



December 29, 2010

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

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**Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request  
NH 60-2(82)95  
10<sup>th</sup> Ave South (US 89) and 2<sup>nd</sup> St. South/River Drive-Great Falls  
Control Number: 6892000**

MASTER FILE  
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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 December 21, 2009, 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 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 checked="" type="checkbox"/>	<input 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. and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.

Eric Thunstrom Date: 12/29/10  
Eric Thunstrom  
Environmental Services Bureau  
Great Falls District Project Development Engineer

Heidy Bruner Date: 12/30/10  
Concur Heidy Bruner, P.E.  
Environmental Services Bureau  
Engineering Section Supervisor

[Signature] Date: 30 DEC 2010  
Concur [Signature]  
Federal Highway Administration

Attachment

e-copies without attachment:

- |                      |  |
|----------------------|--|
| Tom Martin, P.E.     | Environmental Services Bureau Chief                          |
| Heidy Bruner, P.E.   | Environmental Services Bureau Engineering Section Supervisor |
| Michael P. Johnson   | Great Falls District Administrator                           |
| Kent Barnes, P.E.    | Bridge Engineer  |
| Paul Ferry, P.E.     | Highways Engineer  |
| Robert Stapley       | Right-of-Way Bureau Chief                                    |
| David W. Jensen      | Fiscal Programming Section Supervisor                        |
| Duane Williams, P.E. | Traffic and Safety Engineer                                  |
| Ivan Ulberg, P.E.    | Traffic Project Engineer                                     |
| Suzy 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                        |

e-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.**



**Memorandum**

To: Duane E. Williams, PE  
 Traffic and Safety Engineer

From: Ivan B. Ulberg, PE  
 Traffic Project Engineer

Date: December 21, 2009

Subject: NH 60-2(82)95  
 10<sup>th</sup> Ave South (US 89) & 2<sup>nd</sup> St. South/River Drive – Great Falls  
 UPN 6892000  
 Project Work Type 410: Traffic Signals & Lighting

Please approve the attached Preliminary Field Review Report.

Approved \_\_\_\_\_ Date \_\_\_\_\_  
 Duane E. Williams  
 Traffic and Safety 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, 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                            |
| Paul Ferry, Highways Engineer                   | Jonathan Swartz, Maintenance Administrator                   |
| John Horton, Right-of-Way Bureau Chief          | Dave Dobbs, City of Great Falls Engineer                     |

**cc:**

- |  |                                     |
|--|-------------------------------------|
| Dave Jensen, Fiscal Programming Section Supervisor | Traffic & Safety file               |
| Damian Krings, Road Design Engineer                | Jerry McKinley, City of Great Falls |
|  | Ray Krenik, City of Great Falls     |
|  | Karl Ryder, City of Great Falls     |

**e-copies:**

- |   |  |
|---|--|
| Jim Walther, Preconstruction Engineer                 | Jake Goettle, Construction Bureau – VA Engineer              |
| Lesly Tribelhorn, Highways Design Engineer            | Steve Prinzing, District Preconstruction Engineer            |
| Mark Goodman, Hydraulics Engineer                     | Christie McOmer, District Projects Engineer                  |
| Kurt Marcoux, District Hydraulics Engineer            | Great Falls District Materials Lab Supervisor                |
| Bonnie Gundrum, Env. Resources Section Supervisor     | Dave Hand, District Maintenance Chief                        |
| Paul Sturm, District Biologist                        | Walt Scott, R/W Utilities Section Supervisor                 |
| Eric Thunstrom, District Project Development Engineer | Jim Mullins, R/W Design Manager                              |
| Danielle Bolan, Traffic Engineer                      | Greg Pizzini, Acquisition Manager                            |
| Ivan Ulberg, District Traffic Project Engineer        | Joe Zody, R/W Access Management Section Manager              |
| Pierre Jomini, Safety Management Engineer             | Gary Larson, Project Analysis Bureau Chief                   |
| Kevin McCray, Bridge Area Engineer                    | Sue Sillick, Research Section Supervisor                     |
| Jon Watson, Pavement Engineer                         | Alice Flesch, ADA Coordinator                                |
| Bret Boundy, District Geotechnical Manager            | Mark Keeffe, Bicycle/Pedestrian Coordinator                  |
| Bryce Larsen, Supervisor, Photogrammetry & Survey     | Becky Duke, Traffic Data Collection Section Supervisor (WIM) |
| Marty Beatty, Engineering Information Services        |  |
| Paul Grant, Public Involvement Officer                |  |
| Jean Riley, Planner                                   |  |
| Jason Sorenson, Engineering Cost Analyst              |  |

## Preliminary Field Review Report

NH 60-2(82)95, UPN 6892 000  
Project Engineer: Ivan Ulberg

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### **Introduction**

A Preliminary Field review was held on December 2, 2009 with the following personnel in attendance:

Ivan Ulberg	Traffic Project Engineer	MDT-Helena
Jeff McKim	Traffic Engineer	MDT-Helena
Allen Levens	Traffic Electrical Design	MDT-Helena
Dan Cunningham	Traffic Electrical Design	MDT-Helena
Jim Cornell	Traffic Signing Design	MDT-Helena
Sandie Stiffler	Traffic Safety Design	MDT-Helena
Christie McOmber	Projects Engineer	MDT-Great Falls
Steve Prinzing	Preconstruction Engineer	MDT-Great Falls
Jerry McKinley	Traffic	City of Great Falls
Ray Krenik	Traffic	City of Great Falls
Karl Ryder	Traffic	City of Great Falls

### **Proposed Scope of Work**

The proposed project has been nominated to modify the existing intersection of National Highway Route 60 (10 Ave South/US 89) and Urban 5205/5208 (River Drive/2<sup>nd</sup> St South) in Great Falls, Cascade County. The project will return 10<sup>th</sup> Ave South to protected/permitted left turn phasing from the existing protected left only phasing; eliminating the left turn trap that currently exists.

This will require removal of the island in the NE quadrant, possibly leaving 2' of the island as a raised median and geometric revisions to the West bound right turn lane in order to bring it in square with the intersection. The curb and gutter in the NE quadrant will need to be relocated based on geometric revisions to the WB right turn lane. The signal pole in the NE quadrant will have to be relocated and four section signal heads will be installed for lefts off of 10<sup>th</sup> Ave South in both directions. New conduit will be bored under 10<sup>th</sup> Ave South in order to decrease project duration, decrease the amount of time that the signal will be dark, and reduce the amount of traffic control that will be required. All signal and pedestrian poles/heads will be salvaged to MDT Great Falls.

Traffic will be the lead design group on this project.

### **Purpose and Need**

The purpose of this project is to return 10<sup>th</sup> Ave South to protected/permitted left turn phasing from the existing protected left only phasing, eliminating the left turn trap that currently exists.

### **Project Location and Limits**

The project is located in Cascade County, on 10<sup>th</sup> Ave South (US 89/N-60) at RP 094+0.457 and at the intersection with River Drive (U-5205) at RP 000+0.000 and 2<sup>nd</sup> St South (U-5208) at RP 001+0.683. The functional classification of US 89 is urban principal arterial and River Drive/2<sup>nd</sup> St South is urban minor arterial. Please see the attached map for a more detailed location.

### **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

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Project Engineer: Ivan Ulberg

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limited Traffic Operations (TO) component and a limited Public Information (PI) component to address intersection changes, including the temporary closure of the right turn lane and making a thru lane into a thru/right lane. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

### **Physical Characteristics**

The intersection of 10<sup>th</sup> Ave South (US 89/N-60) and River Drive/2<sup>nd</sup> St South (U-5205/U-5208) is located in a developed urban area of the City of Great Falls. It is a 4-way signalized intersection with actuation on the side streets (River Drive/2<sup>nd</sup> St South) and actuation on 10<sup>th</sup> Ave South for protected lefts off of 10<sup>th</sup> Ave South. River Drive is the south leg, 2<sup>nd</sup> St South is the north leg, 10<sup>th</sup> Ave South is the east and west leg.

River Drive has one SB receiving lane, and a left, thru, and free right in the NB direction. The free right is channelized with an island and provided its own EB slip lane onto 10<sup>th</sup> Ave South.

2<sup>nd</sup> St South has one NB receiving lane, and a left only lane and a thru/right lane in the SB direction.

The east approach on 10<sup>th</sup> Ave South has a dedicated left turn lane, two thru lanes and a right only lane in the WB direction. The right only lane is a drop lane and is channelized by an island and controlled by its own signal, this signal and island will be removed in order to bring the right only lane in square with the intersection. The west approach has a dedicated left turn lane and two thru lanes in the EB direction.

This section of 10<sup>th</sup> Ave South was reconstructed in 2000 under project NH 60-2(33)93 F. 2<sup>nd</sup> St South was reconstructed in 1945 under a city construction project and River Drive was reconstructed in 1988 under project RTF 5205(4).

### **Traffic Data**

The traffic data for this location is as follows:

2007 AADT = 38,161  
DHV = 3,442

Updated traffic data will be requested and provided for the Scope of Work report.

### **Crash Analysis**

There were 29 recorded crashes at this intersection from January 1, 2004 to December 31, 2006. There were 14 rear-end collisions on 10<sup>th</sup> Ave South during this time period, including three that occurred in the slip lanes. There were six rear-end collisions on 2<sup>nd</sup> Street/River Drive and a single angle collision. There were four left turn opposite direction crashes on 10<sup>th</sup> Ave South, two in each direction. No collisions between eastbound left turners and westbound right turners were recorded during this time period. Since the westbound protected left was put in place, there were no recorded left turn opposite direction crashes on 10<sup>th</sup> Ave South for 2007 in either direction. An updated crash analysis will be requested and provided for the Scope of Work report.

### **Major Design Features**

- a. **Design Speed.** The design speed for 10<sup>th</sup> Ave South based on its functional class of urban principal arterial is 45 mph and the posted speed limit is 35 mph. The design

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Project Engineer: Ivan Ulberg

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- speed for 2<sup>nd</sup> St South and River Drive based on their functional class of urban minor arterial is 35 mph. The posted speed limit on 2<sup>nd</sup> St South is 30 mph and the posted speed limit on River Drive is 40 mph.
- b. **Horizontal Alignment.** No changes will occur to the horizontal alignment.
  - c. **Vertical Alignment.** No changes will occur to the vertical alignment.
  - d. **Typical Sections and Surfacing.** The typical section of the east leg of the intersection will be the only change to any typical sections. It will require the island in the NE quadrant to be removed and for the WB right only turn lane to be realigned so that it comes into the intersection square, instead of at a sweeping angle. Part of the island may be salvaged for right turn channelization as a 2' median. The curb in the NE quadrant will be moved in, reducing the WB approach width at the intersection.
  - e. **Geotechnical Considerations.** No geotechnical involvement is anticipated.
  - f. **Hydraulics.** Drainage may need to be evaluated for the changes to the curb and the island in the NE quadrant, and for the under drain in the NE quadrant.
  - g. **Bridges.** No bridge involvement is anticipated.
  - h. **Traffic.** Traffic unit will be the lead group on this project; traffic will be responsible for design, quantities, and all other aspects of the plans preparation. The electrical design unit will prepare the plans needed to install traffic signal control. A new signal pole will be required for the NE quadrant; all other signal poles will be used as is. No new LED signal heads will be used; the existing heads will be used, and two new four section heads will be required for the protective/permissive lefts off of 10<sup>th</sup> Ave South. The ped heads will be left as is and the NE quadrant ped head will be reset if possible. The geometrics design unit will prepare details to revise the WB right turn lane on 10<sup>th</sup> Ave South. The NE quadrant curb and gutter will need to be relocated to provide appropriate geometrics for a WB-62. The signing and pavement marking design unit will prepare the plans showing marking quantities, revised signing and pavement markings. The WB right turn yield sign will be removed and the protected left overhead signs will be removed. New curb markings will be required.
  - i. **Pedestrian/Bicycle/ADA.** The NE quadrant will be constructed to be ADA compliant all other crossings will be perpetuated. All other corners currently have accommodations that will remain in place.
  - j. **Miscellaneous Features.** The island in the NE quadrant will be removed. Leaving part of the island as a 2' median for right only turn lane channelization will be evaluated.
  - k. **Context Sensitive Design Issues.** No context sensitive design issues have been identified.

### Other Projects

No projects are currently under construction or in design that will affect this project.

### Location Hydraulics Study Report

A Location Hydraulics Study Report is not anticipated for this project. This should be confirmed by Hydraulics.

### Design Exceptions

No design exceptions are anticipated.

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

No new right-of-way is anticipated for this project.

### **Access Control**

No changes to the access control are proposed.

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

No new Intelligent Transportation Systems (ITS) Features are being utilized on this project.

### **Utilities/Railroads**

No railroads are affected with this project. Underground water lines are in place near the existing pole. Water, gas, and overhead power lines are located 20-30' to the NE of the existing signal pole that is in place for WB rights. A S.U.E. 1 survey will be requested to identify the underground line locations.

### **Survey**

A topographic survey will be required to identify the existing median location, curb-and-sidewalk, drainage, cross-slopes, and all other existing design features. A S.U.E. 1 will also be required to locate the existing utilities in the project area.

### **Public Involvement**

Level B public involvement is anticipated at this time. The following components are anticipated:

1. News release explaining the project with an appropriate Departmental point of contact.
2. In addition, a second news release to develop a story and graphics that explain and illustrate the proposal.

### **Environmental Considerations**

No apparent significant environmental impacts or issues were identified. A Categorical Exclusion is anticipated for this project.

### **Energy Savings/Eco-Friendly Considerations**

All signals and poles that can be reset will be and all salvageable material will be retained by MDT Great Falls for reuse at a later time.

### **Traffic Control**

A Traffic Management Plan (TMP) consisting of a Traffic Control Plan (TCP), a limited Traffic Operations (TO) component and a limited Public Information (PI) component is appropriate for this project. The TCP will likely involve closing the right turn lane during the project and creating a thru/right lane from the existing thru lane. New conduit will be bored in an effort to avoid any intersection closures and to limit dark time for the signals.

The final traffic control plan will be discussed at the plan in hand with the District personnel in attendance. The final traffic control plan will provide a safe route for the traveling public at all times. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices.

### **Project Management**

Ivan Ulberg will be the Project Design Manager and the Traffic Section will be responsible for the plans development for this project.

## **Preliminary Field Review Report**

NH 60-2(82)95, UPN 6892 000  
Project Engineer: Ivan Ulberg

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### **Preliminary Cost Estimate**

This project is programmed at \$30,000 for Preliminary Engineering, \$12,750 for Construction Engineering, and \$85,000 for construction in the PPMS. A detailed estimate will be prepared for the Scope of Work report.

### **Ready Date**

A ready date will be established after the over-ride process is completed.

### **Site Map**

The project site map is attached.

# Preliminary Field Review Report

NH 60-2(82)95, UPN 6892 000  
 Project Engineer: Ivan Ulberg

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 SIGNAL UPGRADE  
 10TH AVE S & 2ND ST S/RIVER DR  
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