



June 14, 2011



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

Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
NH 8-2(82)43
Lyndale/MT Ave-Helena
Control Number: 7461000

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
- Dawn Stratton Fiscal Programming Section
- Montana Legislative Branch Environmental Quality Council (w/ PFR/SOW also)
- File Environmental Services Bureau

HB:ejt: S:\PROJECTS\GREAT-FALLS\7000-7999\7461\7461000ENCED001.doc

Applicant cannot be authorized to proceed with the proposed work until ALL of the conditions of the checklist have been satisfied.

(FOR PROJECTS WITH NO RIGHT-OF-WAY INVOLVEMENT)

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS

(CRACK SEALING, SEAL & COVER, THIN OVERLAYS, MILL & FILL, PLANT MIX LEVELING, MILL OGFC, MICRO SURFACING, FOG SEAL)

Project No.: NH 8-2(82)43 ID: _____ Project Name: LYNDALE/MT AVE - HELENA

Reference Post (Station) RP 43.307 to Reference Post (Station) RP 44.215

Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Resurfacing – Thin Lift (≤0.2')

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 (Use attachments if necessary)
1. Does the proposed action require work in, across, and/or adjacent to a listed or proposed Wild or Scenic River? (See http://www.rivers.gov/wildriverslist.html)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2a. Are there any listed or candidate threatened or endangered species in the vicinity of the proposed activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Unknown
2b. Will the proposed action adversely affect listed or candidate threatened or endangered species, or adversely modify critical habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Unknown
3. Will the proposed action have potential to affect water quality? If 'Yes', an environment-related permit or authorization may be required. If 'No', go to question 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3a. If the answer to question 3 is yes, is a Clean Water Act Section 402 permit (i.e., MPDES or NPDES permit) required? (Need for an MPDES or NPDES is generally triggered by a disturbance area equal to or greater than one acre.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See http://deg.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp.x). (Billings, Great Falls, and Missoula Urbanized areas, and Butte, Bozeman, and Helena)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Does the proposed project have impacts to wetlands, streams, or other water bodies? If 'No', go to question 5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4a. If the answer to question 4 is 'Yes', is a Clean Water Act Section 404 permit authorization required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A
4b. If the answer to question 3 or 4 is 'Yes', is a Stream Protection Act 124SPA consultation required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> N/A
5. Are solid wastes, hazardous materials or petroleum products likely to be encountered? (For example, project occurs in or adjacent to Superfund sites, known spill areas, underground storage tanks, or abandoned mines.) (See http://nris.mt.gov/deg/remsitequery/portal.aspx)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Is the proposed activity on and/or within approximately 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 type="checkbox"/> N/A

7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See <http://deg.mt.gov/AirQuality/Planning/AirNonattainment.mcp>) (Class I Air Sheds include the Northern Cheyenne, Flathead, and Fort Peck Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L Bend Wilderness Areas)



Checklist prepared by:

Dustin Rouse

Project Design Engineer

5/27/2011

Applicant

Title

Date

Approved by: 
Environmental Services

**ENVIRONMENTAL ENGINEERING
SECTION SUPERVISOR**

Title

JUN 14 2011
Click here to enter a date.

Date

(When any of the above questions are checked "Yes")

The Applicant is **not** authorized to proceed with the proposed work until the checklist has been reviewed and approved, as necessary, and any requested conditions of approval have been incorporated.

- A. Complete the checklist items 1 through 7, indicating "Yes" or "No" for each item. Include comments, explanations, information sources, and a description of the magnitude/importance of potential impacts in the right hand column. Attach additional and supporting information as needed. The checklist preparer, by signing, certifies the accuracy of the information provided.
- B. When "Yes" is indicated on any item, the checklist preparer 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. **Any proposed mitigation measures will become a condition of approval.**
- 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 Bureau. Electronic format is preferred. 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 Bureau 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.
- F. The links above are provided as a starting point for potential sources of information for completing the checklist. The Applicant is encouraged to consult Environmental Services Bureau and/or other information sources.



Memorandum

To: Distribution
 From: Paul Ferry, P.E. PF
 Highways Engineer
 Date: May 27, 2011
 Subject: NH 8-2(82)43
 Lyndale/MT Ave - Helena
 UPN 7461000
 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 _____. 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:

- | | |
|---|--|
| 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 |
| Roy Peterson, Traffic and Safety Engineer | Jon Swartz, Maintenance Administrator |
| Robert Stapley, Right-of-Way Bureau Chief | Paul Ferry, Highways Engineer |

cc:

- | | |
|---|-------------------------------------|
| Dawn Stratton, Fiscal Programming Section | Damian Krings, Road Design Engineer |
| Dustin Rouse, Project Design Manager, G.F. District | Highways File |
| Ryan Leland, City Engineer | Ben Sautter, Street Superintendent |
| 316 N. Park Ave. | 316 N. Park Ave. |
| Helena MT 59624 | Helena MT 59624 |

e-copies:

- | | |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Lesly Tribelhorn, Highways Design Engineer | Steve Prinzing, District Preconstruction |
| Mark Goodman, Hydraulics Engineer | Christie McOmer, District Projects Engineer |
| Kurt Marcoux, District Hydraulics Engineer | Stanley Kuntz, District Materials Lab |
| Bonnie Gundrum, Env. Resources Section Supervisor | Tony Strainer, District Maintenance Chief |
| Paul Strum, District Biologist | Walt Scott, R/W Utilities Section Supervisor |
| Eric Thunstrom, District Project Development Engineer | David Hoerning, R/W Engineering Manager |
| Danielle Bolan, Traffic Engineer | Greg Pizzini, Acquisition Manager |
| Ivan Ulberg, District Traffic Project Engineer | Joe Zody, R/W Access Management Section Manager |
| Kraig McLeod, Safety Engineer | Paul Johnson, Project Analysis Bureau |
| S. Brandenberger, Bridge Area Engineer, G.F. District | Sue Sillick, Research Section Supervisor |
| Matt Strizich, Materials Engineer | Alice Flesch, ADA Coordinator |
| Daniel Hill, Pavement Analysis Engineer | Alyce Fisher, Fiscal Programming |
| Lee Grosch, District Geotechnical Manager | Jean Riley, Planner |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Dawn Stratton, Fiscal Programming |
| Marty Beatty, Engineering Information Services | |
| Paul Grant, Public Involvement Officer | |



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

Memorandum

To: Paul R. Ferry, P.E.
Highways Engineer

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

Date: May 27, 2011

Subject: NH 8-2(82)43
Lyndale/MT Ave - Helena
UPN 7461000
Work Type: 180 Resurfacing – Asphalt (Thin Lift \leq 0.20 ft)

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

Signed by Paul on June 1, 2011

Approved _____ Date _____
Paul R. 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

Preliminary Field Review/Scope of Work Report

NH 8-2(82)43 Lyndale/ MT Ave - Helena

Project Manager : Dustin Rouse

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Introduction

This report was developed from information gathered at the preliminary field review conducted on April 7, 2011 with the following in attendance:

Mick Johnson	District Administrator	MDT- Great Falls
Stephen Prinzing	District Engineering Services Engineer	MDT- Great Falls
Steve McEvoy	Surfacing	MDT- Helena
Dan Hill	Surfacing	MDT- Helena
Dustin Rouse	Road Design	MDT- Helena
Scott Bunton	Road Design	MDT- Helena
Charles Pierce	Road Design	MDT- Helena
Jerry Sabol	Road Design	MDT- Helena
Eric Thunstrom	Environmental	MDT- Helena
Mike Matthews	Maintenance	MDT- Helena
Kevin Millhouse	Maintenance	MDT- Helena

Proposed Scope of Work

This project has been nominated as a preventative maintenance thin lift overlay. The proposed work includes new asphalt surfacing, cold milling, ADA, new pavement markings, and drainage improvements.

Purpose and Need

The intent of the project is to extend the life of the roadway by overlaying the roadway with 0.1 feet of plant mix bituminous surfacing full width. The cold milling along the curb and gutter and at the connections will taper from 0.0 feet to 0.1 feet to accommodate the thin lift of pavement. Existing sidewalks and ADA features will also be addressed to meet PROWAG standards.

Project Location and Limits

- The project is located within the City of Helena (in the Helena Urban Boundary) in Lewis and Clark County on Route N-8 beginning near the intersection of Last Chance Gulch (RP 43.307±) and extending to near Butte Ave. (RP 44.215 ±) on Montana Ave.
- The functional classification of N-8 is Principal Arterial and the project will be designed to the geometric design criteria of a curbed urban roadway.
- The project length is 0.908 miles.
- As-Built plans from 2003, NH 8-2(60)43; 1970, F-401(1) U-90; and 1955, U-401(1) and U-402(1); are available for this project.

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 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

- This project is located in level terrain within an urban area. The adjacent land is used for both commercial and residential property.
- This project consists of four undivided lanes running east along Lyndale Avenue from near Last Chance Gulch (RP 43.307) and then south to the junction of Butte Ave (RP 44.215) on

Preliminary Field Review/Scope of Work Report

NH 8-2(82)43 Lyndale/ MT Ave - Helena
Project Manager : Dustin Rouse

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Montana Ave. From the 1955 U-402(1) "As-Built" the finished top width of Lyndale is 60-ft face-of-curb to face-of-curb with four 12-ft driving lanes and 6-ft shoulders from RP 43.307 to RP 43.748 and from the 1970 F-401(1)U-90 "As-Built" drawings the finished top width from the junction of Lyndale and Montana Ave, RP 43.748, to Butte Ave, RP 44.215, is 64-ft face-of-curb to face-of-curb with four 12-ft driving lanes, a 10-ft median/turn lane and 3-ft shoulders.

- c. A road surface overlay was applied in 2003. The current roadway within the project limits was reconstructed in 1955 and overlaid in 1970.
- d. The ride index for the first section of roadway from RP 43.307 to RP 43.93 is rated 63.6 by MDT. The rut index is 60.5; the ACI is 99.9; and the MCI is 100.0. On the second half of the project, from RP 43.93 to RP 43.93 to RP 44.22, the ride index is 59.2; the rut index is 59.7; the ACI is 100.0; and the MCI is 92.5.
- e. The existing roadway crown was corrected to a normal crown during the 2003 milling project.
- f. The pavement thickness from RP 43.307 to RP 43.748 averages 3.09 inches and the subgrade 10 inches. From RP 43.748 to RP 44.215 the pavement thickness averages 5.49 inches and the subgrade 10 inches.

Traffic Data

The Traffic Data Collection Section the following traffic data for this project:

a. Lyndale Ave to Montana Ave

2010 AADT	=	14,100 Present
2011 AADT	=	14,240 Letting Year
2031 ADT	=	17,370 Design Year
DHV	=	1740
Com Trks	=	1.9%
EAL	=	100
AGR	=	1.0%

b. Montana Ave to Prospect Ave

2010 AADT	=	20,590 Present
2011 AADT	=	20,790 Letting Year
2031 ADT	=	25,370 Design Year
DHV	=	2540
Com Trks	=	1.3%
EAL	=	77
AGR	=	1.0%

Crash Analysis

- a. The accident analysis for N-8 from RP 43.307 to RP 44.215 was taken for the dates of July 1, 2007 through June 30, 2010.
- b. Statistics for NI-NHS and state primary routes within city limits and the study area are shown: A vehicle crash rate of 5.03 vs. 10.88 in the study area; a vehicle severity index of 1.68 vs. 1.43 in the study area; and a vehicle severity rate of 8.43 vs. 15.56 in the study area. There were eight truck crashes.

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- c. The total recorded crashes over the study period are 195.
- d. The variations from the average occurrence were: 97.44% on the roadway vs. 83.16% statewide average for NI-NHS routes within city limits and 42.93% rear end crashes vs. 30.57% statewide average for NI-NHS routes within city limits.
- e. One crash cluster was identified during the 2007-2010 study period for RP 43.307 to RP 44.215. This crash cluster was identified in 2009 for RP 43.5 to 43.563 (7/1/05 to 6/30/08). No trend was identified. No safety projects were identified during this same time period.

Major Design Features

- a. **Design Speed.** The proposed design speed for this project is 40 mph. The posted speed limit is 35 mph from RP 43.307 – RP 43.748 (Last Chance Gulch to Helena Ave.) and 30 mph from RP 43.748 – RP 44.215 (Helena Ave. to Butte Ave. on Montana Ave.).
- b. **Horizontal Alignment.** The existing alignment is inadequate for the 40 mph design speed geometric design criteria. Using curbed Principal Arterial, Non-Interstate criteria, the minimum curve radius is 533' for 40 mph with a maximum super rate of 4%. The existing broken back curve (radii of 286.5' and 229.2') at the intersection of Helena Ave. and Montana Ave. meets design criteria for 25 mph with a normal crown.
- c. **Vertical Alignment.** The existing vertical alignment meets or exceeds the 40 mph design speed geometric design criteria except for two locations at the intersection of Lyndale and Montana. Using curbed Principal Arterial, Non-Interstate criteria the maximum grade going into or coming out of a curve is 6%. The minimum k-values for crest and sag curves are 44 and 64 respectively. The two curves not meeting design criteria are both sag curves on the south leg (Montana Ave.) of the intersection. One curve has a curve length of 50 feet with gradients of -3.20% on the south and -0.515% on the north. The other curve at the intersection of Boulder Ave. and Montana Ave. has a curve length of 100 feet with grades of -0.92% and -3.20%.
- d. **Typical Sections and Surfacing.** Using the “as-built” plans U-401(1) and U-402(1) between RP 43.307 and RP 43.748 the finished top width is 60-ft including four 12-ft driving lanes and 6-ft shoulders; the finished top from RP 43.748 to RP 44.215 is 64-ft including four 12-ft driving lanes, a 10-ft median, and 3-ft shoulders. The minimum roadway width requirements for a multi-lane, curbed Principal Arterial, Non-Interstate, roadway is 52-ft for curbed and 56-ft for uncurbed. A leveling course of new plant mix will be applied prior to placing a new 0.1 foot lift of 3/8” aggregate plant mix. This plant mix does not require a seal and cover. Only the outer 6.5 feet of each lane next to the curb and gutter will be taper milled. All millings will be offered to the City of Helena then to Lewis & Clark County if MDT Maintenance declines millings.

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The proposed typical section widths are described in the Table 1 below and shown in Figures 1 and 2:

Table 1. Typical Sections

From	To	Lane Width (No.) ft	Shoulder ft	Sidewalk
RP 43.307 Lyndale Ave	RP 43.748 Helena Ave	(4) 12	6	Existing Both Sides
RP 43.748 Helena Ave	RP 44.215 Butte Ave	(4) 12 and (1) 10 median	3	Existing Both Sides

Figure 1. Last Chance Gulch St. to Helena Ave.



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Figure 2. Helena Ave to Butte Ave.

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Project Manager : Dustin Rouse

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- e. **Geotechnical Considerations.** No issues were identified.
- f. **Hydraulics.** The following are some hydraulic related items of note from the field review:
 - o Drainage Lyndale/Ewing intersection – The existing drop inlet in the southwest quadrant of the intersection was not functioning and appears to be completely plugged. Reviewing the as-built plans indicates that the inlet discharged to a ditch on the north side of Lyndale and the west side of Ewing. It appears this outlet has been abandoned as no outlet ditch could be located during the field review. Minor ponding

Preliminary Field Review/Scope of Work Report

NH 8-2(82)43 Lyndale/ MT Ave - Helena
Project Manager : Dustin Rouse

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occurs at the inlet, but the drainage flow to the east across the intersection and continues east to a set of double curb inlets between National and Helena Avenue.

- Montana/Boulder intersection – The existing drop inlet in the southwest quadrant extends beyond the stripe and has a significant drop from the pavement surface to the grate on the west side of the inlet. Steel flat iron has been welded to the grate to make it bicycle safe. The existing frame and grate should be replaced with new and adjusted to grade.
- Montana/Livingston intersection – The existing drop inlet on the east side of Montana extends beyond the stripe and has a significant drop from the pavement surface to the grate. Steel flat iron has been welded to the grate to make it bicycle safe. The existing frame and grate should be replaced with new and adjusted to grade.
- Montana/Billings Intersection – The existing double drop inlet in the southeast quadrant extends into the wheel path. Vehicles in the lane furthest to the east must drive over the outside inlet and experience a moderate drop. New curved vane inlets to the south of the curb ramp could be evaluated as an alternative to the existing double drop inlet in the wheel path.

This project is located in a designated MS4 area, and the project must comply with local requirements, such as Helena ordinances addressing urban stormwater runoff.

- g. **Bridges.** There are no bridges within the limits of the project.
- h. **Traffic.** The traffic signals on Montana at Helena Ave. and Billings Ave. have already been updated with video detection equipment. No additional upgrades are included in the project.
- i. **Pedestrian/Bicycle/ADA.** Existing sidewalk is located along the entire project and on both sides of the roadway. ADA accessibility meeting the requirements at the time of the 2003 overlay was installed. The ADA ramps will be updated with Type II detectable warning devices. ADA features not meeting PROWAG will be upgraded to meet standards.
- j. **Miscellaneous Features.** No other features are included.
- k. **Context Sensitive Design Issues.** No context sensitive design issues are identified at this time.

Other Projects

NH 8-2(80)44, 11th Ave – Helena, UPN 7460000.

Design Exceptions

Design exceptions are not required for substandard design elements for preventative maintenance projects.

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Right-of-Way

No new right-of-way or construction permits are anticipated for this project.

Existing right-of-way on Lyndale Avenue from RP 43.307 and RP 43.748 is 35-ft from centerline right and left and on Montana Avenue from RP 43.748 to RP 44.215 is 40-ft from centerline right and left.

Cold-In-Place (CIP) Recycle

CIP recycle is not being used since only the outside 6.5 feet of the travel next to the curb and gutter is being milled and the quantities are small.

Access Control

Access control is not being implemented on this project. Existing approach locations will be maintained. Requests for approach modifications and relocations will be evaluated based on proximity to intersections and location of adjacent approaches.

Utilities/Railroads

No railroad involvement on this project is expected.

The manholes, drop inlets, water valves, and street monuments inside the project limits will need to be adjusted to accommodate the overlay.

Intelligent Transportation Systems (ITS) Features

Video detection and traffic signal pre-emption for emergency vehicles has been installed at traffic signals at Montana Avenue and Billings Avenue. There is an existing ATR (Automated Traffic Recorder) at RP 44.086. It is not anticipated that we will impact the ATR at this location.

Survey

Survey is requested from the District. A copy of the survey request is attached and will be placed on DMS under the file name 7461000RDREQ001.DOC.

Public Involvement.

A Level "B" public involvement plan is appropriate for this project. A limited PI component will be included in the project outlining strategies for public notification. The Level "B" plan will include the following:

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

Environmental Considerations

No apparent significant environmental issues have been identified. It is anticipated that the project meets the criteria for the Statewide Programmatic Categorical Exclusion. This project is located in a designated MS4 area, and the project must comply with local requirements, such as Helena ordinances addressing urban stormwater runoff.

The Environmental Services Bureau will secure the appropriate Environmental

Preliminary Field Review/Scope of Work Report

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Project Manager : Dustin Rouse

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documentation for this project.

The Environmental Checklist is attached at the end of this report.

Energy Savings/Eco-Friendly Considerations

It is expected the project will generate approximately 115 CY of millings. The millings will be offered to MDT Maintenance, if MDT declines the millings, the millings will be offered to the City of Helena then to Lewis & Clark County.

Experimental Features

Experimental features are not proposed for this project.

Traffic Control

The proposed traffic control plan includes lane closures on both Lyndale and Montana Avenues during construction of this project. Traffic will be maintained through the project at all times with one lane of traffic open in each direction. Traffic will be maintained at the intersections of Lyndale Ave. & Last Chance Gulch and Lyndale Ave. & Montana Ave. at all times with only minor delays allowed. Local access will be maintained to the maximum extent possible to minimize impact to local residents, businesses, and traveling public. Reasonable business access will be maintained and coordinated with local businesses during construction of this project.

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.

Project Management

Helena Urban Design will design this project and Dustin Rouse is the Project Design Engineer.

Preliminary Cost Estimate

The 2011 Tentative Construction Program shows \$1,239,000 in CN funding available for this project.

The following estimate includes: milling, plant mix surfacing, ADA improvements, and pavement markings.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	792,300		
Traffic Control	50,000		
Subtotal	842,300		
Mobilization (18%)	151,600		
Subtotal	993,900		
Contingencies (15%)	149,100		
Total CN	\$ 1,143,000		\$ 1,295,600
CE (15%)	\$ 171,500		\$ 194,400
TOTAL CN+CE	\$ 1,314,500		\$1,490,000

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No inflation factor is used in the cost estimate as this pavement preservation project is scheduled for letting within one year.

Ready Date

The Ready Date for this project is November 1, 2011. The Letting Date has not yet been established; however, the Tentative Construction Plan (TCP) has the target Letting Date being March 12, 2012.

Site Map

The project site map is attached.

Preliminary Field Review/Scope of Work Report

NH 8-2(82)43 Lyndale/ MT Ave - Helena

Project Manager : Dustin Rouse

