



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 104-1(3)0
10th St N-River Dr to Smelter
Control Number: 7635000

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 |

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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: NH 104-1(3)0 Control No 7635000 Project Name: 10th St N-River Dr to Smelter
 Reference Post (Station): RP 0.0 To Reference Post (Station): RP 0.3
 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 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). (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 checked="" 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/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 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://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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

MASTER FILE COPY

A Rivers and Harbors Act Section 10 Permit from the US Army Corps of Engineers will be required.

Checklist prepared by: Christie McOmber Project Design Engineer 7/10/2012
 Applicant Title Date
 Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR 7/11/12
 Environmental Services Title Date
 Click here to enter a 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 for*
 Highways Engineer

Date: June 22, 2012

Subject: NH 104-1(3)0
 10th St N-River Dr to Smelter
 UPN 7635000
 Work Type 170 – Restoration & Rehab - PCCP

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on [6/22/2012](#). 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. 
District Projects Engineer

Date: June 21, 2012

Subject: NH 104-1(3)0
10th St N-River Dr to Smelter
UPN 7635000
Work Type 170 – Restoration & Rehab - PCCP

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

Approved Lesly Tribelhorn for: Date June 22, 2012
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 104-1(3)0 – 10th St N–River Dr to Smelter
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 Engineer	MDT	Great Falls
Christie McOmber	District Projects Engineer	MDT	Great Falls
Doug Wilmot	District Construction Engineer	MDT	Great Falls
James Combs	Acting District Operations Engineer	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

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 and/or if significant faulting is not present,
- 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,
- full-depth repair in locations where panel deterioration is greater than 1/3 of the panel thickness, and
- bridge deck rehabilitation.

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 10th Street North (N-104) beginning at RP 0.0, the north side of the intersection with River Drive (N-102), and proceeds north for approximately 0.3 miles to RP 0.3, south of the intersection with Smelter Avenue (N-101). The functional classification of this route is a Principal Arterial – Non Interstate.

The Missouri River crosses beneath this route. The structure for this crossing begins at approximate RP 0.08 and ends at RP 0.31.

Begin: RP 0.0, Section 1, T. 20 N., R. 3 E., Cascade County

End: RP 0.3, Section 1, T. 20 N., R. 3 E., Cascade County

Preliminary Field Review/Scope of Work Report

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Length: 0.3 miles

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

As-Built Project ID	From As-Built Stationing	To As-Built Stationing	Year Built
BR-STPU 5211(5)	14+83.12	33+56.52	1996

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

The existing surfacing placed with project BR-STPU 5211(5) consists of a layer of geotextile, 0.33' crushed base course, and 8.5" PCCP.

Typical Sections

South of the bridge the typical sections transition from an overall width of 59' to 65.5'. These typicals consist of four 12.0' travel lanes, a median that transitions from 0.0' to 12.0', a 2.0' shoulder with 1.5' concrete barrier rail on the left, and a shoulder that transitions from 1.5' to 6.0' with 0.5' of curb changing to 1.5' of concrete barrier rail on the right.

North of the bridge the typical sections transition from an overall width of 59' to 74.66'. These typicals consist of four 12' travel lanes, a median that transitions from 0.0' to 12.0', concrete barrier rail that ends shortly after the bridge end, and shoulders that vary from 2.0' to 7.14' left and 5.60' to 6.52' right both with 0.5' of curb.

Horizontal Alignment

The as-built horizontal alignment meets current standards and will be used throughout the project. South of the bridge there is one horizontal curve at PI Station 12+84.53 with a radius of 1,909.86'. North of the bridge there is one horizontal curve at PI Station 32+05.72 with a radius of 1,771.73'.

Vertical Alignment

The majority of the as-built vertical alignment meets current standards and will be used throughout the project.

The maximum grade of 6.4% slightly exceeds the Geometric Design Criteria for Urban Principal Arterials of 6% for level terrain. An exception to standards is requested, but a formal design exception will not be submitted.

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PvMS Data

No PvMS Data nor OCI Data exists for the subject project.

Bridges

The following table identifies the structure within this project:

Intersecting Features	Location (RP / Sta.)	Deck Width (feet)	Length (feet)	Year Built	Structure Status
Missouri River & Rivers Edge Trail	0.10 / 22+55	52'	1227'	1996	Concrete

Traffic Data

The following engineering study evaluation from RP 0.000 to 0.495 was determined using weigh-in-motion (WIM) sites and reflects a five-year average:

2012 (Current) AADT = 19,670
2013 (Letting Year) AADT = 19,860
2033 (Design Year) AADT = 24,240
DHV = 2,300
Percent of Trucks = 2.4%
ESAL = 134
Basis of Projected Traffic Growth = 1.0%

Crash Analysis

The following engineering study evaluation from RP 0.000 to RP 0.495 was taken from July 1, 2008 through June 30, 2011:

Total Recorded Crashed = 99

	Statewide Average for N-P Routes Through Urban Areas	Study Area
All Vehicles Crash Rate	4.86	11.49
All Vehicles Severity Index	1.68	1.68
All Vehicles Severity Rate	8.16	19.26

Traffic variations from average occurrence:

- 53.5% of the crashes resulted in a rear end collision vs. 28.8% statewide average for city streets.

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

Remarks

The Safety Engineering Section does not have crash rates and severity rates for crashes occurring within city limits. As a result, the crash rate and severity rate are compared to the 2006 – 2010 statewide average for N and P routes within city limits of cities with a population greater than 5,000 per the 2000 census. The following is a breakdown of the 99 crashes:

- 53 of the 99 reported crashes cited rear end collision.
- 22 of the 99 reported crashed cited right angle collision.
- 18 of the 99 reported crashes cited failed to yield as a contributing circumstance.

Preliminary Field Review/Scope of Work Report

- 29 of the 99 reported crashes cited careless or inattentive driving as a contributing circumstance.

Four of the reported crashes involved vehicles being rear ended after yielding to pedestrians. All of these crashes were located at the bike / pedestrian path south of the Smelter Avenue / 10th Street NE intersection.

The crashes occurred at the following locations on 9th Street N / 10th Street NE:

<u>Location</u>	<u>Recorded Crashes</u>
Between 10 th Avenue N & River Drive N	5
Intersection with 9 th Street N & River Drive N	31
Between River Drive N & North River Road	6
Intersection with North River Road	12
Between North River Road & Smelter Avenue	13 (4 pedestrian related)
Intersection with Smelter Avenue / Old Havre Highway	32

Total 99

The main crash trend identified is intersection or intersection related crashes. Seventy-two of the 99 reported crashes were cited as occurring in or related to an intersection. The majority of the intersection crashes within the study area were right angle or rear-end crashes.

At the intersection of 9th Street and River Drive North, there was an even distribution of right angle and rear end collisions (13 crashes per collision type). 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 as it is evenly distributed in all directions. Rear-end crashes occurred primarily with vehicles traveling on 10th Street North. There were 12 injury crashes at this intersection resulting in one incapacitating injury, 2 non-incapacitating injury and 11 possible injuries.

At the intersection of 10th Street NE & Smelter Avenue / Old Havre Highway, the majority of crashes are rear end collisions (19 crashes). Of these 19 crashes, 9 occurred at the eastbound right-turn slip lane onto 10th Street NE. All 9 of these crashes involve yielding vehicles being rear-ended waiting for a gap in southbound traffic. The remaining rear end crashes occurred during traffic congestion. There were also eight right angle collisions at the intersection. All of the right angle crashes were the result of vehicles failing to yield the right-of-way. There were 7 injury crashes at this intersection resulting in one non-incapacitating injury and 11 possible injuries. Project number ARRA 101-1(4)2, UPN 5753000, constructed in 2010, should have addressed the crash trends at this intersection. There have been a total of 11 crashes since the project was completed, resulting in two injury crashes and 9 PDO crashes.

Finally, there were a total of 6 crashes related to the bridge. Of these crashes, three were across centerline crashes, one of which resulted in a head-on collision, 2 rear end collisions and an overturning crash involving a trailer.

Major Design Features

- a. **Design Speed.** A design speed of 45 mph was used on ARRA 101-1(4)2, which was the Smelter Avenue/10th Street North reconstruction project in 2010. The posted speed limit is 35 mph throughout the project limits.

Preliminary Field Review/Scope of Work Report

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.

- 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 slightly exceeds the Geometric Design Criteria for Urban Principal Arterials. Because of the limited scope of this project, no 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.
- 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 the structure within the project. Work will occur adjacent to the bridge ends as well as minor bridge deck rehabilitation. Proposed work includes Class A repair, deck crack seal, and resealing existing joints.
- 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. However, the sign bridge located near the end of the project limits will be reviewed for removal by Traffic. New pavement marking quantities will be provided for only the areas disturbed by construction in order to not disrupt the maintenance schedule.
- i. **Pedestrian/Bicycle/ADA.** Due to the limited scope of the project, no new ADA features or impacts to existing features are anticipated. Sidewalks will be reviewed and tripping hazards will be repaired to ensure accessibility.
- j. **Context Sensitive Design Issues.** No context sensitive design issues will be addressed with this project.

Other Projects

Four other project are planned to be tied to the subject project:

- 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
- 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

Location Hydraulics Study Report

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

Design Exceptions

There is only one location where the grade exceeds the Geometric Design Criteria's maximum

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NH 104-1(3)0 – 10th St N–River Dr to Smelter
Project Manager: Christie W. McOmber

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grade of 6% for level terrain on Urban Principal Arterials. The maximum as-built grade of approximately 6.4% is located within the last 100' of the project limits. Due to the nomination as a pavement preservation project, the steep grades will not be adjusted and an exception to standards is requested. No formal design exception is 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.

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

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. Detours will be considered. Longer-term lane shifts and reductions will likely be necessary to repair the panels adjacent to the Bridge.

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Project Manager: Christie W. McOmber

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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 will 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 the following cost:

		Estimated Cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work		\$118,447		
Bridge Work		\$175,000		
Subtotal		\$293,447		
Mobilization	(10%)	\$29,344.70		
Subtotal		\$322,792		
Contingencies	(25%)	\$80,697.93		
Total CN		\$403,490	\$6,847	\$449,894
CE	(10%)	\$40,348.96	\$685	\$44,989
TOTAL CN+CE		\$443,839	\$7,532	\$494,883
		Inflation Factor (PPMS) =	0.016970572000	
		IDC =	9.64%	

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 of 2012. No target letting date has been set; although, this will be tied with a project scheduled for letting in January 2013.

Site Map

The project site map is attached.

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NH 104-1(3)0 – 10th St N–River Dr to Smelter

Project Manager: Christie W. McOmber

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MONTANA DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT NH 104-1(3)0
CONCRETE PRESERVATION
10TH ST N-RIVER DR TO SMELTER
CASCADE COUNTY

LENGTH 0.3 MILES

