



December 6, 2010

Kevin McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena MT 59601

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ENVIRONMENTAL

**Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
BR 5802(14)
Helena Valley Canal BR-Custer Ave
Control Number: 7261000**

MASTER FILE
COPY

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by MDT and FHWA on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (MCA 75-1-103 and MCA 75-1-201).

The following form provides documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion. A copy of the Preliminary Field Review Report, dated September 29, 2010, and a project location map are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where				
A. Right-of-way, easements and/or construction permits would be required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. The context or degree of the right-of-way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. A high rate of residential growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A high rate of commercial growth exists in the area of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
5. Parks, recreational, or other properties acquired/improved under Section 6(f) of the 1965 National Land & Water Conservation Fund Act (16 USC 460L, <i>et seq.</i>) are on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such Section 6(f) sites would be documented and compensated with the appropriate agencies (MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under Section 106 of the National Historic Preservation Act (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO) would be affected by this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under Section 4(f) of the 1966 US Department Of Transportation Act (49 USC 303) are on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A de minimis finding has been secured for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Nationwide Programmatic Section 4(f) Evaluation forms for those sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full Section 4(f) Evaluation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other water body (ies) considered as "waters of the United States" or similar (e.g., "state waters").	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in Section 10 of the Rivers and Harbors Act (33 USC 403) and/or Section 404 of the Clean Water Act (33 USC 1251-1376) codified at 33 CFR 320-330 would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (EO) #11990, and proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State, and Tribal) as required for permitting.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA would be obtained from the MDFWP.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. A delineated floodplain exists in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. A Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Work would be required in, across, and/or adjacent to a river that is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild and/or Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In accordance with Section 7 of the Wild and Scenic Rivers Act (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Substantial changes in access control would be associated with the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>UNK</u>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Documentation of an invasive species review to comply with both EO #13112 and the County Noxious Weed Control Act (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done would be conducted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then an AD 1006 Farmland Conversion Impact Rating form would be completed in accordance with the Farmland Protection Policy Act (7 USC 4201, <i>et seq.</i>).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the Americans with Disabilities Act (PL 101 336) compliance would be included.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan would be completed in accordance with MDT's Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the Clean Air Act's Section 176(c) (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it is either in a Montana air quality:				
A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
and/or				
B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ Air Quality Division, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a "Class I Air Shed" under 40 CFR 52.1382(c)(3)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. Recorded occurrences, and/or critical habitat are in the vicinity of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish and Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not induce significant land use changes, nor promote unplanned growth. No significant effects on access to adjacent property or to present traffic patterns would occur.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). The project also complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC 2000d) under FHWA regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause significant individual, secondary, or cumulative environmental impacts. FHWA concurrence that this proposed project is properly classified as a Categorical Exclusion is requested.



Date: 12/6/10

Eric Thunstrom
Environmental Services Bureau
Great Falls District Project Development Engineer



Date: 12/6/10

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



Date: 10 DEC 2010

Federal Highway Administration

Attachment

electronic copies without attachment:

Tom Martin, P.E.	Environmental Services Bureau Chief
Heidi Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Michael P. Johnson	Great Falls District Administrator
Kent Barnes, P.E.	Bridge Engineer
Tim Conway, P.E.	Consultant Design Engineer
Michael DalSoglio, P.E.	Consultant Project Engineer
Paul Ferry, P.E.	Highways Engineer
Robert Stapley	Right-of-Way Bureau Chief
David W. Jensen	Fiscal Programming Section Supervisor
Suzu Price	Contract Plans Bureau Chief
Steve Prinzing, P.E.	Great Falls District Engineering Services Supervisor
Stacy Hill, P.E.	Great Falls District Environmental Engineering Specialist
Walt Scott	Right-of-Way Bureau Utilities Section

electronic copies with attachment:

Montana Legislative Branch Environmental Quality Council (EQC)

copies with attachment:

File Environmental Services Bureau

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or call Montana Relay at 711.



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

Memorandum

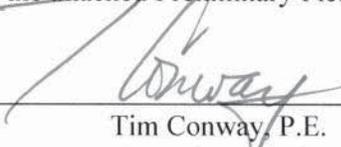
To: Tim Conway, P.E.
 Consultant Design Engineer

From:  Roy Peterson, P.E.
 Consultant Plans Engineer

Date: September 29, 2010

Subject: BR 5802(14)
 Helena Valley Canal BR – Custer Ave
 7261000
 220 – Bridge Replacement with Added Capacity

Please approve the attached Preliminary Field Review Report.

Approved  _____ Date 10/1/10 _____
 Tim Conway, P.E.
 Consultant Design Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

Distribution:

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

cc:

- | | |
|--|--|
| Dave Jensen, Fiscal Programming Section Supervisor | Ryan Leland, City of Helena, City Engineer |
| Michael S. DalSoglio, Consultant Project Engineer | Consultant Design Bureau Project File |

e-copies:

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|---|--|
| 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 | Steve Prinzing, District Preconstruction Engineer |
| Kurt Marcoux, District Hydraulics Engineer | Christie McOmer, District Projects Engineer |
| Bonnie Gundrum, Env. Resources Section Supervisor | Stan Kuntz, District Materials Lab |
| Paul Sturm, District Biologist | Dave Hand, Great Falls District Maintenance Chief |
| Eric Thunstrom, District Project Development Engineer | Walt Scott, R/W Utilities Section Supervisor |
| Danielle Bolan, Traffic Engineer | David Hoerning, R/W Engineering Manager |
| Ivan Ulberg, District Traffic Project Engineer | Greg Pizzini, Acquisition Manager |
| Pierre Jomini, Safety Management Engineer | Joe Zody, R/W Access Management Section Manager |
| Stephanie Brandenberger, District Bridge Engineer | Paul Johnson, Planning Division |
| Matt Strizich, Materials Engineer | Sue Sillick, Research Section Supervisor |
| Dan Hill, Pavement Engineer | Alice Flesch, ADA Coordinator |
| Lee Grosch, District Geotechnical Manager | Mark Keeffe, Bicycle/Pedestrian Coordinator |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Wayne Noem, Secondary Roads Engineer |
| Marty Beatty, Engineering Information Services | Becky Duke, Traffic Data Collection Section Supervisor |
| Paul Grant, Public Involvement Officer | Jean Riley, Planner |

Preliminary Field Review Report

BR 5802 (14); Helena Valley Canal BR – Custer Avenue

Project Manager: Mike DalSoglio, P.E.

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Introduction

A combined scoping meeting and field review for the project was conducted on September 15, 2010. The following individuals attended the office portion of the meeting.

Mick Johnson	District Administrator	MDT – Great Falls
Kent Barnes	Bridge Engineer	MDT – Helena
Jim Walther	Pre-Construction Engineer	MDT – Helena
Stephanie Brandenberger	Bridge	MDT – Helena
Michael DalSoglio	Consultant Design Project Manager	MDT – Helena
Danielle Bolan	Traffic Engineer	MDT – Helena
Steve Prinzing	Engineering Services	MDT – Great Falls
Dave Hedstrom	Hydraulics	MDT – Helena
Jake Goettle	CES	MDT – Helena
Tony Strainer	Maintenance	MDT – Helena
Mark Studt	Consultant Design	MDT – Helena
Lee Grosch	Geotechnical	MDT – Helena
Jean Riley	Planner	MDT – Helena
Ryan Leland	City Engineer	Helena
Robert Padmos	Consultant Design	MDT – Helena
Jamie Winstead	Utilities	MDT – Helena
Joe Zody	Access Management	MDT – Helena
Jerilee Weibel	R/W Manager	MDT – Great Falls
Jack Carlson	EPM	MDT – Helena
Roy Peterson	Consultant Design	MDT – Helena
Eric Thunstrom	Environmental Services	MDT – Helena
John Pavsek	MMI Project Manager	Helena
Cody Salo	MMI Highways	Helena
Charlie Brisko	MMI Bridge	Helena
Mark Franchi	MMI Hydraulics	Helena
Mark Brooke	MMI	Helena
Phill Forbes	MMI	Helena
Todd Lorenzen	Pioneer Technical Services	Helena
Steve Wolowina	Utility Mapping Services	Clancy

Detailed minutes of the meeting are attached to this report.

Proposed Scope of Work

The proposed project has been nominated to replace the functionally obsolete bridge at reference marker 002+0.9+/- (U05802003+02961 Helena Valley Canal) on Custer Avenue and add lane capacity with roadway improvements to the short segment of unimproved Custer Avenue between Kelleher Lane (off system) and York Road (U-5823).

Morrison-Maierle, Inc. has been selected to design the project. MMI's responsibilities generally include all normal project development activities, e.g. survey, bridge design, roadway design, hydraulics, geotechnical, signing and striping, right-of-way design, etc.

MDT will be responsible for the preparation and approvals of the environmental document, right-of-way acquisition, utility coordination, and all necessary permitting.

Purpose and Need

The purpose of this project is to finish all long-term improvements on the Custer Avenue / Canyon Ferry Road corridor from Montana Avenue (U-5809) to Spokane Creek Road (S-284). A new bridge is needed to accommodate future travel demands as the adjoining areas continue to urbanize.

Preliminary Field Review Report

BR 5802 (14); Helena Valley Canal BR – Custer Avenue
Project Manager: Mike DalSoglio, P.E.

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Project Location and Limits

The proposed project is generally described as being located in Lewis & Clark County within the Helena Urban Area limits, adjacent to the City limits. This project will include work on Custer Avenue (U-5802), which is functionally classified as a minor arterial, between reference marker 002+0.6+/- and 003+0.1+/-, and the addition of a slip lane for southbound to westbound traffic on York Road (U-5823).

The project limits include the Custer Avenue bridge over the Helena Valley Irrigation District canal. Relevant adjacent project numbers include:

- IM-MT 15-4(107)193, Custer Interchange – Helena; and
- STPHS-STPS-STPU 25 (27).

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 shifts / closures and wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The majority of the existing improvements in this segment of Custer Avenue were installed in 1955; the north side of Custer Avenue east of Kelleher Lane was recently reconstructed to a new typical section on a new vertical alignment as an impact mitigation measure for the construction of a new Marriott motel. The existing pavement width varies, being approximately 28' wide across the bridge, with one 12' lane of travel in each direction and 2' shoulders.

From the Road Log, the existing surfacing consists of 2" of asphalt over 10" of crushed base course; no overlays have been completed since the original construction.

The terrain in the project area is generally flat; the surrounding land uses represent a transitional area, trending toward urban development. The maximum gradient on the project is expected to be less than 2.0%.

The existing bridge over the Helena Valley Canal is 36' (10.97 m) long, 30' (9.14 m) wide, with a 28' (8.62 m) deck roadway width. The structure can be described as a timber bridge, with asphalt surfacing on the bridge deck. The bridge is considered functionally obsolete.

Traffic Data

The traffic data provided by the Traffic Data Collection & Analysis Section is as follows.

2010	AADT	14,690	PRESENT
2012	AADT	15,110	LETTING YEAR
2034	AADT	20,510	DESIGN YEAR
	DHV	2,150	
	T	2.6%	
	EAL	159	
	AGR	1.4%	

Various turning movement counts at the intersection of Custer Avenue with York Road indicate a fairly consistent split of eastbound traffic – 45% turn onto York Road, 55% continue east – during both morning and evening peaks. This traffic distribution points to the use of a left-turn lane drop at the intersection to transition to the single eastbound lane, east of York Road.

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No additional traffic data will be gathered or analyzed for this project.

Crash Analysis

Crash data for the five-year period from January 1, 2005, to December 31, 2009, was reviewed. On Custer Avenue (U-5802) between Washington Street (U-5807) and York Road (U-5823) there were a total of 36 reported accidents. Of these, 14 resulted in personal injury; none involved either pedestrians or fatalities.

ALL VEHICLES CRASH RATE: 2.00¹⁾

ALL VEHICLES SEVERITY INDEX: 1.67²⁾

ALL VEHICLES SEVERITY RATE: 3.33³⁾

TOTAL RECORDED CRASHES: 36

¹⁾ Crash rates are defined as the 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.

OCCURRENCE:

- 77.8% of crashes occurred on the roadway.
- 41.7% of crashes occurred at the intersection of Custer Avenue/Canyon Ferry Road with York Road.
- 11.1% of crashes occurred during dark-lighted conditions; 22.2% occurred during dark-not lighted conditions.
- 47.2% of crashes were rear-end crashes.
- 80.6% of crashes occurred on dry roads.
- 69.4% of crashes involved inattentive or careless driving.
- 8.3% of crashes involved alcohol.

Major Design Features

- a. **Design Speed.** The existing posted speed limit on Custer is 50 mph. The project area is developing into a more urban area due to the current and planned developments. The design speed for the project is 45 mph.
- b. **Horizontal Alignment.** The existing tangent alignment of Custer immediately east of Kelleher will be extended east across the canal structure, then transitioned to an existing 11,890' (3,625 m) radius curve to the right.

The outside westbound lane on Custer will transition to a slip lane for York Road with a curve to the left of approximately 760' radius. The slip lane will terminate on York Road generally south of its intersection with Meagher Road.

The eastbound lanes will be transitioned with a 45:1 taper that begins immediately east of the canal structure. This transition will be used to eliminate the center median, resulting in a left-turn lane drop of the inside eastbound lane at York Road.

- c. **Vertical Alignment.** The recently completed improvements to Custer Avenue east of

Preliminary Field Review Report

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Project Manager: Mike DalSoglio, P.E.

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Helena Valley Canal. No change in vertical alignment will be made in this segment. Only widening to the south will be added.

East of this -1.39% grade, a vertical curve will be used to transition to a -0.5% grade to tie to existing immediately west of the York Road intersection. Freeboard requirements at the Helena Valley Canal crossing may affect this vertical alignment.

Grades on the slip lane are not expected to exceed -2.0% (to the north).

- d. **Typical Sections and Surfacing.** From Kelleher Lane east to the Helena Valley Canal Bridge, the typical section will be 69.0' wide from back of curb to back of curb. This typical includes a 14' center turn lane, two 11' wide travel lanes in each direction, one 5' wide bike lane in each direction (measured to face of curb), and standard curb & gutter on both sides. No sidewalk will be installed with the project except on the new structure; a bench will be provided behind all new curb & gutter for the future installation of sidewalk by others.

East of the Helena Valley Canal Bridge and the departure of the York Road slip lane, the typical section will transition to two 12' wide travel lanes in each direction, one 12' eastbound to northbound left-turn lane, and 8' wide shoulders. No curb and gutter will be used on this rural segment of Custer Avenue.

The York Road slip lane typical section will include a 12' travel lane with 4' inside shoulder and 8' outside shoulder. No curb and gutter will be used on the slip lane.

Plant mix surfacing and crushed aggregate base course is anticipated, with thicknesses to be determined.

- e. **Geotechnical Considerations.** Subexcavation through a major portion of the project limits as shown on a previous preliminary design is not anticipated. Sand and gravel cobble exists west of the Helena Valley Canal Bridge; east of bridge groundwater may be a concern (10'+/- below ground surface). The canal appears to exfiltrate in the area of Custer crossing. Because of groundwater, spread footings for structure are not recommended.
- f. **Hydraulics.** Two major hydraulics issues have been identified on this project. First, the replacement of the Helena Valley Canal bridge requires a water surface profile calculation for the canal. In turn, the freeboard provided under the new structure will set the Custer Avenue road profile. Freeboard requirements of the Bureau of Reclamation and the Department will be considered.

Second, storm water detention / retention shall be implemented in order to maintain existing flow rates in the York Road borrow ditch. No additional flows in said ditch can be tolerated based on downstream conditions.

- g. **Bridges.** The existing bridge over the Helena Valley Irrigation District canal (U05802003+02961) is approximately 30' wide and is considered functionally obsolete. The existing bridge will be removed, and replaced with a pre-cast tri-deck structure. The new bridge will be sized to accommodate 4 through lanes, painted median, 2 bike lanes, curb, gutter, 5' sidewalks, and barrier & pedestrian rail on both sides. Consideration will be given to increasing this width on one side to allow for phased construction of the structure, while maintaining 2-way traffic at all times. Demolition of the existing bridge will include removing the center pier.

Some utilities may be suspended from the bridge, pending detailed coordination with utility owners.

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- h. **Traffic.** The major traffic consideration on this project is effecting the transition from a (future) urban five-lane facility on the west to the existing three-lane rural section east of the intersection with York Road (U-5823). Consideration should be given to maintaining the alignment of the recently installed north curb line to tie into a future southbound slip lane off York Road. The typical section width transition then would be made on the south side of Custer, beginning immediately east of the new structure.

The inside eastbound lane (#2) will drop at York Road as a left-turn-only lane. Two overhead sign installations will be used to provide advance notice of the lane drop. Appropriate lane markings will also be used. Because Custer Avenue within the project limits is the designated high- and wide-load corridor for the area, special consideration will be given to using rotator bases for the overhead signs.

Existing illumination at the Custer Avenue / York Road intersection is considered adequate and is to be perpetuated, as feasible. The construction of the York Road slip lane may require removal of existing luminaires along the west side of York Road.

- i. **Pedestrian/Bicycle/ADA.** ADA-compliant ramps will be installed in all four quadrants of the intersection of Custer Avenue / Kelleher Avenue. Sidewalk will be installed across the Helena Valley Canal bridge. No other pedestrian facilities will be constructed.

Appropriately signed and striped bicycle lanes will be provided along Custer Avenue (only) within the project limits.

- j. **Miscellaneous Features.** A retaining wall will be used if necessary to avoid construction limits extending north of the Pet Cemetery fence on the north side of Custer Avenue. Perpetuation of the existing pull off for cemetery visitation will be considered. Alternatively, the gate into the Pet Cemetery may be relocated to the west side of the cemetery, with legal access to be secured by the City of Helena with future subdivision of the adjoining property.

- k. **Context Sensitive Design Issues.** Although not a protected resource, the Pet Cemetery may require special consideration. At a minimum, the Lewis & Clark Humane Society director will be contacted early in the design development process to discuss access and impacts.

Other Projects

This project is affected by, and anticipated to be tied to IM-MT 15-4(107)193, Custer Interchange – Helena.

Location Hydraulics Study Report

A Location Hydraulics Study Report will be not be prepared for this project.

Design Exceptions

No design exceptions are anticipated.

Right-of-Way

Existing right-of-way is unknown at this time. It is anticipated that additional right-of-way and / or construction permits will be needed from the Helena Regional Airport Authority, the City of Helena (Pet Cemetery), Lichtwardt Enterprises, LLC., and Prickly Pear Simmental Ranch LLC.

A special use permit from the U.S. Department of the Interior, Bureau of Reclamation will be required for the new structure.

Access Control

Access control exists on Custer Avenue from the west side of the ditch rider road for the Helena Valley Canal and extends to the east. Said limits were established under the access control for the One Mile East

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of Helena Project (CN: 2370-004).

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Existing access control on York Road ends at Ashley Road on the west and at Meagher Road on the east.

Access control will not be modified with this project.

Intelligent Transportation Systems (ITS) Features

No ITS features are anticipated.

Experimental Features

None.

Utilities/Railroads

A number of utilities are located within the project limits. These include:

North side:

- 20" water line; City of Helena
- 4" natural gas; NorthWestern Energy
- Fiber optic; AT&T

South side:

- 20" water line; City of Helena
- 4" natural gas; NorthWestern Energy
- 200-pair telephone; Qwest
- 10" high pressure gas; NorthWestern Energy

Crossings:

- 8" high pressure gas; NorthWestern Energy
- 10" high pressure gas; NorthWestern Energy
- 4" natural gas; NorthWestern Energy

Survey

Control must be densified within the project limits. A cadastral survey will be completed, with completion of a retracement Certificate of Survey. Topographic survey to pick up all existing features within the project limits will be performed, as well as an hydraulic survey of the Helena Valley Canal in the area of the new structure. Given the fast-track nature of the project, all survey activities should be prioritized and completed as quickly as possible.

An updated SUE Phase 1 survey will be completed within the project limits, as a number of the facilities mapped for the Custer Interchange - Helena Project may have since been modified / abandoned. Phase 2 survey in the area of the new structure will also be completed.

Public Involvement

Level B public involvement is anticipated, as described below.

Level B

1. News release explaining the project and including a Department point of contact. Alternatively, contact may be made with a newspaper or papers serving the area to develop a story and graphics that explain and illustrate the proposal. Radio and TV contacts will be considered.
2. Personal contacts with local government officials, interest groups.
3. Personal contacts with adjacent landowners explaining final design will be made by Department staff.
4. Construction notification and information during construction.

Preliminary Field Review Report

BR 5802 (14); Helena Valley Canal BR – Custer Avenue

Project Manager: Mike DalSoglio, P.E.

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If this project is tied to Custer Avenue Interchange – Helena, a higher level of public involvement is anticipated as this project will be included in the larger project's public involvement plan.

Environmental Considerations

A Categorical Exclusion will be prepared by MDT Environmental Services.

Energy Savings/Eco-Friendly Considerations

None.

Traffic Control

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) and a limited Public Information (PI) component is appropriate for this project. Traffic management will require completing one side of the new structure first, diverting traffic over to the new structure, removing the old bridge, completing the rest of the new bridge and roadway, and completing work in / near the Helena Valley Canal before water is turned into the canal in spring 2012.

Traffic issues that will require special consideration are as follows:

- maintain 2-way traffic at all times;
- complete the new structure prior to initiation of the Custer Avenue Interchange detour on Washington / Cedar / Montana; and
- limit work during morning and afternoon peak hours.

Project Management

MDT Consultant Design will be responsible for plans development, and has assigned Mike DalSoglio, P.E. as the Project Design Manager.

This project is not under full FHWA oversight.

Preliminary Cost Estimate

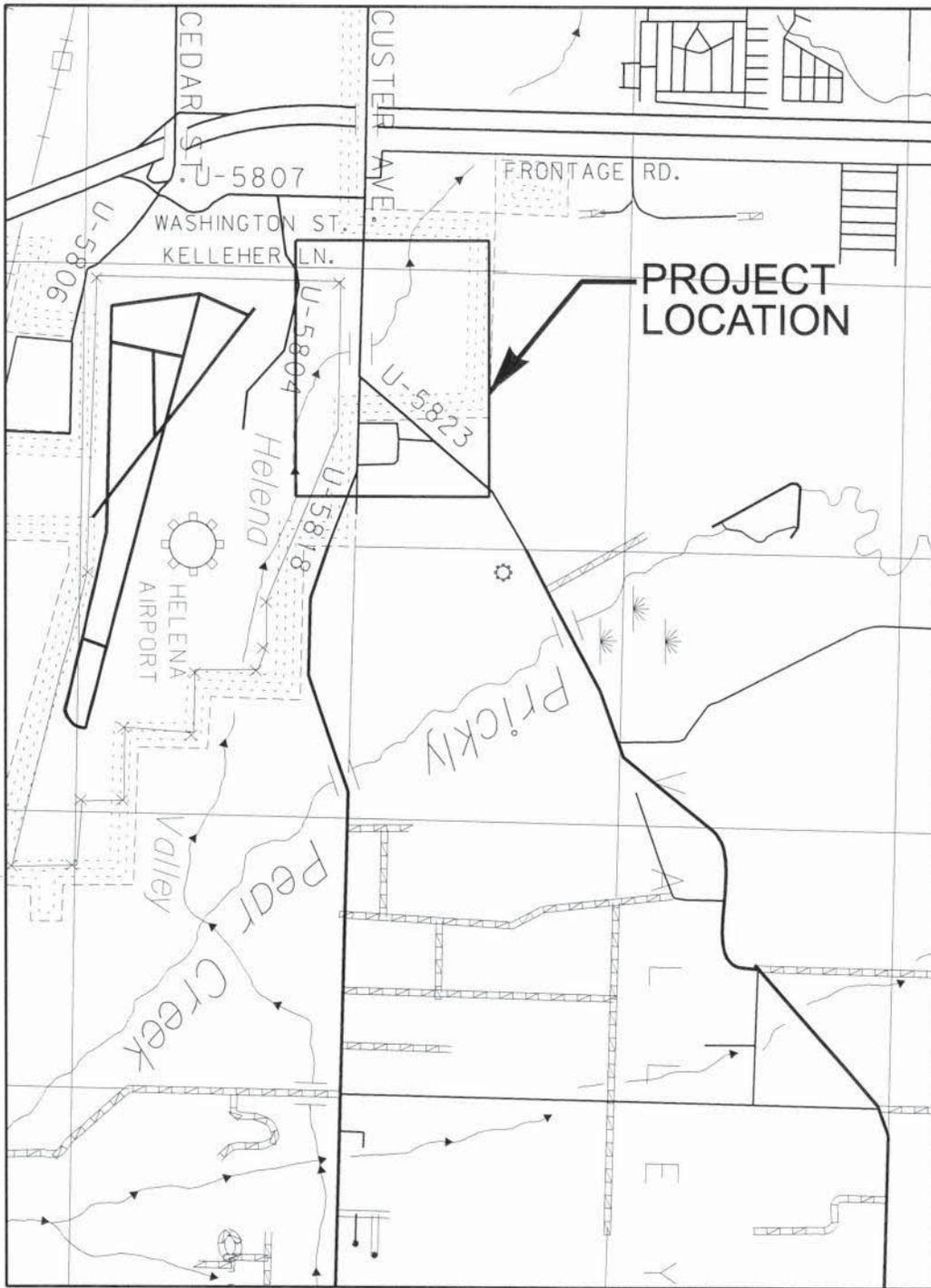
	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (13.35%)
Road Work	\$600,000		
New Structure	\$500,000		
Remove Structure	\$25,000		
Detour	0		
Traffic Control	\$75,000		
Subtotal	\$1,200,000		
Mobilization (18%)	\$216,000		
Subtotal	\$1,416,000		
Contingencies (25%)	\$354,000		
Total CN	<u>\$1,770,000</u>	<u>\$378,172</u>	<u>\$ 2,434,953</u>
CE (15%)	<u>\$265,500</u>	<u>\$56,726</u>	<u>\$ 365,243</u>
TOTAL CN+CE	<u>\$2,035,500</u>	<u>\$ 434,898</u>	<u>\$ 2,800,196</u>

Ready Date

This project is a fast-track project, with a ready date of April 1, 2011. The consultant will provide a complete plan set by March 24, 2011 to allow for Department right-of-way acquisition and utilities' negotiations, as necessary. Estimated let date is October 2011.

Site Map

The project site map is attached.



Engineers
Surveyors
Scientists
Planners

1 Engineering Place
Helena, MT 59602
Phone: (406) 442-3050
Fax: (406) 442-7862

COMPANIES: MORRISON MAIERLE, INC.

DRAWN BY: LRF
CHKD BY: PJF
APPR BY:
DATE: 09-22-10
Q.A. REVIEW
BY:
DATE:

Helena

Helena Valley Canal BR - Custer Ave

MT

Vicinity Map

PROJECT NUMBER
BR 5802(14)

CONTROL NUMBER
7261000

MEETING MINUTES

BR 5802(14), CN 7261000

HELENA VALLEY CANAL BR – CUSTER AVE.

MEETING PURPOSE: Preliminary Field Review / Scoping Meeting

LOCATION: MDT Commission Room

DATE & TIME: September 15, 2010, 9:30 AM

The following were in attendance at the meeting:

Mick Johnson	District Administrator	MDT – Great Falls
Kent Barnes	Bridge Engineer	MDT – Helena
Jim Walther	Pre-Construction Engineer	MDT – Helena
Stephanie Brandenberger	Bridge	MDT – Helena
Michael DalSoglio	Consultant Design Project Manager	MDT – Helena
Danielle Bolan	Traffic Engineer	MDT – Helena
Steve Prinzing	Engineering Services	MDT – Great Falls
Dave Hedstrom	Hydraulics	MDT – Helena
Jake Goettle	CES	MDT – Helena
Tony Strainer	Maintenance	MDT – Helena
Mark Studt	Consultant Design	MDT – Helena
Lee Grosch	Geotechnical	MDT – Helena
Jean Riley	Planner	MDT – Helena
Ryan Leland	City Engineer	Helena
Robert Padmos	Consultant Design	MDT – Helena
Jamie Winstead	Utilities	MDT – Helena
Joe Zody	Access Management	MDT – Helena
Jerilee Weibel	R/W Manager	MDT – Great Falls
Jack Carlson	EPM	MDT – Helena
Roy Peterson	Consultant Design	MDT – Helena
Eric Thunstrom	Environmental Services	MDT – Helena
John Pavsek	MMI Project Manager	Helena
Cody Salo	MMI Highways	Helena
Charlie Brisko	MMI Bridge	Helena
Mark Franchi	MMI Hydraulics	Helena
Mark Brooke	MMI	Helena
Phill Forbes	MMI	Helena
Todd Lorenzen	Pioneer Technical Services	Helena
Steve Wolowina	Utility Mapping Services	Clancy

Mick Johnson affirmed that this project will be let with the Custer Interchange in October 2011; if not, could become a stand-alone project after Custer Avenue. Mick also stated the bridge will be wide enough for a five-lane roadway plus any identifiable amenities to be installed in the future.

Jim Walther reinforced that very quick turnaround of reviews will be required of MDT staff. Reviews by MDT staff will be due within 5 working days. MDT is committed to delivering their part of the project. Mike DalSoglio needs to report to MDT management if there are delays with MDT review.

Mike DalSoglio stated the ready date is March 24, 2011. "Ready" in this case is a complete plan set for R/W and Utilities to go to work. Early coordination between MMI and Utilities is expected; hope to get necessary relocations completed in advance of project construction. John Pavesk asked whether MMI should flag ROW and utility issues as they are discovered and notify MDT. Jim Walther confirmed that early notification on everything will be an asset to the project.

Kent Barnes stated this is a small project, and bridge-funded. Therefore, he would prefer to build a bridge with minimal roadway connections. Understands there may be some expansion of roadway that will be decided today. Not sold on any particular bridge type; must allow phased construction, be rapidly built to minimize impacts to travelling public. Keep an eye out for what roadway improvements are needed 20 years from now, i.e. build a bridge that will accommodate curb & gutter, sidewalk, bike lanes, turn lanes, etc. without need to touch the bridge in the future.

It was noted that the first half of the agenda for the meeting (attached) covers administrative matters for review time frames, communication responsibilities, and administration of the consultant contract.

Project limits are generally described as Kelleher on the west to York Road on the east. Jean Riley stated Kelleher improvements north of Custer will be installed by private interests.

MMI described the lane configuration exhibit that had been prepared for this meeting. Mick Johnson directed MMI to put pedestrian ramps in all four quadrants of the Kelleher / Custer intersection as needed for future signalization. No sidewalks will be constructed with this project; however, will provide a bench behind all new curb & gutter for future sidewalk by others.

This corridor is the area's high- wide- corridor. Affects the overhead signs; will need to use new AASHTO guidelines for sizing signs. May end up with rotator bases for these cantilever signs, as MDT doesn't want to have to take down and put up as over-height loads pass through. Sign bases will likely have to be behind guardrail. Danielle Bolan also mentioned need to pay attention to roadside clearance as well with design.

New traffic counts at the intersection of Custer and York were discussed. No new counts are needed, as plenty of data has been gathered over the years. MMI is to obtain normal information from Becky Duke for pavement design, AADT, growth. MDT now has 2009 data available.

Need to identify existing R/W within the project limits. Eric Thunstrom indicated the pet cemetery is not a protected resource based on its period of use (1960's); but may be a public relations problem if impacted with construction. Ryan Leland indicated the property occupied by the pet cemetery is owned by City, with a 100-year lease to Humane Society. Ryan suggested talking to the Humane Society soon if there will be an impact. Existing "parking area" at gate into cemetery off Custer will be difficult to perpetuate with a future approach. Ryan indicated access to the cemetery can be secured by City approval of final plat for future subdivision of land to its immediate west, and the access gate relocated. Later in the meeting, Mick Johnson indicated he would prefer to use a retaining wall if necessary to avoid construction limits extending north of the existing fence.

Design speed for the project is 45mph; urban standards are acceptable and match Custer Interchange and the recent improvements completed for the Marriott Hotel. Add striped and signed bike lanes to this project (and Custer Interchange). Ryan Leland mentioned discussions by two City of Helena Commissioners at Transportation Committee meeting where they want to see bike lanes striped. May or may not be change in policy position by City Commission which currently has directed that new projects with bike lane capacity not be striped until completed network is available.

After further discussion of the lane configuration exhibit, Mick Johnson noted the bottleneck created immediately west of York Road. MMI is directed to add the York Road slip lane to this project. It is anticipated the slip lane will be initiated just south of the intersection of Meagher road with York Road.

Danielle Bolan directed MMI to move the start of the south side 50:1 taper to eliminate the center median to east of the bridge. MMI will coordinate how that lays out with Traffic early in the design development. A red-lined copy of the lane configuration exhibit is attached, summarizing the improvements agreed to in the meeting. Mick also affirmed the use of 11' wide lanes to York Road because of anticipated future urban development in area.

MDT will complete the hazardous materials investigation, cultural resources investigation, agency coordination, environmental document (Categorical Exclusion anticipated), and handle permitting with the Corps of Engineers. The Bureau of Reclamation has a standard 90-day response process and may represent a hang up to the schedule. A special use permit will be required from the BOR per Jerilee Weibel. Early coordination with BOR is advised, because their review process won't start until the plans are complete (March 2011).

BOR has their own standards for freeboard – get their input early. Dave Hedstrom will look for existing correspondence in regards to BOR criteria that the Department has run into on other projects. BOR has previously approved a box culvert at this location. However, Kent Barnes would prefer a bridge, not a box, as a bridge would provide more flexibility for scheduling the work.

Bridge staff is willing to sit down with MMI early to select bridge type. Jamie Winstead requested all parties consider the effect on utilities in bridge type determination. Extensive utility involvement could add a lot of time after March. After consultation with Kent Barnes, Mick Johnson stated the project will use a pre-cast tri-deck bridge.

MMI proposed combining Activities 113 & 115, as an update of previous Custer Interchange project work. Jamie Winstead indicated agreement with the concept; may not be able to have the initial sit-down with the utility companies. Hanging existing utilities off the bridge is an available option. MMI will try to avoid impacting utilities to the greatest extent possible.

The project schedule requires consolidating some activities. Discussion centered on holding an Alignment and Grade review of 60%+/- plans, skipping Plan In Hand, and proceeding straight to Final Plans. Mike DalSoglio will schedule meetings for 6th day after deliverable submittals. Signing & striping should be done for initial submittal; most major quantities should be included in the frames. MMI was advised to implement good QA/QC for all submittals. Compliance review sets are required, with a 2-day turnaround from Robert Padmos.

Subexcavation through a major portion of the project limits as shown on a previous preliminary design is not necessary in Todd Lorenzen's opinion. Sand and gravel cobble exists west of bridge; east of bridge GW level may be a concern (10' +/- bgs). Canal does not appear to exfiltrate in area of Kelleher extension; may leak at Custer. Because of groundwater, Todd doesn't recommend spread footings for structure. PIH-level geotechnical report will be due near end of December.

Robert Padmos reiterated that the first submittal should include everything normally associated with PIH. Quantities, r/w design, utility conflicts, signing & striping, storm drainage, etc. If this would extend schedule to first submittal, take the time. More complete submittal in mid-January would be better than less complete at end of December.

MMI is to prepare a stand-alone set of plans; combined quantities and specials for letting.

This work will be a part of Custer Phase 1. Bridge thinks the bridge can actually get constructed in advance of Phase 1 by completing work on the bridge in the winter of 2012. Make sure pre-casters agree this can be done from their perspective. Lee Grosch cautioned that some ground-thawing effort may be required; alternatively, use frost-free rock for structure backfill.

Traffic management will require completing one side of the new structure first, diverting traffic to maintain 2-way traffic at all times, removing the old bridge, completing the rest of the new bridge, and getting out of the canal before water is turned into the canal in spring 2012. Propose demo of existing bridge to include removing the center pier at the level of the bottom of the canal; leave substructure in place. Mick Johnson thinks this structure is a 30-day piece of work. Mick stated MDT does not want to provide incentive to contractor for early completion of this bridge. Utilities do not have to be moved until spring 2012 (depending on utility coordination).

If we stay on-schedule, the public relations effort for Custer can be expanded to cover this. MMI was cautioned to not go out to public about this project yet; wait until we see if all efforts stay adequately on-schedule. We will want TMP to address traffic management in concert with Level 2 significance.

Dave Hedstrom indicated it is acceptable to go directly to the Final Hydraulics Report, but MMI should feed incremental components to MDT in the form of tech memos. Fence any retention/detention ponds. No additional storm water flows can be fed into the York Road ditch.

Perpetuate illumination at York Road; no additional luminaires are anticipated.

Lining of canal was discussed; not likely, unless some design / geotechnical concerns indicate otherwise.

Meeting adjourned at 11:00am. No field review by group was conducted.

Helena Valley Canal BR - PFR/Scoping Meeting

Helena Valley Canal BR – Custer Ave.
BR 5802(14)
Control Number 7261000

Initiate introductions

Mick Johnson comments

General Meeting Information

- Consultant to hand out sign-up sheet
- This meeting is for the consultant to gather information, ask questions, etc.
 - Meeting Minutes – Consultant to keep track of and provide within 7 days.
 - Meeting minutes will become part of the contract and will be the PFR
 - Meeting minutes may effect your proposal
 - Meeting minutes – need a quick “turn around“ response time
 - Provide MDT time to distribute meeting minutes for comments
 - MDT respond back to consultant with meeting minutes
 - Housekeeping Items
 - Identify the role’s
 - MDT review personnel – charged with reviewing & commenting on work submitted by the Consultant-5 day turnaround time
 - Consultant Project Engineer – charged with:
 - Administering the contract
 - Keeping the project on schedule, scope, and budget
 - Acts as liaison between the Consultant and the Department
 - Consultant
 - All contact with the Department should be initiated through the Consultant Project Engineer. At the discretion of the Consultant Project Engineer, the Consultant may be directed to contact MDT review personnel directly.
 - Inform the Consultant Project Engineer if MDT personnel have initiated direct contact with the Consultant.
 - All correspondence should be routed to the Consultant Project Engineer.
 - If, during the project, you know a scheduled submittal date will be missed, inform the Consultant Project Engineer ASAP
 - Review documents related to submittal of the Consultant’s proposal and administration of contract (Should have this information)
 - Sample Billing Invoice
 - Consultant Estimate Shell
 - Consultant Override Document

Signing the contract time frame.

- PFR/Scoping meeting – Wednesday September 22, 2010
- Cost Proposal – Scope of services due - Monday September 20, 2010
- Meeting minutes – Wednesday September 22, 2010
- Negotiation complete on Friday September 24, 2010
- Signed contract by all parties Thursday September 30, 2010

Project Completion date –Ready Date March 24, 2011

MDT commitments

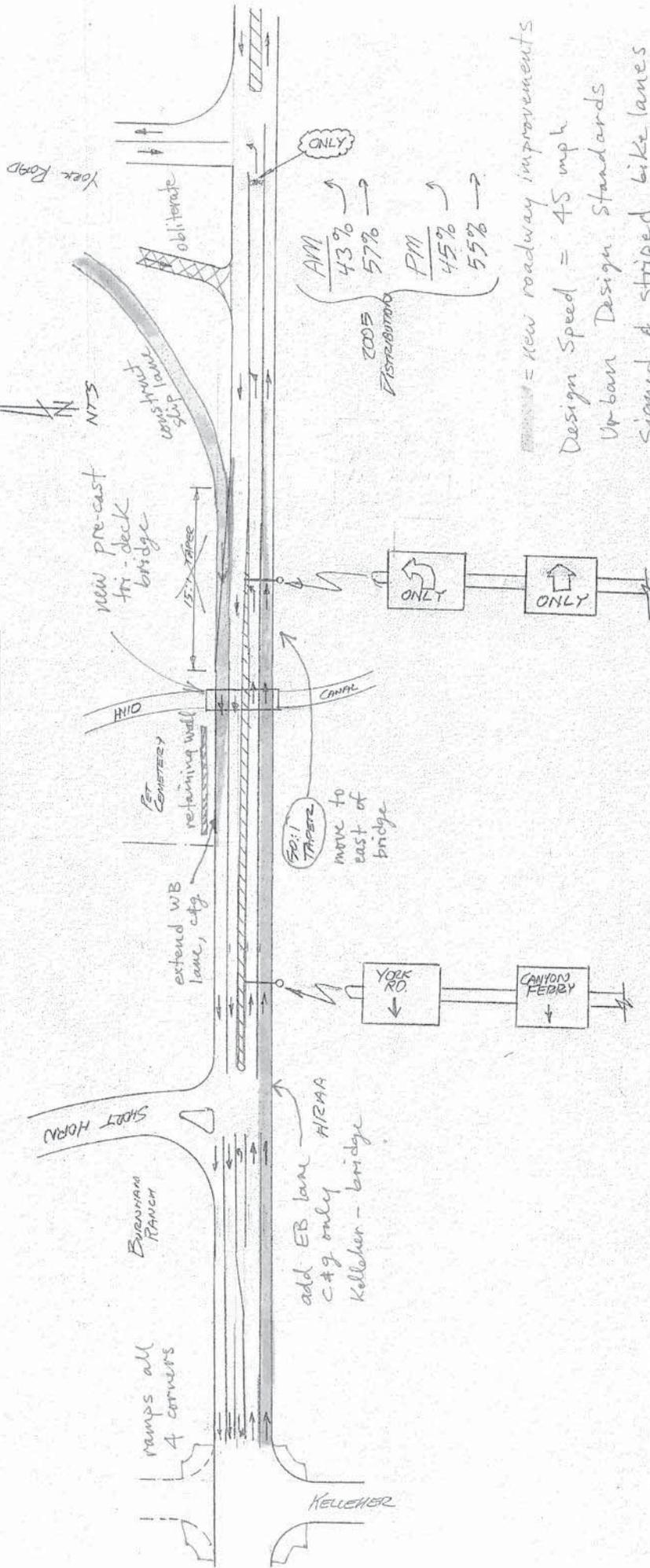
- **Maximum 5-day turnaround for submittals**
- **Traffic layout – See handout (Danielle Bolan)**
- **Permits, environmental document, and wetland evaluation (Eric Thunstrom)**

M&M Agenda Items – John

- Project limits
- Limits of C&G/SW construction
- Preliminary Lane configuration (Phill's Option 3 modified)/need for sign bridge
- Should we get new traffic counts at York Rd.
- Right-of-Way needs/Cadastral Survey
- Hydraulic requirements/detention and/or retention
- Environmental & permit support??
- BOR coordination
- Activity consolidation/Reports required
- Bridge configuration
- Confirm use rural standards
- Traffic management (TMP)
- Design/Review Schedule

Pet Cemetery – Built in the 60's, not historical, should try to avoid??????

HELENA VALLEY CANAL BRIDGE
LANE CONFIGURATION



new roadway improvements
 Design Speed = 45 mph
 Urban Design Standards
 signed & striped bike lanes

modifications per discussions
 at PFR/Scoping Mtg 09.15.10