



July 10, 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
NH 60-2(105)95
10th Ave S-Warden Br to 6th SW
Control Number: 7631000

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
Christie McOmber, P.E.	Great Falls District Projects Engineer
Kevin Christensen, P.E.	Construction Engineer
Suzy Price	Contract Plans Bureau Chief
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

HB:ejt: S:\PROJECTS\GREAT-FALLS\7000-7999\7631\7631000ENCED001.doc

(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: NH 60-2(105)95 Control No 7631000 Project Name: 10th Ave S-Warden Br to 6th SW
 Reference Post (Station): RP 95.71 To Reference Post (Station): RP 95.03
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Work Type 182: Resurfacing - PCCP

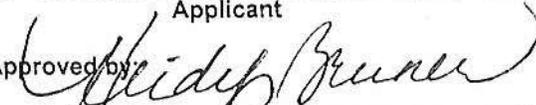
IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)			
Impact Questions	[Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s).		
	Yes	No	Comment (Use attachments if necessary)
1. Does the proposed action require work in, 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 checked="" type="checkbox"/>	<input type="checkbox"/> N/A
3b. Is the proposed project within an MS4 Permit Area? (See http://deq.mt.gov/wqinfo/MPDES/StormWater/ms4.mcp). (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 checked="" 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 checked="" 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/deq/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 checked="" type="checkbox"/>	<input type="checkbox"/> N/A
7. Is the proposed project in a "Class I Air Shed" or a nonattainment area? (See http://deq.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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

MASTER FILE COPY

Checklist prepared by:
Christie McOmber
 Applicant

Project Design Engineer
 Title
ENVIRONMENTAL ENGINEERING
SECTION SUPERVISOR
 Title

7/10/2012
 Date
7/11/12
 Click here to enter a date.
 Date

Approved by:

Heidi Bruner
 Environmental Services

Project Number: Click here to enter text. **Control No.:** Click here to enter text. **Project Name:** Click here to enter text.

(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 R. Ferry, P.E. *LT (6/22/12)*
 Highways Engineer

Date: June 22, 2012

Subject: NH 60-2(105)95
 10th Ave S-Warden Br to 6th SW
 UPN 7631000
 Work Type: 182 – Resurfacing – PCCP

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on 6/22/12. 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 | 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 |
| Rob Stapley, Right-of-Way Bureau Chief | Alan Woodmansey, FHWA - Operations Engineer (full oversight) |
| Paul Ferry, Highways Engineer | |

cc:

- | | |
|--|---|
| Dawn Stratton, Fiscal Programming Section | Damian Krings, Road Design Engineer |
| Robert Snyder, Road Design Area Engineer | Master file |
| Dave Dobbs, City of Great Falls, 2 Park Drive South,
P.O. Box 5021, Great Falls, MT 59403 | Jim Reardon, City of Great Falls, 2 Park Drive South, P.O. Box
5021, Great Falls, MT 59403 |

e-copies:

- | | |
|---|---|
| Jim Walther, Preconstruction Engineer | Scott Bunton, Engineering Cost Analyst |
| Lesly Tribelhorn, Highways Design Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Mark Goodman, Hydraulics Engineer | Steve Prinzing, District Preconstruction Engineer |
| Kurt Marcoux, District Hydraulics Engineer | Christie McOmer, District Projects Engineer |
| Bonnie Gundrum, Env. Res. Section Supervisor | Stan Kuntz, G.F. District Materials Lab |
| Paul Sturm, District Biologist | Tony Strainer, Great Falls District Maintenance Chief |
| Eric Thunstrom, Project Development Engineer | Jerilee Weibel, District R/W Supervisor |
| Danielle Bolan, Traffic Engineer | Phillip Inman, Utilities Engineering Manager |
| Ivan Ulberg, G.F. District Traffic Project Engineer | David Hoerning, R/W Engineering Manager |
| Kraig McLeod, Safety Engineer | Greg Pizzini, Acquisition Manager |
| Stephanie Brandenberger, Bridge Area Eng, G.F. District | Joe Zody, R/W Access Management Section Manager |
| Matt Strizich, Materials Engineer | Paul Johnson, Project Analysis Bureau |
| Daniel Hill, Pavement Analysis Engineer | Susan Sillick, Research Section Supervisor |
| Lee Grosch, District Geotechnical Manager | Dawn Stratton, Fiscal Programming Section |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Alyce Fisher, Fiscal Programming |
| Marty Beatty, Engineering Information Services | Doug Wilmot, G.F. District Construction Engineer |
| Paul Grant, Public Involvement Officer | James Combs, District Traffic Engineer |
| Jean Riley, Planner | Duane Williams, Motor Carrier Services Division Administrator |
| Linda Cline, District R/W Design | Dennis Ghekiere, District Utility Agent |



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

Memorandum

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

From: Christie W. McOmber, P.E. 
District Projects Engineer

Date: June 22, 2012

Subject: NH 60-2(105)95
10th Ave S-Warden Br to 6th SW
UPN 7631000
Work Type: 182 – Resurfacing – PCCP

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

Approved Lesly Tribelhorn for Date 6/22/12
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
Master file

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW

Project Manager: Christie W. McOmber

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Introduction

This report was developed from information taken from the preliminary field review conducted on June 8, 2012 with the following personnel in attendance:

Mick Johnson	District Administrator	MDT	Great Falls
Steve Prinzing	District Preconstruction Eng.	MDT	Great Falls
Christie McOmber	District Projects Engineer	MDT	Great Falls
Doug Wilmot	District Construction Engineer	MDT	Great Falls
James Combs	Acting District Operations Eng.	MDT	Great Falls
Jeania Cereck	District Design Supervisor	MDT	Great Falls
Bryce Hove	Road Design Engineer	MDT	Great Falls
Stephanie Brandenberger	District Bridge Engineer	MDT	Helena
James Cornell	Traffic/Safety Signing	MDT	Helena
Mick Johnson	District Administrator	MDT	Great Falls
Steve Prinzing	District Preconstruction Engineer	MDT	Great Falls

Proposed Scope of Work

The proposed project has been nominated for PCCP rehabilitation. The intent of the project is to correct existing surfacing defects in order to maintain an acceptable surface in the future. The proposed work will include:

- joint sealing in areas where existing sealant is in poor condition,
- crack sealing along longitudinal and transverse cracks,
- cross-stitching along longitudinal cracks if such working cracks are not located within the wheel path,
- half / full panel replacement if longitudinal cracks are located within the wheel path and faulting is present,
- partial depth repair locations of spalling where damage to the panel is less than 1/3 of the panel thickness, and
- full-depth repair in locations where panel deterioration is greater than 1/3 of the panel thickness.
- Concrete Pavement Grinding then joint sealing for the full length of the project
- Advance Warning Flashers will be added outside the project limits west of the intersection with 6th Street NW.
- In the medians all of the area with the raised grass berm will be removed without disturbing the trees, if possible, and raised planting beds will be built around them.

The existing horizontal and vertical alignments will be used throughout the project.

Purpose and Need

Transverse and longitudinal cracks as well as some corner breaks are present along this project. It is necessary to provide a smooth ride along with maintenance and crack sealing to prevent future pavement deterioration. State forces cannot complete this level of maintenance due to the lack of experience regarding Portland Concrete Cement Pavement (PCCP), lack of equipment and manpower, and high traffic volumes and speeds along this multilane route.

Project Location and Limits

This project is located within the City of Great Falls in Cascade County on US-89 and part of US-87 (N-60) beginning at RP 95.81, west of the intersection with 6th Street/Fox Farm (U-5201/U-5220), and proceeding east for approximately 0.78 miles to RP 95.03, the west side of Warden Bridge. Mileposts run east to west and stationing runs west to east. This project will be designed

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW
Project Manager: Christie W. McOmber

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west to east using stationing rather than mileposts. The functional Classification of this route is an Urban Principal Arterial – Non Interstate.

This project is located on 10th Avenue South within the City Limits and Urban Area of Great Falls.

This project ends at the west edge of the structure (Warden Bridge) over the Missouri River. No work will be performed on the structure with this project.

Begin: RP 95.81, Section 15, T. 20 N., R. 3 E., Cascade County
End: 95.03, Section 14, T. 20 N., R. 3 E., Cascade County
Length: 0.78 miles

The following table identifies as-built project location and year built:

As-Built Project ID	From RP	To RP	Year Built
U-388(1) Unit 1	95.745	95.049	1952
U-388(1) Unit 3	95.745	95.033	1952
F-388(4)	95.309	95.033	1956
F-388(5)	95.590	95.060	1957
U-388(8)	95.791	95.599	1964
F-BHF-RTF 60-2(5)92 U2	95.268	95.033	1983
NH 60-2(40)96	95.810	95.033	1997

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). A limited Transportation Operations (TO) component and a limited Public Information (PI) component to address intersection closures and wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The PTW traverses level terrain in the urban area of Great Falls.

Existing Surfacing

Existing surfacing was placed with project NH 60-2(40)96 and consists of 0.20' crushed top surfacing and 0.75' of Portland Cement Concrete Pavement (PCCP).

Typical Sections

The existing typical sections consists of four 12' driving lanes, a median that varies between 16' and 20', and variable width shoulders. Typical section widths will not be altered.

Horizontal Alignment

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW

Project Manager: Christie W. McOmber

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The existing horizontal alignment will be used throughout the project. All three as-built horizontal alignments meet current standards and will be used throughout the project. The minimum existing radii is 9,048.91' which exceeds the minimum design criteria of 711' at 45 mph using the Geometric Design Criteria for Urban Principal Arterials.

Vertical Alignment

The existing vertical alignment will be used throughout the project. The maximum grade of 1.60% meets the Geometric Design Criteria for Urban Principal Arterials of 6% for level terrain. Passing sight distance and stopping sight distance will not be addressed with this pavement preservation project.

PVMS Data

The survey year 2011 and run year 2012 indices for the roadway are listed in the PVMS database:

RP 95.051 to RP 95.717

Recommended Treatment for:

2011 – Major Rehabilitation

2013 – Major Rehabilitation

PVMS INDICES	
Ride	52.4 (Poor)
Rut	78.4 (Good)
Alligator Cracking	n/a
Miscellaneous Cracking	n/a

Bridges

No work will be performed on the structures. The following table identifies the structures that this project connects to:

Intersecting Features	Location (RP / Sta.)	Deck Width (feet)	Length (feet)	Year Built	Structure Status	Direction of Traffic along Structure
Missouri River, U-5205, and BNSF RR	94.82 / 45+89.00	28'	2,093	1951 Reconstructed in 1983	Concrete	East Bound Traffic
Missouri River, U-5205, and BNSF RR	94.82 / 46+06.00	40'	2,122	1983	Concrete	West Bound Traffic

Traffic Data

2012 (Current) AADT = 30,910
2013 (Letting Year) AADT = 31,220
2033 (Design Year) AADT = 38,090
DHV = 3,430
Trucks = 1.9%
ESAL = 122
Basis of Projected Traffic Growth = 1.0%

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW
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Crash Analysis

The following engineering study evaluation from RP 95.051 to RP 95.709 was taken from January 1, 2008 through December 31, 2010:

Total Recorded Crashes = 107

	Statewide Average for Urban State NINHS	Study Area
All Vehicles Crash Rate	4.86	4.90
All Vehicles Severity Index	1.68	1.89
All Vehicles Severity Rate	8.16	9.25

Traffic variations from average occurrence:

- 68.2% rear end collisions vs. 28.8% statewide average for cities.
- 6.5% right angle collisions vs. 30.2% statewide average for cities.

Crash Cluster or Safety Projects:

The area from RP 95.0 to 95.71 was identified on the 2011/2012 HSIP list and will be reviewed this year. Recommendations will not likely be complete before letting, but any that can be included within the scope of the work will be considered.

Remarks & Recommendations:

The following is a summary of the crashes within the study area:

- 75 of the crashes occurred during daylight conditions.
- 73 crashes were rear-end collisions.
- 58 crashes occurred either in an intersection or were intersection related.
- 58 crashes occurred on dry road conditions.
- 40 crashes occurred on icy, snow or slushy road conditions.
- 10 crashes cited bridge or guard rail as the first or most harmful event.
- 4 crashes involved parked vehicles.

The Safety Engineering Section checked reported crashes for the first 6-months of 2011. There were 21 crashes reported. Seventeen crashes occurred during daylight conditions, 12 occurred in the intersection or were intersection related, 12 had dry road conditions, there were 12 rear-end collisions, and 3 crashes cited guard or bridge rail as the first or most harmful event.

Major Design Features

- Design Speed.** The design speed of 40 to 45 mph is the Geometric Design Criteria for multi-lane, curbed, Urban Principal Arterials. A design speed of 45 mph will be used for this project. The posted speed limit is 45 mph throughout the project limits.
- Horizontal Alignment.** The existing horizontal alignment is adequate for a preventative maintenance treatment and no adjustments will be made with this project.
- Vertical Alignment.** The existing vertical alignment meets the Geometric Design Criteria for Urban Principal Arterials. Because of the limited scope of this project, no

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW

Project Manager: Christie W. McOmber

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adjustments will be made to the vertical alignment.

- d. **Typical Sections and Surfacing.** Due to the nature of this project existing surface widths will not be altered.
- e. **Geotechnical Considerations.** Due to the nature of this project, geotechnical considerations are not anticipated. The District Lab should complete a boring at the locations for the advanced warning flasher.
- f. **Hydraulics.** Due to the nature of this project, hydraulic considerations are not anticipated.
- g. **Bridges.** The table located in the physical characteristics section provides information regarding structures adjacent to the project. Work will occur adjacent to the bridge end. The structure surfacing was updated on a previous project in 2011.
- h. **Traffic.**
 - Any traffic loops damaged by repairs will also be replaced as necessary. No new signing or delineation will be included with this project. Pavement markings will be damaged by the grinding. New pavement marking quantities and plans will be provided by the Traffic Section.
 - Advance Warning Flashers will be added outside the project limits west of the intersection with 6th Street NW as a safety enhancement. Plans will be completed by Traffic / Electrical Section. The advanced warning flasher will be placed on an engineered structure that the contractor is responsible for, both design and installation. Electrical will provide general specifications and drawings. Once the contract has been awarded, the contractor will go out to an engineering firm and have a design completed. This will then be reviewed by Bridge for structural integrity. It is then fabricated, and finally installed. Cores will be ordered once the location is determined by the Traffic Section, a special and will be provided in the plans by the Traffic Section.
- i. **Pedestrian/Bicycle/ADA.** Due to the limited scope of the project, no new ADA features or impacts to existing features are anticipated.
- j. **Miscellaneous Features.**

The median just west of the structure will be replaced with NH 60-2(92)93 after all necessary work is completed on both projects. The City of Great Falls has requested the rest of the median plantings to the west be re-built with raised block planters as there is a safety concern with mowing the existing raised grass berms. Details will be added to the plans by Road Design.
- k. **Context Sensitive Design Issues.** No context sensitive design issues will be addressed with this project.

Other Projects

6960000, NH 60-2(92)93, 10th Ave S-Warden Br-18th – GF, PCCP Resurfacing

7632000, NH 102-1(5)03, River Dr – 9th to 15th (GTF), PCCP Restoration & Rehab

7634000, NH 103-1(17)1, Central Ave W-6th to 9th (GTF), PCCP Restoration & Rehab

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW
Project Manager: Christie W. McOmber

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7635000, NH 104-1(3)0, 10th St N-River Dr to Smelter, PCCP Restoration & Rehab

Location Hydraulics Study Report

A location Hydraulics Study Report is not necessary for this project.

Design Exceptions

No design exceptions are anticipated for this project.

Right-of-Way

No new right-of-way will be required for this project.

Access Control

There is existing access control along I-315 up to the west side of the intersection with Fox Farm Road/6th Street. No changes to the existing access control will be made with this project and no new access control will be implemented with this project.

Utilities/Railroads

Due to the nature of this project, no major utility involvement is anticipated. Water valve adjustments and possibly manhole adjustments will be necessary as concrete is repaired around such features.

No railroad involvement will be required for this project.

Maintenance Items

No issues were discussed during field or plan reviews that relate specifically to Maintenance. There are no issues to be addressed by Maintenance.

Intelligent Transportation Systems (ITS) Features

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

Survey

Orthophotos have been requested. Additional survey is anticipated for locating repair panels. This survey will be performed by the Great Falls Design Unit in coordination with surfacing.

Public Involvement

Due to the limited scope of the project, a level "A" public involvement plan is appropriate. The plan will include a news release, which will explain the project and include a department point of contact. Consideration of alternate routes, detours for oversize loads, working schedules, signal coordination, etc., will be required as this project is located adjacent to a high traffic volume river crossing. Coordination with businesses will also be required.

Environmental Considerations

This project meets the criteria for the Statewide Programmatic Categorical Exclusion. No apparent significant environmental concerns or issues were identified.

In the medians all of the area with the raised grass berm will be removed without disturbing the trees, if possible, and raised planting beds will be built around them. The waterline and sprinkler system may be impacted, so the change to a drip system will be decided by the City of Great Falls. Recommendation for a planting detail is requested by the Environmental Section. A detail will be placed in the plans by Road Design.

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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 will be included with the scope of this project

Traffic Control

Because this is a rapid moving project, shifting traffic to one lane of travel for short periods will be used to maintain working space. Night work may be considered but is not preferred for some construction activities in order to reduce impacts to the traveling public. Longer-term lane shifts and reductions will likely be necessary to repair the panels adjacent to the bridges.

A Transportation Management Plan (TMP) consisting of a Traffic Control Plan (TCP) is appropriate for this project.

Traffic issues that will require special consideration are as follows:

- Swift setup and removal of traffic signing in accordance with the Manual on Uniform Traffic Control Devices will be necessary, as this is a heavily used route.
- Extra caution should be used by the workers to maintain a safe working area as far away from the traveling lanes as possible.
- Night work may be considered but is not preferred.

Project Management

The Great Falls District will be responsible for the plans. Christie W. McOmber, P.E., is the Great Falls District Projects Engineer.

This project is not under full FHWA oversight.

Preliminary Cost Estimate

The project was programmed at \$399,000 with CN. After the Preliminary Field review discussion to add Concrete Grinding and Joint Sealing the whole length and width of the project and the addition of Median Plantings, the cost increased to \$688,405 with CN.

Preliminary Field Review/Scope of Work Report

NH 60-2(105)95 10th Ave S-Warden Br to 6th SW

Project Manager: Christie W. McOmber

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Project Name		Estimate	Inflation (INF)	w/INF + IDC
		Costs	(from PPMS)	(from PPMS)
Road work		\$495,631		
Traffic Control		\$100,000		
Subtotal		\$595,631		
Mobilization	10%	\$59,563		
Subtotal		\$655,194		
Contingencies	8%	\$52,416		
Total CN		\$707,610	\$12,009	\$788,989
CE	10%	\$70,761	\$1,201	\$78,899
IDC:	9.64%		TOTAL	\$867,888
Inflation Factor (ppms)			<i>0.016970572</i>	

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.

Ready Date

The current OPX2 ready date is October of 2012. The projected finish date in OPX2 is November 2012. No target letting date has been set.

Site Map

The project site map is attached.

