MDT

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

MASTER FILE COPY

December 5, 2012

Alan Woodmansey, P.E.
Great Falls and Billings Districts Operations Engineer
Federal Highway Administration
585 Shepard Way
Helena, MT 59601

Subject: Programmatic Categorical Exclusion Concurrence Request
UPP 5805(15)
Park Ave-Brdwy to Neill-Hlna
Control Number: 7722000

Dear Alan Woodmansey:

The proposed project initially met the criteria for a Statewide Programmatic Categorical Exclusion for Pavement Preservation Projects and was approved by the Environmental Services Bureau on July 24, 2012. However, as the design has progressed, acquisition of right-of-way is necessary. Since right-of-way is necessary, the Environmental Services Bureau prepared a Programmatic Categorical Exclusion in accordance with 23 CFR 771.117(d) for this proposed project. Enclosed are two copies of the Categorical Exclusion for this project for your concurrence. Please sign and return one copy to me at the address shown in the letterhead and retain the other copy for your records.

If you have any questions or concerns, please contact me at 406-444-7648.

Sincerely,

Eric Thunstrom

Eric Thunstrom
Great Falls District Project Development Engineer
Environmental Services Bureau

copies without enclosure:
Tom Martin, P.E. Environmental Services Bureau Chief
Heidy Bruner, P.E. Environmental Services Bureau Engineering Section Supervisor
copies with enclosure:
✓File Environmental Services Bureau

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MDT

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

December 4, 2012

RECEIVED
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ENVIRONMENTAL

MASTER FILE COPY

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

Attention: Alan Woodmansey

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
UPP 5805(14)
Park Ave-Broadway to Neill-Hlna
CN: 7722000

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a PCE. A copy of the Preliminary Field Review Report/Scope of Work Report, dated April 9, 2012, and a project location map are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	YES	NO	N/A	UNK
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	☐	☒	☐	☐
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	☐	☒	☐	☐
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	☒	☐	☐	☐

	YES	NO	N/A	UNK
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	☐	☒	☐	☐
2. There is a high rate of residential growth in this proposed project's area.	☐	☒	☐	☐
3. There is a high rate of commercial growth in this proposed project's area.	☐	☒	☐	☐
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	☐	☒	☐	☐
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the *1965 National Land & Water Conservation Fund Act* (16 USC 460L, *et seq.*) on or adjacent to proposed the project area.	☐	☒	☐	☐
The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (*e.g.*: MDFWP, local entities, etc.).	☐	☐	☒	☐
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under *Section 106* of the *National Historic Preservation Act* (16 USC 470, *et seq.*) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	☐	☒	☐	☐
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *US DEPARTMENT OF TRANSPORTATION Act* (49 USC 303) on or adjacent to the project area.	☐	☒	☐	☐
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	☐	☐	☒	☐
b. De minimis finding(s) is/are necessary for this project.	☐	☐	☒	☐
c. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.	☐	☐	☒	☐
d. This proposed project requires a full (*i.e.*: DRAFT & FINAL) *Section 4(f)* Evaluation.	☐	☐	☒	☐
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (*e.g.*, "state waters").	☐	☒	☐	☐

	YES	NO	N/A	UNK
1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act* (33 USC 403) and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act* (33 USC 1251-1376) would be met.	☐	☐	☒	☐
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	☐	☐	☒	☐
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	☐	☒	☐	☐
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	☐	☒	☐	☐
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	☐	☐	☒	☐
5. Tribal Water Permit would be required.	☐	☒	☐	☐
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	☐	☒	☐	☐
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	☐	☐	☒	☐
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	☐	☐	☒	☐
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	☐	☐	☒	☐
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	☐	☐	☒	☐
In accordance with *Section 7* of the *Wild and Scenic Rivers Act* (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	☐	☐	☒	☐

	YES	NO	N/A	UNK
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	☐	☒	☐	☐
1. If yes, are there potential noise impacts?	☐	☐	☒	☐
2. A Noise Analysis would be completed.	☐	☐	☒	☐
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	☒	☐	☐	☐
D. There would be substantial changes in access control involved with this proposed project.	☐	☒	☐	☐
If yes, would they result in extensive economic and/or social impacts on the affected locations?	☐	☐	☒	☐
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for same.	☒	☐	☐	☐
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	☒	☐	☐	☐
3. Interference to local events (*e.g.* festivals) would be minimized to all possible extent.	☒	☐	☐	☐
4. Substantial controversy associated with this pending action would be avoided.	☒	☐	☐	☐
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under *CERCLA* or *CECRA*) site(s) are currently on and/or adjacent to this proposed project.	☐	☒	☐	☐
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	☐	☐	☒	☐
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	☒	☐	☐	☐
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	☒	☐	☐	☐

	YES	NO	N/A	UNK
I. Documentation of an "invasive species" review to comply with both EO #13112 and the *County Noxious Weed Control Act* (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	☒	☐	☐	☐
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	☐	☒	☐	☐
If the proposed work would affect Important Farmlands, then a CPA 106 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act* (7 USC 4201, *et seq.*).	☐	☐	☒	☐
K. Features for the *Americans with Disabilities Act* (PL 101-336) compliance would be included.	☒	☐	☐	☐
L. A written Public Involvement Plan would be completed in accordance with MDT's Public Involvement Handbook.	☒	☐	☐	☐
4. This proposed project complies with the *Clean Air Act*'s *Section 176(c)* (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:				
A. "Unclassifiable/Attainment" area. This proposed project is <u>not</u> covered under the EPA's September 15, 1997 Final Rule on air quality conformity.	☒	☐	☐	☐
and/or				
B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ's Air Resources Management Bureau, etc.).	☐	☐	☒	☐
C. Is this proposed project in a "Class I Air Shed" under 40 CFR 52.1382(c)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian 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)	☐	☒	☐	☐
5. Federally listed Candidate, Threatened or Endangered (T/E) Species:				

	YES	NO	N/A	UNK
A. There are recorded occurrences and/or critical habitat in this proposed project's vicinity.	☐	☒	☐	☐
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?	☐	☒	☐	☐

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 USC 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Eric Thunstrom, Date: 12/4/12
Eric Thunstrom
Great Falls District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 12/6/12
Heidy Bruner, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur _____, Date: 7 DEC 12
Federal Highway Administration

Attachment:

electronic copies without attachment (unless otherwise noted):

Michael P. Johnson	Great Falls District Administrator
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer
Mark Goodman, P.E.	Hydraulics Engineer
Robert Stapley	Right-of-Way Bureau Chief

Robert Snyder, P.E. Road Design Area Engineer
James Combs, P.E. Great Falls District Traffic Engineer
Suzy Price Contract Plans Bureau Chief
Tim Tilton Contract Section Supervisor
Nicole Pallister Fiscal Programming Section Supervisor
Tom Erving Fiscal Programming Section
Tim Holley Great Falls District Environmental Engineering Specialist
Montana Legislative Branch Environmental Quality Council (EQC) (with attachment)
copies with attachment
File Environmental Services Bureau

HSB:ejt: S:\PROJECTS\GREAT-FALLS\7000-7999\7722\7722000ENCED002.doc

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

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

From: Damian Krings, P.E
Road Design Engineer

Date: 4/9/12

Subject: UPP 5805(15)
Park Ave – Brdwy to Neill - Hlna
UPN 7722000
Resurfacing – Asphalt (thin lift <=0.20')(including Safety Improvements)

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

Approved _____ Date _____
Paul 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

e-copies:
Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Kurt Marcoux, District Hydraulics Engineer
Bonnie Gundrum, Env. Resources Section Supervisor
Paul Sturm, District Biologist
Eric Thunstrom, District Project Development Engineer
Danielle Bolan, Traffic Engineer
Ivan Ulberg, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
S. Brandenberger, Bridge Area Engineer, GF District
Daniel Hill, Pavement Analysis Engineer
Lee Grosch, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Jean Riley, Planner
Scott Bunton, Engineering Cost Analyst
Steve Prinzing, District Preconstruction
Christie McOmber, District Projects Engineer
Stanley Kuntz, District Materials Lab
Tony Strainer, District Maintenance Chief
Jerilee Weibel, District Right of Way Supervisor
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Paul Johnson, Project Analysis Bureau
Sue Sillick, Research Section Supervisor
Duane Williams, Motor Carrier Services Division Administrator
Alice Flesch, ADA Coordinator
Mark Keeffe, Bicycle/Pedestrian Coordinator

Preliminary Field Review/Scope of Work Report

UPP 5805(15)
Project Manager: RJ Snyder

Introduction

This report was developed from information taken from the preliminary field review conducted on November 29, 2011 with the following in attendance:

Steve Prinzing	Great Falls District Engineering Services Supervisor
Jimmy Combs	Great Falls District Traffic Engineer
Dan Hill	Pavement Analysis Engineer - Supervisor
Steve McEvoy	Pavement Analysis Engineer
Jim Hansen	Urban Design - Designer
Jim Cornell	Traffic Signing
Charles Pierce	Urban Design – Design Supervisor
RJ Snyder	Great Falls District Project Design Manager
Ryan Leland	City Engineer – City of Helena
Eric Thunstrom	Great Falls District Environmental Project Development Engineer

Proposed Scope of Work

The proposed project has been nominated for a preventative maintenance thin lift overlay. The proposed work includes new asphalt surfacing, cold milling, new pavement markings and update signs. ADA features within existing sidewalks will also be addressed to meet PROWAG standards and drainage issues that arise from these improvements will be addressed as well.

Purpose and Need

The intent of the project is to extend the life of the roadway by full width milling and filling the roadway with 0.15' feet of 3/8" Grade S plant mix bituminous surfacing.

Project Location and Limits

a. The project is located in Lewis and Clark County.
b. The project is located within the city limits of Helena (in the Helena Urban Boundary) in Lewis and Clark County on Urban Route 5805 beginning south of the intersection with Broadway Street (RP 1.578±) and extending north to just south of the intersection with Neill Ave (RP 2.047).
c. The functional classification of U-5805 is an urban minor arterial and the project will be designed to the geometric design criteria of a curbed, multi-lane roadway.
d. The project length is 0.469 mile.
e. This project lies in Township 10 North, Range 3 West, Sections 30 and 31,
f. We were unable to find As-Builts from Lawrence St. to Broadway St. There are As-Builts for the section from Neill Ave to Lawrence, FAS US 246(1).

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address lane closures and wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

a. This project is located on rolling terrain within an urban area. The adjacent land is used for both commercial and residential property.

b. South Park Ave begins as a 3 lane facility with parking on both sides (≈790 ft). This lane configuration is perpetuated north into the intersection of Park Avenue and Clarke Avenue. The center lane and parking are terminated north of the Park/Clarke intersection into the intersection of W. 6th Ave (≈180 ft). North of the W. 6th Ave/Park Ave intersection, Park Avenue returns to a 3 lane section with restricted parking on the eastside into the intersection of Lawrence Avenue (≈270 ft). North of Lawrence Avenue, Park Avenue becomes a 2 lane section with parking on both sides until the end of the project (≈1260 ft).
c. It is unknown when original roadway construction was completed, but it was surfaced with bituminous asphalt under project US 246(1) in 1959. The roadway surfacing has been upgraded by the City of Helena in the past. It is unknown when the roadway was last resurfaced.
d. The Road Log shows an average pavement thickness of 3 inches. Asphalt cores show a thickness of 6 inches. The average base course thickness is 12 inches.
e. Urban Route data is not obtained for inclusion in the yearly PvMS Pavement Condition and Treatment Report. This project was nominated and scoped based on City of Helena's pavement preservation plan.

Traffic Data

The Traffic Data Collection Section provided the following traffic data:

2012 ADT	10,020 (PRESENT)
2013 ADT	10,130 (LETTING DATE)
2033 ADT	12,610 (FUTURE)
DHV	1,150
T	0.7%
ESAL	45
AGR	1.1%

Crash Analysis

ENGINEERING STUDY EVALUATION

DESCRIPTION: PARK AVE – BROADWAY TO NEILL – HELENA

ROUTE & RP: U-5805 RP 1.578 TO RP 2.047

DATE TIME FRAME: 01-01-2008 TO 12-31-2010

STATEWIDE RATES NOT AVAILABLE FOR URBAN ROUTES

	STUDY AREA
ALL VEHICLE CRASH RATE:	10.15[1)]
ALL VEHICLES SEVERITY INDEX:	1.56[2)]
ALL VEHICLE SEVERITY RATE:	15.79[3)]

TOTAL RECORDED CRASHES: 54

1) Crash rates are defined as the number of crashes per million vehicle miles
2) Severity index is defined as the ratio of the sum of fatal and incapacitating injury crashes times 8 plus the number of other injury crashes times 3 plus the number of property damage crashes to the total number of crashes.
3) Severity rate is defined as the crash rate multiplied by the severity index.

I. VARIATIONS FROM AVERAGE OCCURANCE:

- 51.9% Rear End Collisions vs. 31.2% Statewide Average for Cities
- 18.35% Head-On Collisions vs. 1.8% Statewide Average for Cities.
- 13.0% Right Angle Collisions vs. 25.2% Statewide Average for Cities.

II. CRASH CLUSTERS OR SAFETY PROJECTS

- SF069-SIGNING-PLACER AVE-HLNA is within the project limits and is currently under design. The scope calls for the installation of two bulb-outs at the 2 southern corners of the intersection of Park Ave and Placer Ave.

III. REMARKS & RECOMMENDATIONS:

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

- 31 crashes occurred either in or were related to an intersection.
- 28 crashes in a rear end collision.
- 6 crashes resulted in a sideswipe same direction collision.
- 5 crashes involved a parked vehicle.
- 1 crash involved a pedestrian.

The following areas had more than 5 crashes:

- Intersection of Park and Lawrence (8 crashes)
- Intersection of Park and Placer (6 crashes)
- Intersection of Park and Neill (11 crashes)
- On Park between Neill and Placer (8 crashes)

The Safety Engineering Section checked reported crashes for the first 6-months of 2011. There have been 6 reported crashes. The following is a summary of those crashes:

- 5 crashes occurred either in or were related to an intersection, 2 of which were at the intersection of Park & Neill.
- 4 crashes resulted in a rear-end collision
- All crashes happened during daylight conditions.

Major Design Features

a. **Design Speed.** The proposed design speed for this project is 35 MPH. The posted speed limit is 25 mph throughout the project.
b. **Geometrics**. Due to the scope of the project, the existing horizontal and vertical alignment of the roadway will remain.
c. **Typical Sections and Surfacing**. There are no proposed changes to the typical section with this pavement preservation project. The proposed surfacing is full width 3/8" plant mix surfacing with no chip seal.

d. **Geotechnical Considerations**. No geotechnical issues will be addressed with this project.
e. **Hydraulics**. No major hydraulic issues are anticipated with this project.
f. **Bridges.** There are no bridges within the project limits.
g. **Traffic.** New signage and striping will be included with this project.
h. **Pedestrian/Bicycle/ADA**. ADA compliance outlined in PROWAG guidelines has been inventoried. ADA corner modifications will occur at the intersections of Clarke and 6th Ave. As survey and design are being completed it may be determined that work is necessary at additional corners.
i. **Miscellaneous Features**. Retaining walls pertinent to the modification of ADA ramps may be constructed.
j. **Context Sensitive Design Issues**. There are no Context Sensitive Design issues on this project.

Other Projects
There is a safety project located within the project limits. That project is HSIP 5805(10) – SF069-Signing-Placer Ave-Hlna. The project was originally nominated as an overhead signing project. Due to encroachment onto historical property and uncertainty toward the efficacy of overhead signing as a preemptive pedestrian warning for motorists, the project scope was modified to install bulb-outs on the southern corners instead. The project is currently in preliminary design within the Great Falls Road Design unit and is intended to be tied with this project for construction. The two projects will each have separate paths during their preliminary design, but are intended to be ready at the same time.

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

Right-of-Way
No new right-of-way is needed or anticipated for this project. Construction permits may be required for new sidewalk and upgrades to ADA accessibility.

Cold-In-Place Recycle (for mill & overlay projects only)
CIPR is not being used due to short length of the project and maneuverability issues within the project limits regarding the CIPR equipment.

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

Utilities/Railroads
No railroad involvement on this project is expected.

The manholes, drop inlets, water valves, and street monuments inside the project limits may need adjustment on an ad hoc basis. Based on the number and current condition of the manholes and water valves we will get an agreement with utilities and pay for the adjustments. A SUE I survey will be required to identify possible conflicts. A SUE II may be required depending on the outcome of the design process.

Intelligent Transportation Systems (ITS) Features
There are no opportunities identified at this time for ITS solutions with this project.

Survey
Survey will be provided by the Survey Bureau in Helena. A survey request has already been submitted to the Survey Bureau. The survey is intended to take place in early spring of 2012.

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

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

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

The Environmental Services Bureau will secure the appropriate Environmental documentation for this project.

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

Energy Savings/Eco-Friendly Considerations
Millings generated by the project will be recycled by the City of Helena. The contact for the city is Ben Sautter (406-447-1566).

Experimental Features
There will be no experimental features used for this project.

Traffic Control
The proposed traffic control plan includes limited sections of lane closures on Park Avenue during construction. Closure of the entire roadway section will be prohibited. Traffic will be maintained on at least one lane at all time with only minor delays allowed. Pedestrian traffic will be maintained at signalized intersections and designated pedestrian crosswalks with only minor delays allowed. Local Access will be maintained to the maximum extent possible to minimize impact to local residents, businesses, and traveling public. Reasonable business access will be maintained and coordinated with local businesses during construction of this project. Alternate routes and possible detour designations will be discussed as the project develops.

The possibility of constructing this project at night was discussed. However, due to the location of the project, a concern was that that night work would be an excessive disturbance to the neighborhood. Pending public sentiment or other extenuating circumstances, it is not being ruled out.

Preliminary Field Review/Scope of Work Report

UPP 5805(15)
Project Manager: RJ Snyder

Project Management

The Great Falls Road Design Unit will design this project and RJ Snyder is the Project Design Engineer.

Preliminary Cost Estimate

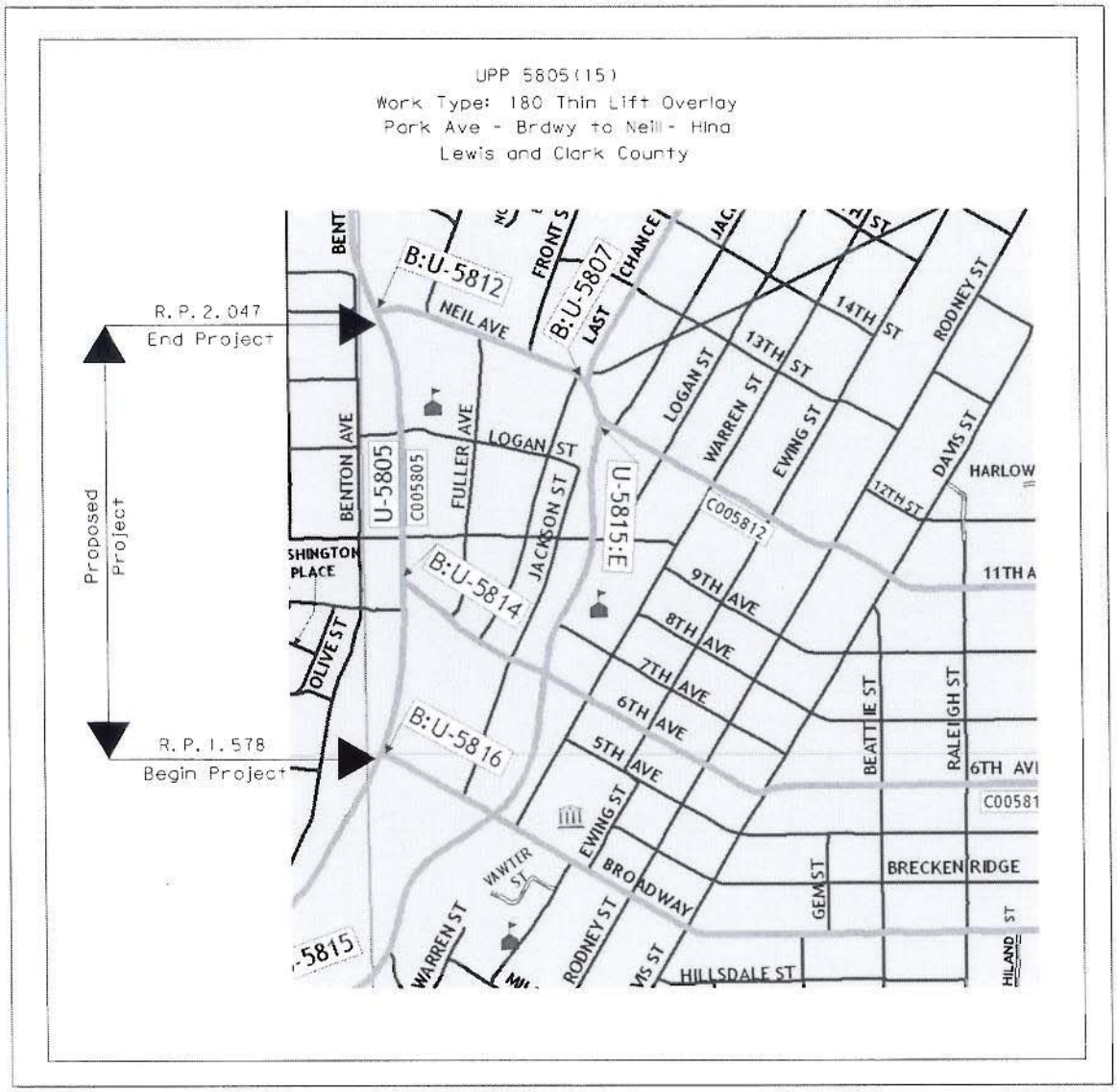
	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	$333,000		
Subtotal	$333,000		
Mobilization (10%)	$33,300		
Subtotal	$366,300		
Contingencies (8%)	$29,304		
Total CN	**$395,604**	**$11,652**	**$ 446,515**
CE (10%)	**$39,560**	**$1,165**	**$ 44,650**
TOTAL CN+CE	**$435,161**	**$12,817**	**$ 491,155**

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 project has a planned finish of September 6, 2012 with a scheduled ready date of October 1, 2012. The letting date is March 25, 2013 and the project currently has 17 days of float.

Preliminary Field Review/Scope of Work Report

UPP 5805(15)
Project Manager: RJ Snyder

Site Map
The project site map is attached.