin Rouse will manage the design of this project. This project is not under full FHWA oversight.

### Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	331,000		
Traffic Control	75,000		
<b>Subtotal</b>	<b>406,000</b>		
Mobilization (10%)	41,000		
<b>Subtotal</b>	<b>447,000</b>		
Contingencies (15%)	67,000		
<b>Total CN</b>	<b><u>\$514,000</u></b>	<b><u>\$11,000</u></b>	<b><u>\$596,000</u></b>
<b>CE (12%)</b>	<b><u>\$62,000</u></b>	<b><u>\$94,000</u></b>	<b><u>\$72,000</u></b>
<b>TOTAL CN+CE</b>	<b><u>\$576,000</u></b>	<b><u>\$105,000</u></b>	<b><u>\$668,000</u></b>

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.

# Preliminary Field Review/Scope of Work Report

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Project Manager : Dustin Rouse

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## Ready Date

The ready date shown in the Project Management System is February 1<sup>st</sup>, 2011. The tentative letting date is May 2011. OPX2 indicates a planned finish of February 28<sup>th</sup>, 2011. Potential design issues include possible right-of-way needs for radii modifications and ADA ramp design.

## Site Map

The project site map is provided below:

