



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 103-1(17)1
Central Ave W-6th to 9th (GTF)
Control Number: 7634000

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\7634\7634000ENCED001.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 103-1(17)1 Control No 7634000 Project Name: Central Ave W-6th to 9th (GTF)
 Reference Post (Station): RP 0.787 To Reference Post (Station): RP 1.021
 Applicant's Name: Montana Department of Transportation Address: PO Box 201001; Helena, MT 59620-1001
 Type of Proposed Pavement Preservation Activity: Work Type 170: Restoration & Rehab - 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

7/10/2012
 Date

Approved by: *Christie McOmber*
 Environmental Services

ENVIRONMENTAL ENGINEERING
 SECTION SUPERVISOR
 Title

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

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 103-1(17)1
 Central Ave W-6th to 9th (GTF)
 UPN 7634000
 Work Type 170 – Restoration & Rehab - 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 |
| Mary Gayle Padmos, PvMS 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. *CWM*
District Projects Engineer

Date: June 22, 2012

Subject: NH 103-1(17)1
Central Ave W-6th to 9th (GTF)
UPN 7634000
Work Type 170 – Restoration & Rehab - 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

Central Ave W-6th to 9th (GTF) NH 103-1(17)1

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.
- At 3rd Street NW in the North east quadrant part of the island will be removed to create an at-grade ADA passage with new truncated domes and a new pedestrian – activated push-button signal will be installed on the free right lane.

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 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 Route 103 (N-103/U-5210) beginning at RP 0.787, the east side of the intersection with 9th Street NW (U-5238), and proceeding east for approximately 0.234 miles to RP 1.021, the center of the intersection with 6th Street NW (U-5201). The functional classification of this route is a Principal Arterial – Non Interstate.

Preliminary Field Review/Scope of Work Report

Central Ave W-6th to 9th (GTF) NH 103-1(17)1

Project Manager: Christie W. McOmber

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A connection will extend along U-5210 to the Central Avenue West Bridge end at reference marker 1.4. No work will be performed on the structure with this project.

This project is located on Central Avenue West within the City Limits and Urban Area of Great Falls. Urban funding area ends at RP 1.264 at the intersection with 3rd Street NW.

Begin: RP 0.787, Section 11, T. 20. N., R. 3 E., Cascade County

End: RP 1.021, Section 11, T. 20. N., R. 3 E., Cascade County

Length: 0.234 miles

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

As-Built Project ID	From RP	To RP	Year Built
STPU 5210(9)F	1.178	1.583	1994 PCCP
*RTM 5210(15)	0.787	1.231	2000 PCCP

*RTM 5210(15) is a metric project

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 consists of 0.35' crushed top surfacing and 0.75' of Portland Cement Concrete Pavement (PCCP). The surfacing is the same in the connection area. The project STPU 5210(9) F had a plant mix connection between RP 1.178 and RP 1.231 which then had PCCP placed in the area with the 2000 project.

Typical Sections

Between 9th Street and 7th Street the typical section has an overall width of 63.3' between the back of curbs and consists of a 13.1' travel lane, a 9.8' travel lane, a 13.8' median, a 9.8' travel lane and a 15.1' travel lane.

Between 7th Street and 4th Street the typical section has an overall width of 69.2' between the back of curbs and consists of a 13.1' travel lane, a 9.8' travel lane, a 13.8' median, a 9.8' travel lane, a 11.2' travel lane and a 9.8' shoulder.

Between 4th Street and 3rd Street the typical section has an overall width of 69.0' between the back of curbs and consists of four 12.0' travel lanes, a 12.0' turn lane and 4.2' shoulders.

Preliminary Field Review/Scope of Work Report

Central Ave W-6th to 9th (GTF) NH 103-1(17)1

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Between 3rd Street and Bay Drive the typical section has an overall width of 87.0' between the back of curbs and consists of five 12.0' travel lanes, a 12.0' median/turn lane and a 4.0' shoulder on the left and 10.0' shoulder on the right.

Between Bay Drive and the bridge end the typical section has an overall width of 80.5' between the back of curbs and consists of four 12.0' travel lanes, a 12.0' median and 10.0' shoulders.

Horizontal Alignment

According to the as-builts there are no horizontal curves present but angle points exist at almost all of the street intersections. No angle points exceed the 1.0 degree difference allowed in an urban setting.

In the connection the one curve at the intersection of 3rd Street NW has a radius of 572.96'; this exceeds the minimum radius of 533' for a 40 mph design speed, but does not exceed the minimum radius of 711' for 45 mph design speed. This is at a signal controlled intersection.

The existing horizontal alignment will be used throughout.

Vertical Alignment

The existing vertical alignment will be used throughout. The maximum grade between 9th Street and 6th Street is of 0.405%. This exceeds 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.

In the connection area between 6th Street and the bridge end, the maximum grade is 2.058%. This exceeds the Geometric Design Criteria for Urban Principal Arterials of 6% for level terrain also.

PVMS Data

Based on data received from the City of Great Falls the Overall Condition index is 95.29 (Good) between 9th Street and 6th Street NW.

Traffic Data

The following engineering study evaluation from RP 0.779 to 1.021 between 6th and 9th streets:

2012 (Current) AADT = 12,520
2013 (Letting Year) AADT = 12,640
2033 (Design Year) AADT = 15,430
DHV = 1,470
Percent of Trucks = 6.8 %
ESAL = 320
Basis of Projected Traffic Growth = 1.0 %

Crash Analysis

The following engineering study evaluation from RP 0.779 to RP 1.021 (9th Street NW to 6th Street NW) was taken from July 1, 2008 through June 30, 2011:

	Statewide Average for N-P Routes Through Urban Areas	Study Area
All Vehicles Crash Rate	4.86	N/A
All Vehicles Severity Index	1.68	1.31

Preliminary Field Review/Scope of Work Report

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All Vehicles Severity Rate 8.16 N/A
Total Recorded Crashed = 51
Truck Crashes = 5

Traffic variations from average occurrence:

- 45.1% of the crashes resulted in a right angle collision vs. 30.6% statewide average for city streets.

There were no crash clusters or safety projects within this section during the study period.

Remarks

Crash rate and severity rate are not applicable to this evaluation given the short segment length. The following is a breakdown of the 51 crashes:

- 23 of the 51 reported crashes cited right angle collision
- 17 of the 51 reported crashed cited rear end collision
- 16 of the 51 reported crashes cited careless or inattentive driving as a contributing circumstance
- 11 of the 51 reported crashes cited failed to yield as a contributing circumstance

Four of the reported crashes involved vehicles striking either a pedestrian or a bicycle. The incidences of pedestrian and or bicycle collisions are shown below in parenthesis.

The crashes occurred at the following locations on Central Avenue West:

<u>Location</u>	<u>Recorded Crashes</u>
Between 5 th St NW/SW & 6 th St NW/SW	4
Intersection with 6 th St NW/SW	31 (1 pedestrian)
Between 6 th St NW/SW & 7 th St NW/SW	1
Intersection with 7 th St NW/SW	3 (1 pedestrian / 1 bicycle)
Between 7 th St NW/SW & 8 th St SW	1
Intersection with 8 th St SW	2
Between 8 th St SW & 9 th St NW/SW	0
Intersection with 9 th St NW/SW	9 (1 bicycle)

	<i>Total 51</i>

The main crash trend identified is intersection or intersection related crashes. Forty-three of the 51 reported crashes were cited as occurring in or related to an intersection. The majorities of the intersection crashes within the study area was right angle or rear-end crashes.

At the intersection of Central Ave West and 6th Street NW/SW there were 14 right angle and 10 rear end collisions. The right angle crashes were due to vehicles failing to yield the right-of-way at this signalized intersection. There does not appear to be a main direction of travel for collisions at this intersection it is evenly distributed in all directions. Rear-end crashes occurred primarily with vehicles traveling on mainline. There were 6 injury crashes at this intersection resulting in 1 non-incapacitating injury and 9 possible injuries.

Preliminary Field Review/Scope of Work Report

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At the intersection of Central Ave west and 9th St NW/SW the majority of crashes are right angle collisions (6 crashes). All of the right angle crashes were the result of vehicles failing to yield the right-of way. Also, all of the crashes at this intersection resulted in property damage only crashes.

Major Design Features

- a. **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 30 mph throughout the project limits.
- b. **Horizontal Alignment.** The existing horizontal alignment is adequate for a preventative maintenance treatment and no adjustments will be made with this project.
- c. **Vertical Alignment.** The existing vertical alignment is adequate for a preventative maintenance treatment and no adjustments will be made with this project.
- 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.
- f. **Hydraulics.** Due to the nature of this project, hydraulic considerations are not anticipated.
- g. **Bridges.** The connection of the project extends to the bridge end. The Central Avenue West Bridge has been updated with a 2011 construction project. Work will occur adjacent to the bridge end. No bridge considerations are anticipated.
- 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 damaged by the concrete repairs will only be replaced with this project. New pavement marking quantities will be provided in the disturbed areas only by the Traffic Section, so as to not interrupt the MDT Maintenance striping schedule.

In the North east quadrant at 3rd Street NW the pork chop island currently does not have adequate ADA or a pedestrian activated signal to cross the free right lane. Part of the island will be removed to create an at-grade ADA passage with new truncated domes and a new pedestrian – activated push-button signal will be installed on the free right lane.

- i. **Pedestrian/Bicycle/ADA.** Due to the limited scope of the project, no new ADA features or impacts to existing features are anticipated at the Street locations except for the island configuration at the Northeast corner of the intersection with 3rd Street. A detail will be added to the plans package with the new design for the path of travel.
- j. **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
7631000, NH 60-2(105)95, 10th Ave S-Warden Br to 6th SW, PCCP Resurfacing

Preliminary Field Review/Scope of Work Report

Central Ave W-6th to 9th (GTF) NH 103-1(17)1

Project Manager: Christie W. McOmber

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

Access control is not being implemented on this project.

Utilities/Railroads

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

The BNSF Railway crosses centerline within the connection area. A Flagging permit will be necessary 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 Design 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.

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

Preliminary Field Review/Scope of Work Report

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 may 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 for \$84,000.00. The project cost has increased due to a connection extending to the Central Ave West Bridge end. The project cost estimate is:

Project Name		Estimate Costs	Inflation (INF) (from PPMS)	w/INF + IDC (from PPMS)
Road work		\$252,000		
Subtotal		\$252,000		
Mobilization	10%	\$25,200		
Subtotal		\$277,200		
Contingencies	25%	\$69,300		
Total CN		\$346,500	\$5,880	\$386,350
CE	10%	\$34,650	\$588	\$38,635
IDC: 9.64%			TOTAL	\$424,985
Inflation Factor (ppms)			0.016970572	

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.

Preliminary Field Review/Scope of Work Report

Central Ave W-6th to 9th (GTF) NH 103-1(17)1
Project Manager: Christie W. McOmber

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.

MONTANA DEPARTMENT OF TRANSPORTATION
FEDERAL AID PROJECT NH 103-1(17)1
RESTORATION & REHAB - PCCP
CENTRAL AVE W-6TH TO 9TH (GTF)
CASCADE COUNTY

LENGTH 0.2 MILES

