



March 6, 2012

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



Subject: Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects
UPP 5242(3)
9th St N-River Dr to 2nd N-GTF
Control Number: 7721000

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
Tim Conway, P.E.	Consultant Design Engineer
Mark Studt, P.E.	Consultant Project Engineer
Kevin Christensen, P.E.	Construction Engineer
Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Nicole Pallister	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Montana Legislative Branch	Environmental Quality Council (w/ PFR/SOW also)
File	Environmental Services Bureau

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

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

ENVIRONMENTAL CHECKLIST FOR PAVEMENT PRESERVATION PROJECTS

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

Project Number: UPP 5242(3) Control No 7721000 Project Name: 9th St N-River Dr to 2nd N-GTF
 Reference Post (Station): RP 1.2 To Reference Post (Station): RP 1.8
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Overlay, seal and cover

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 checked="" type="checkbox"/>	<input 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 checked="" 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"/>	The proposed project is located in Great Falls.
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 checked="" 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 checked="" 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 checked="" 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.x) (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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

MASTER FILE COPY

Checklist prepared by: Mark Studt, P.E. Project Design Engineer 1/30/2012
 Applicant ENVIRONMENTAL ENGINEERING Date
 Approved by: [Signature] SECTION SUPERVISOR 3/8/12
 Environmental Services Title 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.



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

MASTER FILE
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Memorandum

To: Distribution

From: Tim J. Conway, P.E., Consultant Design Engineer *TR*

Date: 2/21/2012

Subject: UPP 5242(3)
 9th St N-River Dr to 2nd N-GTF
 UPN: 7721000
 Work Type: 180-Resurfacing-Asphalt (thin lift ≤ 0.20')(including safety improvements)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 2/22/12. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:

Approved _____ Date _____

Distribution:

Michael Johnson, District Administrator
 Kent Barnes, Bridge Engineer
 Paul Ferry, Highways Engineer
 Roy Peterson, Traffic and Safety Engineer
 Robert Stapley, Right-of-Way Bureau Chief

Tom Martin, Environmental Services Bureau Chief
 Lynn Zanto, Rail, Transit, & Planning Division Administrator
 Jake Goettle, Construction Engineering Services Bureau
 Matt Strizich, Materials Engineer
 Jon Swartz, Maintenance Administrator
 Alan Woodmansey, FHWA - Operations Engineer

cc:

Dawn Stratton, Fiscal Programming Section
 Mark Studt, Consultant Project Engineer
 Dave Dobbs, City of Great Falls
 P.O. Box 5021, Great Falls, MT 59403

Damian Krings, Road Design Engineer
 Jim Reardon, City of Great Falls
 P.O. Box 5021, Great Falls, MT 59403
 Tom Cavanaugh, RPA

e-copies:

Jim Walther, Engineering, Preconstruction Engineer
 Lesly Tribelhorn, Highways Design Engineer
 Mark Goodman, Hydraulics Engineer
 Kurt Marcoux, District Hydraulics Engineer
 Bonnie Gundrum, Env. Resources Section Supervisor
 Paul Sturm, District Biologist
 Eric Thunstrom, Project Development Engineer
 Danielle Bolan, Traffic Engineer
 Ivan Ulberg, G.F. District Traffic Project Engineer
 Kraig McLeod, Safety Engineer
 Stephanie Brandenberger, Bridge Area Eng, G.F. District
 Matt Strizich, Materials Engineer
 Daniel Hill, Pavement Analysis Engineer
 Lee Grosch, District Geotechnical Manager
 Bryce Larsen, Supervisor, Photogrammetry & Survey
 Marty Beatty, Engineering Information Services
 Paul Grant, Public Involvement Officer
 Jean Riley, Planner

Jake Goettle, Construction Bureau – VA Engineer
 Steve Prinzing, District Preconstruction Engineer
 Christie McOmer, District Projects Engineer
 Stan Kuntz, G.F. District Materials Lab
 Tony Strainer, Great Falls District Maintenance Chief
 Steven Giard, R/W Utilities Section
 David Hoerning, R/W Engineering Manager
 Greg Pizzini, Acquisition Manager
 Joe Zody, R/W Access Management Section Manager
 Paul Johnson, Project Analysis Bureau
 Sue Sillick, Research Section Supervisor
 Alice Flesch, ADA Coordinator
 Mark Keeffe, Bicycle/Pedestrian Coordinator
 Alyce Fisher, Fiscal Programming
 Mary Gayle Padmos, PvMS Engineer
 James Combs, District Traffic Engineer
 Doug Wilmot, G.F. District Construction Engineer
 Jerilee Weibel, District R/W Supervisor

Dawn Stratton, Fiscal Programming
Scott Bunton, Engineering Cost Analyst

Dennis Ghekiere, District Utility Agent
Robert Snyder, Road Design Area Engineer
Linda Cline, District R/W Design



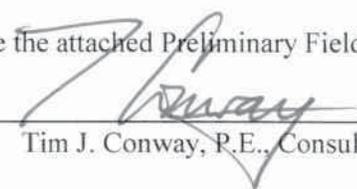
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

MASTER FILE
COPY

Memorandum

To: Tim J. Conway, P.E., Consultant Design Engineer
From: Mark Studt, P.E., Consultant Project Engineer 
Date: 2/21/2012
Subject: UPP 5242(3)
9th St N-River Dr to 2nd N-GTF
UPN: 7721000
Work Type: 180-Resurfacing-Asphalt (thin lift ≤ 0.20')(including safety improvements)

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

Approved  _____ Date 2/22/12 _____
Tim J. Conway, P.E., Consultant Design 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.):
Consultant Design Project File
Dave Dobbs, City of Great Falls
P.O. Box 5021, Great Falls, MT 59403
Jim Reardon, City of Great Falls
P.O. Box 5021, Great Falls, MT 59403

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

Project Manager : Mark Studt, PE

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Introduction

This report was developed in part from information taken from the preliminary field review conducted on October 28, 2011. Subsequently, the MDT Great Falls District has requested a Consultant be retained to prepare the plans, specifications and estimate. The interactive Consultant scoping meeting was held at the Great Falls District office on January 25, 2012. The scoping meeting started at 9 A.M. The meeting notes are incorporated in this report. The following persons attended the meeting.

Michael (Mick) Johnson	MDT	Great Falls District Administrator
Steve Prinzing	MDT	Great Falls District Eng. Services Supervisor
Dave Dobbs	City	Great Falls City Engineer
Jim Rearden	City	Great Falls Public Works, Director
Jason Handl	City	Great Falls Engineering, Civil Engineer
Mark Studt	MDT	Consultant Design Project Manager, Helena
Nels Wilkins	MDT	Consultant Design Checker, Helena
Jamie Winstead	MDT	Right-of-Way, Utilities Section, Helena (attended by Polycom – Helena)
Scott Randall	RPA	Engineering Consultant, Helena
Tom Cavanaugh	RPA	Engineering Consultant, Helena

A brief field review was held after the scoping meeting. All except Mick Johnson, Jim Rearden and Jamie Winstead were able to attend.

Proposed Scope of Work

This preventative maintenance project was nominated to provide milling, an overlay, seal & cover, and ADA improvements where necessary to sidewalk, curb ramps and alley ramps. Existing vertical face curb will be replaced with integral concrete curb and gutter pending the City of Great Falls receiving CBDG funding, or if otherwise funded by the City. The intent of this project is to correct rutting as well as extend the life of the roadway and provide additional skid resistance. The existing horizontal and vertical alignments will be used throughout the project.

The plans for the project will be in English stationing.

Purpose and Need

The purpose of the project is to take a cost-effective action to extend the service life of the roadway and improve ADA accessibility.

Project Location and Limits

The project is located in Cascade County within the Great Falls urban limits on U-5242 (9th Street North). The project will begin at RP 1.2 (north of the intersection with 2nd Avenue North) and continue north approximately 0.6 miles to RP 1.8 (the railroad tracks approximately 330' south of River Drive North).

The Functional Classification of U-5242 is Principal Arterial (Non-Interstate) and will be designed to the Geometric Design Criteria for Urban Principal Arterials (NHS-Non-Interstate).

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

Project Manager : Mark Studt, PE

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Project ID	From	To	Year Built
	RP	RP	
<u>As-Builts</u>			
City Construction *	1.2	1.8	Unknown
<u>Improvement Projects</u>			
City-Water Main Replace 3Ave No	1.2	1.2	2007
City -4 Ave No Water Main Replacement	1.3	1.3	2009
City-Special Improvements	1.4	1.6	Unknown

* As-built project not found.

Work Zone Safety and Mobility

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

Physical Characteristics

The project is located in an Urban area with mostly boulevard sidewalk and vertical-faced curb. This project will begin at the north connection of STPU 5299(69), 2nd Ave N-15th to Park-GTF, to 9th Street North (RP 1.2) and end at the south connection of STPU 5205(8), River Drive (9th-15th St. N.), to 9th Street North at the railroad tracks (RP 1.8).

Project Width:

- A. The project width from face of standup vertical curb to face of standup vertical curb is 45.5 to 45.2' between 3rd Ave. N and 8th Ave. N. The parking lane is 8'.
- B. Starting just north of 8th Avenue North, the project widens to 4 lanes with on street parking.

Project History:

- A. The street is maintained by the City of Great Falls.
- B. The City of Great Falls Street Department added pedestrian refuge islands north and south of the intersection with 4th Avenue North. The roadway width did not change; however, the parking lanes were eliminated along 9th Street between the alleys north and south of the 4th Avenue North intersection.
- C. The City of Great Falls Public Works Department replaced the water main at the intersection of 9th Street North and 3rd Avenue North in 2007.
- D. The City of Great Falls Public Works Department replaced the water main at the intersection of 9th Street North and 4th Avenue North in 2009.
- E. The City of Great Falls installed integral curb and gutter at the intersections of 9th Street North with 6th Avenue North, 7th Avenue North, and 8th Avenue North.

Overall Condition Index is 69.41 with mill and overlay suggested.

Traffic Data(Received 11-1-2011)

The MDT Traffic Data Collection & Analysis Section provided the following traffic data:

U-5242: RP 001+0.173 to 001+0.820

Year 2011	AADT=	9,310 vpd
Year 2012 (Letting Year)	AADT=	9,410 vpd

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

Project Manager : Mark Studt, PE

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Year 2032 (Design Year)	AADT=	11,480 vpd
	DHV=	1260 vpd
	D=	Not Provided
	T=	1.9%
	EAL=	56
	AGR=	1.0%

The design hourly volume (DHV) is reported as 11% of the ADT for year 2010. The design year DHV is approximately 11% of the ADT.

Based on the volumes and 18-kip loading, a 20-yr equivalent axle load has been estimated to be 407,023. The 18-kip loading and the 20-yr equivalent were based on classification values as reported from MDT weigh-in-motion (WIM) sites, and reflect a five-year average.

Crash Analysis (Received 10-26-11)

There were 102 recorded crashes but no crash clusters of safety projects identified. 51% of the crashes were rear end collision vs 28.7% for statewide average for City Streets. The main crash trend identified is intersection or intersection related crashes. 74 of the 102 reported crashes were cited as occurring in or related to an intersection.

Major Design Features

- a. **Design Speed.** The design speed for the project is 45 mph. The design speed taken from project UPP 5299(69), 2nd Ave N-15th to Park-GTF, is 45 mph and the acceptable range for Urban Principal Arterials (NHS-Non Interstate) is 40-45 mph in 2-lane, curbed areas. The posted speed limit is 30 mph.
- b. **Horizontal Alignment.** The horizontal alignment will be perpetuated with this pavement preservation project.
- c. **Vertical Alignment.** The vertical alignment will be perpetuated with this pavement preservation project.
- d. **Typical Sections and Surfacing.** The existing roadway width varies between 44' and 63' from gutter flow line to gutter flow line. The vertical curb ties to integral concrete curb and gutter at the beginning of the project and at the north approach of the 8th Ave N intersection. No changes to the existing typical sections widths are proposed. Stand up vertical curb will be replaced with new integral curb and gutter south of 8th Ave N pending City funding participation. If replaced, new curb and gutter elevations may vary slightly from existing to provide improved street drainage where feasible. Surfacing will consist of a mill and fill. Millings will not be salvaged to the City. Surfacing will continue around the radius on the side streets due to condition. The intersection of 8th Ave N and 9th St N, including at least ½ block along 8th Ave N approaching the intersection, is badly rutted. Whitetopping should be considered if adequate plant mix depth is available, and if the treatment meets federal-aid criteria in this proposed asphalt surfacing preservation project. Otherwise, additional mill/fill depth with possible digouts will need to be considered. Cores have been obtained.
- e. **Geotechnical Considerations.** No Geotechnical considerations will be addressed on this project. There are buried trolley tracks throughout the project that have been located and depths recorded.
- f. **Hydraulics.** Curb inlets may need replacement or adjustment due to ADA or slight modifications to gutter flow lines.
- g. **Bridges.** No bridges are located within the project limits.
- h. **Traffic.** New pavement markings will be required to match the existing layout, including the pedestrian refuge islands at the intersection of 4th Avenue North. RR crossings will

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

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also need markings replaced. Any traffic loops at the signalized intersections will need to be replaced if disturbed. Existing signing will be inventoried. Sign panels older than 5 years will be replaced to ensure signs meet current FHWA retro-reflectivity guidelines.

- i. **Pedestrian/Bicycle/ADA.** Sidewalk is present throughout the project. New ADA ramps and alley crossings will be provided using MACI funding. The project will determine which existing pedestrian ramps are to remain as-is acceptable to this proposed surface preservation project. Any tripping hazards along the existing boulevard sidewalk will be addressed. A pedestrian path will need to be included around the large utility pole at the SE corner of 10th Avenue N.
- j. **Miscellaneous Features.** Buried trolley lines are located right and left of the 9th Street centerline including but not limited to area between 2nd Avenue North and 5th Avenue North. Milling depths should take the measured cover into consideration. Buried sprinkler irrigation will be mitigated that is impacted by concrete replacement work.
- k. **Context Sensitive Design Issues.** No context sensitive design issues have been discovered for this project.

Other Projects

River Dr-9th to 15th (GTF), UPN: 7632000, is a concrete pavement preservation project adjacent to the north end of this project, on the north side of the northerly railroad crossing. The proposed project discussed herein will tie to that railroad crossing.

Design Exceptions

Design exceptions are not applicable for pavement preservation projects.

Right-of-Way

No Right-of-Way involvement is planned for this project. The existing right-of-way for the majority of the project is 40' left and right of centerline; except the northern most 50'± of the project, where the roadway crosses the railroad right-of-way, the limits extend to 80' on the left side only.

Cold-In-Place Recycle

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

Access Control

Access Control will not be required for this project.

Utilities/Railroads

A few power poles are located directly behind the curb in the narrow boulevard. A large power pole near the north end of the project is encroaching on the sidewalk and ADA ramp. Manholes and water valves will likely need minor adjustment to accommodate for correction of the roadway crown.

BNSF railway gate controlled crossings are located at 9th Avenue North, and at RP 1.8, the end of the project approximately 330' south of River Drive North. The railroad crossings will be upgraded from the deteriorating rubber to new concrete crossings. The railroad will complete the work based on plans prepared by MDT Utilities Section. The railroad crossing improvements project will be completed prior to this proposed pavement preservation project. The MDT and BNSF are continuing cost negotiations.

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

Project Manager : Mark Studt, PE

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The City of Great Falls plans to replace the water main under 9th St. North prior to this project. Close coordination with the City for details will be required. Design or as-built plans (if available) will be provided by the City to help locate and quantify water valves that may need adjusting to finished street grade.

It is recommended that a new street light be installed under this project to illuminate the pedestrian refuge islands installed by the City north and south of the intersection with 4th Avenue North. The SW intersection quadrant appears to be the most feasible location to install the luminaire subject to verification of potential buried utility conflicts.

Intelligent Transportation Systems (ITS) Features

There are no ITS solutions that will be designed with this project.

Survey

A topographic survey will be required for widths, ramps and to confirm drainage. A draft map drawn from aerials is on DMS. The City will provide an electronic copy of the utility survey they completed for their proposed water main replacement project, to implement into this project. This project will supplement that utilities survey with new utilities survey as determined necessary to fill in survey gaps. The need for Phase II subsurface utility locates, although unlikely, will be determined as the design progresses.

Public Involvement

The scope of the project is limited, however a level "B" public involvement plan is appropriate. The plan will include a news release, which will explain the project and include a department point of contact. The project will require continued coordination with the City regarding overall design & development, schedule, and applicable CBDG and MACI funded design aspects. It is proposed to hold one meeting with the local neighborhood council group. Project design as well as the final proposed TCP will be coordinated through City and the neighborhood council group.

Environmental Considerations

No apparent environmental issues have been identified. It is anticipated that the proposed project meets the criteria for the Statewide Programmatic Categorical Exclusion for pavement preservation projects. Since the proposed project is located in a designated MS4 area, the Standard Special Provision #208-1 Protection of Storm Water Drainage System and Compliance with Local Permit Requirements is required. The Environmental Services Bureau will send this special provision to the Contract Plans Bureau to be included in the contract bid package. The Environmental Services Bureau will secure the appropriate environmental documentation for this project. An environmental checklist is being supplied with the Preliminary Field Review/Scope of Work Report.

Energy Savings/Eco-Friendly Considerations

Due to the nature of this project, extending the useful life of the pavement is aimed directly at minimizing the footprint on the environment. This is accomplished by postponing reconstruction projects through routine maintenance.

Experimental Features

No experimental features are planned with this project.

Traffic Control

Close attention to traffic control during construction will be required. A traffic control plan,

Preliminary Field Review/Scope of Work Report

UPP 5242(3) 9th St N-River Dr to 2nd N-GTF

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coordinated through with the City, will identify if road closures will be allowed. All signing will be in accordance with the Manual on Uniform Traffic Control Devices.

Project Management

Consultant Design. The project is not under full FHWA oversight.

Preliminary Cost Estimate

The project was nominated at \$901,000 including IDC and inflation.

		Estimate Costs	Inflation (INF) (from PPMS)	w/INF + IDC (from PPMS)
Road work		\$480,000		
Traffic Control		\$40,000		
Subtotal		\$520,000		
Mobilization	10%	\$52,000		
Subtotal		\$572,000		
Contingencies	20%	\$114,400		
Total CN		\$686,400	\$40,082	\$796,515
CE	10%	\$78,642	\$2,894	\$89,396
IDC:	9.64%		TOTAL	\$885,911

Inflation Factor (ppms)

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.64% as of FY 2012.

The City of Great Falls plans to add \$100,000 in pending CBDG funding for curb replacement and \$300,000 in MACI funding for ADA upgrades. Water main upgrades will be undertaken by the City in a separate project prior to this surface preservation project. The track crossings are expected to cost \$100,000. The MDT and BNSF railroad continue to negotiate cost share and crossing details. Detailed estimates are not available.

MACI - curb ramps and alley ramps

Description	Quantity	Unit	\$/ Unit	Total \$
Adjust / Replace Inlets	14	Ea	\$3,500.00	\$49,000
4" Asphalt Replacement	2304	SF	\$5.00	\$11,520
Truncated Dome	384	SF	\$40.00	\$15,360
6" Reinforced	4580	SF	\$10.00	\$45,800
Sidewalk	4200	SF	\$8.00	\$33,600
Curb & Gutter	1080	LF	\$32.00	\$34,560
Sod	3940	SF	\$2.50	\$9,850
Total				\$199,690
With 10% Contingency				\$215,039
Design Costs (15% of Construction Cost)				\$32,256
Total Project Budget				\$247,295

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CN	\$247,295
CE	\$24,729
IDC	\$26,223
INFL	\$18,163
total	\$316,411

Ready Date

The target ready date for this project is November 2012 with a letting date of March 25, 2013.

Site Map

The project site map is attached.

