



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 596

Jim Lynch, Director
Brian Schweitzer, Governor

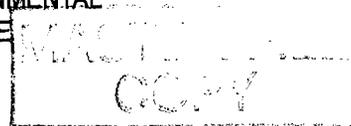
August 7, 2006

RECEIVED

AUG 08 2006

Carl James
Federal Highway Administration (FHWA)
585 Shepard Way
Helena, MT 59601-9785

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE



Subject: Statewide Pavement Preservation Project
MAIN AVENUE - CHOTEAU
STPP 3-2(54)40
CN 5952000

Dear Carl James:

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 have determined 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 Checklist.

If you have any questions or concerns, please contact Heidy Bruner at 444-7203. She will be pleased to assist you.

Sincerely,

Thomas L. Hansen, PE
Engineering Section Supervisor
Environmental Services Bureau

cc (w/o attach):	Mick Johnson	MDT, Great Falls District Administrator
	Jean A. Riley, PE	MDT, Environmental Services Bureau Chief
	Paul Ferry, PE	MDT, Highway Engineer
	Mark Wissinger, PE	MDT, Construction Engineer
	Suzy Price	MDT, Contract Plans Bureau Chief
	Dave Jensen	MDT, MDT Fiscal Programming Section Supervisor
	Stacy Hill, PE	MDT, Great Falls Environmental
	Heidy Bruner	MDT, Environmental Services

cc (w/attach):	Bob Seliskar, PE	FHWA, Operations Engineer
	Montana Legislative Branch Environmental Quality Council (EQC)	
	Teton County Office	
	File	

encl.

TLH.hsb:S:\PROJECTS\GREAT-FALLS\5952000\5925ENCEDCSP1_PAVE PRES_GTF.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 No.: 5952000 ID: STPP 3-2(54)40 Project Name: Main Avenue - Choteau

Reference Post (Station) 40.63 to Reference Post (Station) 41.68

Applicants Name: Montana Department of Transportation Address: 2701 Prospect Ave., Helena, MT 59620-1001

Type of Proposed Pavement Preservation Activity: Resurfacing-Asphalt Thin Lift 0.15' including Safety Improvements

IMPACTS ON THE PHYSICAL ENVIRONMENT (TO BE COMPLETED BY APPLICANT)

Table with 3 columns: Impact Questions, [Y/N] There are Potential Impacts; or Item Requires Documentation, Evaluation, Mitigation Measures, and/or (a) Permit(s), and Comment or List Documentation, Evaluation, Mitigation Measure, and/or (a) Permit(s) Required for Items 1 through 7. (Use attachments if necessary). Rows include questions about river impacts, threatened species, water quality, wetlands, hazardous waste, Indian Reservations, and air sheds.

8. Magnitude and significance of potential impacts: To be completed by applicant.

Checklist prepared by: Christie McOmber Applicant District Projects Engineer Title July 27, 2006 Date

Approved by: [Signature] ENVIRONMENTAL ENGINEERING SECTION SUPERVISOR Title Date 8/5/06

Environmental Services (when items 1, 2, 3, 3a, 4, 4a, 4b, 5, 6, 6a, or 7 are checked "Yes")

- A. The applicant shall complete the checklist indicating a "Yes" or "No" for each item, except number 8 which may require a narrative response.
- B. When a "Yes" is indicated on any number of items 1 through 7, MDT 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.
- 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. 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 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.

Montana's Wild and/or Scenic Rivers system as published by the U.S. DEPARTMENT OF AGRICULTURE (USDA), or the U.S. DEPARTMENT OF THE INTERIOR (USDol)

1. Middle Fork of the Flathead River (headwaters to South Fork of the Flathead River confluence)
2. North Fork of the Flathead River (Canadian Border to Middle Fork of the Flathead River confluence)
3. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir)
4. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge)



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

Memorandum

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

From: Christie McOmber, P.E. CWM
Projects Design Engineer

Date: June 6, 2006

Subject: STPP 3-2(54)40
Main Avenue - Choteau
UPN 5952000
Work Type: 181 Resurfacing – Asphalt (Thin Lift <=0.20 ft.)(Scheduled Maintenance)

We request that you approve the **Preliminary Field Review Report/Scope of Work** for the subject project.

Approved  Date 7/6/2006
For Paul R. Ferry, P.E.
Highways Engineer

We are requesting comments from the following individuals, who have also received a copy of the report. We will assume their concurrences if no comments are received within two weeks of the approval date.

Distribution: (all with attachment)

Jim Walther, Engineering	Dustin Rouse, Road Design
Ivan Ulberg, Traffic & Safety	Bret Boundy, Geotechnical
Mark Goodman, Hydraulics	Dave Jensen, Fiscal Programming
Pierre Jomini, Safety Mgmt.	Walt Scott, Utilities
Sue Rowell, E.I.S.S.	Alice Flesch, Acting ADA Coord.
Greg Pizzini, Access Management-R/W	Pamela Langve-Davis, Bicycle & Peds
Becky Duke, Traffic Data & Collection - Planning	Drew Livesay, M.C.S.
Jean Riley, Environmental	Paul Sturm, District Biologist
Highways File	

Teton Co. Commissioners
110 S Main St., P.O. Box 610
Choteau MT 59422-0610

City of Choteau
Attn: Mayor Daniel W. Clark
P.O. Box 619
Choteau MT 59422-0619

Preliminary Field Review Report/Scope of Work

STPP 3-2(54)40
Main Avenue - Choteau
UPN 5952000

I. INTRODUCTION

This report was developed from information taken from the Preliminary Field Review held on March 31, 2006 with the following personnel in attendance:

Steve Prinzing, P.E.	Engineering Services Supervisor	MDT - Great Falls
Dave Kelly, P.E.	Maintenance Chief	MDT - Great Falls
Christie McOmber	Design Projects Manager	MDT - Great Falls
Jeania Cereck	Design Supervisor	MDT - Great Falls
Teresa Davidson	Design	MDT - Great Falls
Mike Klette	Engineering Project Manager	MDT - Conrad
Doug Nowlin	Maintenance	MDT - Augusta
Gary Engman	Maintenance Supt.	MDT - Augusta
Gerry Brown	Engineering Oversight	MDT - Lewistown
Alice Flesch	ADA Coordinator	MDT - Helena
Ed Shea	Surfacing Design	MDT - Helena
Stan Brelin	Traffic – Geometrics	MDT - Helena
Jim Cornell	Traffic - Signing	MDT - Helena
Kurt Marcoux, P.E.	Hydraulics	MDT - Helena
Tom Gocksch, P.E.	Environmental	MDT - Helena
Kelly Hirsh	Public Works Director	Teton County

II. PROPOSED SCOPE OF WORK

- A. The proposed project has been nominated as a resurfacing project.
- B. The work will include a 0.15' overlay of the existing roadway with seal and cover, cold milling of the connections, leveling, sidewalk improvements, pavement markings, and signing.
- C. This section of P-3 was last overlaid in 1990 and is now beginning to deteriorate. The project was nominated as an overlay project in order to preserve the existing surface until the Fairfield to Dupuyer reconstruction project reaches Choteau. That project has been estimated to be at least ten years away.
- D. The project nomination construction cost, including construction engineering, traffic control, contingencies and inflation was \$2,100,000. An updated estimate is provided on the last page of this report.
- E. This project will be designed by Great Falls District Design and will utilize new English stationing.
- F. The project is scheduled to be ready for 2007 construction.

III. PROJECT LOCATION AND LIMITS

- A. The proposed project is located on Primary 3 (US 89) in Teton County and is within the city limits of Choteau where P-3 is known as Main Avenue.
- B. The project begins past the Choteau City limits station 32+45 on project FAP 65 C. RP 40.63 and continues northwesterly 1.05 miles ending at station 0+00.00 on project STPP 3-2(22)42, RP 41.68.
 - a) The project was originally nominated as an overlay from city limit to city limit. It was shortened due to width restrictions and matches the typical change in the road log.
- C. The Junction of P-9 (US 287) and P-3 (US 89) is within the project limits at RP 41.214. The Junction of Secondary 221 (1st St. NW) and P-3 (US 89) is located at RP 41.312.
- D. The roadway is functionally classified as a minor arterial.
- E. The project is located in Sections 24, 25 & 30 of Township 24 North, Range 4 & Range 5 West. A project sitemap is attached.

IV. PHYSICAL CHARACTERISTICS

- A. The proposed project traverses level terrain through the town of Choteau, a small historic town famous for the Egg Mountain dinosaur dig and located nearby the Rocky Mountain Front and Bob Marshall Wilderness areas. The adjacent properties are predominantly residential and commercial. The route segment plan width for this section of P-3 is 32 feet.

The following table identifies the as-built projects and construction activities prior to this project:

RP to RP	As-Built Proj.	Year	Activity	Remarks
40.63 – 41.24	FAP 65 C	1940	Constructed	PMS/Grade/Gravel/Sidewalk/Curb&Gutter
40.48 – 40.63	F-HES 3-2(10)28	1984	Improvement	PMS Overlay & Widening
40.74 – 41.68	F 3-2(17)41	1990	Improvement	PMS Overlay
41.24 – 41.68	*	1932	*	*

* Denotes that plans were unavailable for reference, City of Choteau construction

B. Project History

- 1. RP 40.63 to RP 41.24
 - a) This surfacing section is 30' in width with 4:1 surfacing inslopes and 10:1 side slopes.
 - b) This surfacing section includes 0.65' of "loose sub-base" material and 0.55' of "loose Grade A top course gravel" with 0.25' of "road

mix oiled gravel" inset into the 0.55' of top course.

2. RP 41.09 to RP 41.24
 - a) The roadway changes to a couplet of two 24' tops with a 6" square concrete curb on the court house side (the opposite shoulder daylight to the natural ground). The road splits around the courthouse with northbound traffic directed to the right of the courthouse and southbound traffic to the left.
 - b) This surfacing section includes 0.65' of "loose sub-base" material and 0.55' of "loose Grade A top course gravel" with 0.25' of "road mix oiled gravel" inset into the 0.55' of top course.
 - c) The Junction of P9 (US 287) and P3 enters the couplet from the southwest at RP 41.21 before the couplet ends.
3. RP 41.24 to RP 41.68 - This surfacing section was constructed by the city of Choteau and asbuilt plans are unavailable.
 - a) A 70' top, from curb to curb, begins where the roadway couplet ends on the north side of the courthouse and includes two 18.0' drive lanes and two 17.0' angle parking lanes.
 - b) The junctions of Secondary 221 (1st St. NW) and P-3 (Main Ave) are included in this section.
 - c) The square concrete curb and sidewalk through this section extends to 6th St. NW, a distance of roughly 0.4 miles.
4. RP 40.74 to RP 41.68
 - a) This section was improved with a PMBS overlay that includes a plant mix depth of 0.15', 6:1 surfacing inslopes and a 28' finished top width to the beginning of the couplet at RP 41.09.
 - b) RP 41.09 to the end of the couplet, both northbound and southbound lanes, included a 24' finished top width, 6:1 inslopes and a plant mix overlay depth of 0.20'.
 - c) RP 41.24 ends the couplet and begins the 70' finished top width with square concrete curb that was overlaid with 0.25' PMBS.
 - d) The 70' width transitions back to a 28' finished top width and 0.15' overlay from RP 41.66 to RP 41.67.

C. PvMS Index Numbers & Recommended Treatment for 2005

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>
RP 40.8 to RP 41.2	62.5	66.7	94.8	99.4

Recommendations:

<u>Section</u>	<u>Construction</u>	<u>Maintenance</u>
RP 40.8 to RP 41.2	Thin Overlay	Thin Overlay

<u>Section</u>	<u>Ride</u>	<u>Rut</u>	<u>ACI</u>	<u>MCI</u>
RP 41.2 to RP 41.7	53.7	57.8	100.0	98.8

Recommendations:

<u>Section</u>	<u>Construction</u>	<u>Maintenance</u>
RP 41.2 to RP 41.7	Major Rehabilitation	Reactive Maintenance

The existing pavement was observed to be in good condition with very little cracking. Ride and rut will be corrected with this project allowing the PvMS construction data to be reviewed. The reconstruction of this segment of P-3, as noted in the Fairfield to Dupuyer - Corridor Study, is likely to be at least 10 years away. This overlay project should preserve the existing roadway until the proposed reconstruction project.

D. Horizontal Alignment:

The existing horizontal alignment consists of several very slight curves except for the couplet area around the courthouse.

1. At the start of the urban section of Choteau, the first two curves on the project have a 5730.0' radius. These curves meet the minimum radius (320') for a 35 mph design speed.
2. The six curves that encompass the courthouse couplet consist of:
 - a) Two curves left and right with 191.0' radii.
 - b) Two curves left and right with 286.5' radii.
 - c) Two curves left and right with 191.0' radii.
 - d) These curves meet the minimum radius (135') for a 25 mph design speed but do not meet the minimum radius (320') for a 35 mph design speed.
3. The remainder of the project contains three additional horizontal curves with fairly large radii. No curve data was available.

E. Vertical alignment: The existing vertical alignment consists of a series of gentle grades and short vertical curves from 100' to 600' in length. The known existing grades on the project range from 0.29 to 1.25 percent and are well below the desirable 7% grade for level terrain.

F. Bridges: There are no bridges on this project.

V. TRAFFIC DATA

The Traffic Data as provided by the Traffic and Collections Section is as follows:

For RP 40.500 to RP 41.214:
 (Jct. of P-9 & US 89)

2006 ADT = 2,020 (Present)

2010 ADT	=	2,130	(Letting Year)
2020 ADT	=	2,420	(Design Year)
DHV	=	290	
T	=	4.3%	
ESAL	=	48	
Growth Rate	=	1.3%	(Annual)

For RP 41.214 to RP 41.312:
(Jct. of S221)

2006 ADT	=	3,960	(Present)
2010 ADT	=	4,120	(Letting Year)
2020 ADT	=	4,550	(Design Year)
DHV	=	550	
T	=	1.8%	
ESAL	=	41	
Growth Rate	=	1.0%	(Annual)

For RP 41.312 to RP 42.000:

2006 ADT	=	2,310	(Present)
2010 ADT	=	2,400	(Letting Year)
2020 ADT	=	2,650	(Design Year)
DHV	=	460	
T	=	1.4%	
ESAL	=	20	
Growth Rate	=	1.0%	(Annual)

VI. ACCIDENT ANALYSIS

- A. The accident analysis for this project was taken from January 1, 1995 to December 31, 2004 between R.P. 40.5 and 42.0.
1. The average accident rate of 5.46 for this roadway is **above** the statewide average of 1.68 for primary routes.
 2. The severity index is 1.51, below the statewide average of 2.39.
 3. The severity rate is 8.24, **above** the statewide average of 4.02.
 4. **Accidents :** There were **72 Total accidents** recorded during the study period. Three were truck accidents.
 5. **Accident Clusters and Safety Projects:**
There were no accident clusters identified and no safety projects within the ten-year study period.
 6. **Variations From Average Occurrence:**
 - a) 84.7% property damage only vs. 60.0% state primary average.

- b) 88.9% clear weather conditions vs. 52.3% state primary average.
- c) 73.6% daylight light condition vs. 59.3% state primary average.
- d) 18.1% dark – lighted vs. 2.9% state primary average.
- e) 25.0% rear end collision vs. 12.7% state primary average.
- f) 25% right angle collision vs. 8.9% state primary average.

7. **Remarks:**

Thirteen crashes occurred at the intersection of Main Avenue (P-3) and 1st Street (Secondary 221). A 4-way stop was installed at this intersection on October 23, 2003. There were seven rear end collisions at this intersection prior to the installation of the 4-way stop and there have been two crashes since. Nine crashes occurred along Main Avenue N. that involved vehicles backing out of the angle parking into oncoming traffic. Seven crashes occurred at the intersection of Main Avenue and Division Street W. Five of these crashes were angle collisions between vehicles heading south on Main and vehicles heading east on Division. Implement the recommendation in the record of decision, at least for the Main Avenue (P-3) – Division Street W. (P-9) traffic flow.

VII. MAJOR DESIGN FEATURES

A. **Design Speed**

This project is located within the city limits of Choteau in level terrain.

- 1. The geometric design criteria for Urban Minor Arterials, curbed and uncurbed, calls out a 35 mph design speed.
- 2. There are two different speed limits, 35 mph at the beginning of the project for a short distance while entering the Choteau city limits and 25 mph for the remainder of the project through town.

B. **Horizontal & Vertical Alignment**

The existing horizontal and vertical alignments are adequate for preventative maintenance overlay. No changes to the horizontal or vertical alignments are proposed.

- 1. The known horizontal curve radii meet minimum radius for the posted speed limits.
- 2. The maximum vertical grade according to the asbuilts is 1.25%.

C. **Typical Sections**

The Guidelines for pavement preservation projects for State Primary roadways calls for providing the the Route Segment Width plan of 32' or maintaining the existing width. This project will maintain the existing width.

- 1. The as-built roadway width at the beginning of the project, from RP 40.63 to RP 41.09, is 28'.

- a) This portion of the project will be overlaid full width with 4:1 surfacing inslopes.
 - b) The existing flat gravel slopes in this section will be utilized to allow a 28' finished top width to be maintained.
2. From RP 41.09 to 41.24 the couplet widths are 24'.
 - a) The 24' top will be overlaid full width.
 - b) This section of roadway will be taper-milled against the 6" square concrete curb with 4:1 surfacing inslopes on the opposite shoulder.
 - c) The roadway width will remain 24'.
 3. The next section, RP 41.24 to RP 41.66 is 70' in width.
 - a) This section of roadway will be overlaid 0.15' in the travel lanes only.
 - b) The shoulders of the 24' top (two 12.0' travel lanes) will be taper-milled 6.0' for a total width of 36.0'.
 - c) The project will be chip sealed full width throughout.
 4. The final section from RP 41.66 to RP 41.68 includes the transition from 70' to 28'.
 - a) Where the roadway transitions to a 28.0' finished top width the roadway will match the existing width.
 - b) The square concrete curb and sidewalk end at RP 41.66 (6th St. NW).

D. Grading

There will be no grading on this project.

E. Geotechnical Considerations

1. Pavement cores of the existing plant mix throughout the project have been evaluated by the Great Falls District Lab. These plant mix cores reveal the top 3.5 to 6 inches are in fair condition but anything beneath that is stripped, rotten and/or disintegrated.
2. Doug Wilmot, Great Falls District Construction Engineer, stated that "the existing plant mix depth should be adequate for the milling proposed with this project".

F. Hydraulics

The Location Hydraulic Study Report is attached to this document.

1. Although the LHSR suggests placing trench drains to improve drainage in the curb and gutter section of Choteau, drainage issues will not be addressed with this project.

G. Bridge

There are no bridges on this project.

H. **Traffic & Safety**

The Traffic & Safety Bureau has been consulted regarding the intersection of P-9 (US 287) and P-3 (US 89) and has provided the geometric layouts.

1. The new intersection geometrics, signing and pavement markings will be incorporated into this project as recommended by the Record of Decision for the Fairfield to Dupuyer – Corridor Study STPP 3-2(27)28.
2. The Traffic & Safety Bureau's memo, dated September 27th, 2005, outlining the proposed change is attached to this document.
 - a) New traffic islands, curbing, paint and signing are included in this project. A detail drawing is attached to this document.
 - b) Traffic approaching from P-9 (US 287) will only be allowed a right turn onto the P-3 (Main Ave. couplet) and must circle around the courthouse, as a roundabout, to proceed north on P-3 (Main Ave.).
 - c) Although the traffic memo states this work will be done by maintenance forces it will be incorporated into this project.
3. A larger flashing light and a larger stop sign are under consideration for the intersection of 1st St. (Secondary 221) and Main Ave. (P-3). This intersection was changed to a 4-way stop in 2003 and due to the width of Main St. (P-3) and the angled parking, visibility of both the stop signs and pedestrians is a concern. Several solutions have been proposed in the Fairfield to Dupuyer Corridore Study and will be addressed in the reconstruction project.
4. The angle parking, although tied to 9 accidents in the accident history, will not be changed with this project. The residents of Choteau have strongly opposed the elimination of the angled parking.

I. **Pedestrian/ADA**

1. New sidewalk with ADA ramps will be required but only in some locations.
 - a) Most of the existing sidewalks are deteriorating, heaved up due to tree roots and in poor condition. Since the intent of this project is not to reconstruct all sidewalks but to provide ADA accessibility, improvements will be intermittent.
 - b) There are significant ponding problems in the curb and sidewalk section of the project and no storm drain system. The existing small steel pipe drains that allow water to flow beneath the sidewalk ramps will be perpetuated.
 - c) Some of the ADA improvements will utilize plant mix especially in the areas of steel drain pipe.

- d) New sidewalk, curb and gutter will be addressed with the future Fairfield to Dupuyer reconstruction projects.

J. Miscellaneous Features

- 1. Parking on Main Avenue from RP 41.24 to RP 41.66 (finished top width of 70'), will remain angle parking.
- 2. One parking area on the north side of the courthouse will be eliminated to accommodate an ADA ramp.
- 3. The City of Choteau will take the millings from this project and has requested they be stockpiled at the city shop, 22 2nd St. SE, Choteau, MT.

K. Context Sensitive Design Issues

As an urban project, close contact with the local government representatives will be made during the course of this project to minimize the negative impacts to the community and traveling public.

L. Other Projects

- 1. The Record of Decision for the Fairfield to Dupuyer – Corridor Study STPP 3-2(27)28, states that the selected alternative “will improve, widen and reconstruct this portion of US 89”.
 - a) That project has been estimated to be at least 10 years away.
 - b) Nothing done on this project will prevent the implementation of the Fairfield to Dupuyer E.I.S. commitments.
- 2. Project STPP 3-2(46)42, Choteau - North, UPN 5803000, which is a seal and cover project slated to begin in June of 2006, begins at RP 41.68.
- 3. The City of Choteau has contracted with Phillips Construction for improvements to the city’s municipal water system. The project will replace water mains throughout Choteau and is scheduled for the summer of 2006.

VIII. DESIGN EXCEPTIONS

No design exceptions will be needed for this project.

IX. RIGHT-OF-WAY

- A. The existing right-of-way width varies throughout the project from 100.0' to 130.0'.
- B. No construction permits or right-of-way is anticipated at this time.

X. ACCESS CONTROL

Access Control is not being implemented on this project.

XI. UTILITIES / RAILROAD INVOLVEMENT

- A. Two drop inlets and a manhole are located southwest of the courthouse. The storm drains are believed to discharge somewhere to the southwest. These utilities will be adjusted with the project.
- B. Numerous overhead powerlines were observed during the field review. Any other utilities in conflict will be addressed through the design process.
- C. There are no railroads within the project limits.

XII. 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. An environmental checklist is being supplied with the Preliminary Field Review/Scope of Work Report.

XIII. SURVEY REQUIREMENTS

- A. A survey request form is located on DMS under the file name 5952000RDREQ001.DOC.
- B. Pavement and base gravel cores have been done through the District Lab.

XIV. PUBLIC INVOLVEMENT

- A. Based on the presently anticipated scope of work, a Level A public involvement plan is appropriate. A news release describing the proposed scope of work and need for the project will be sent to the local media, with a department point of contact.
- B. The public involvement plan may be adjusted if controversial issues are identified.

XV. TRAFFIC CONTROL

- A. Traffic will be maintained through the construction of the project with appropriate signing, flagging, detours, etc., in accordance with the Manual on Uniform Traffic Control Devices. Consideration of traffic control will be necessary for the installation of the islands for the traffic circle. Local access will be maintained to the maximum extent possible.

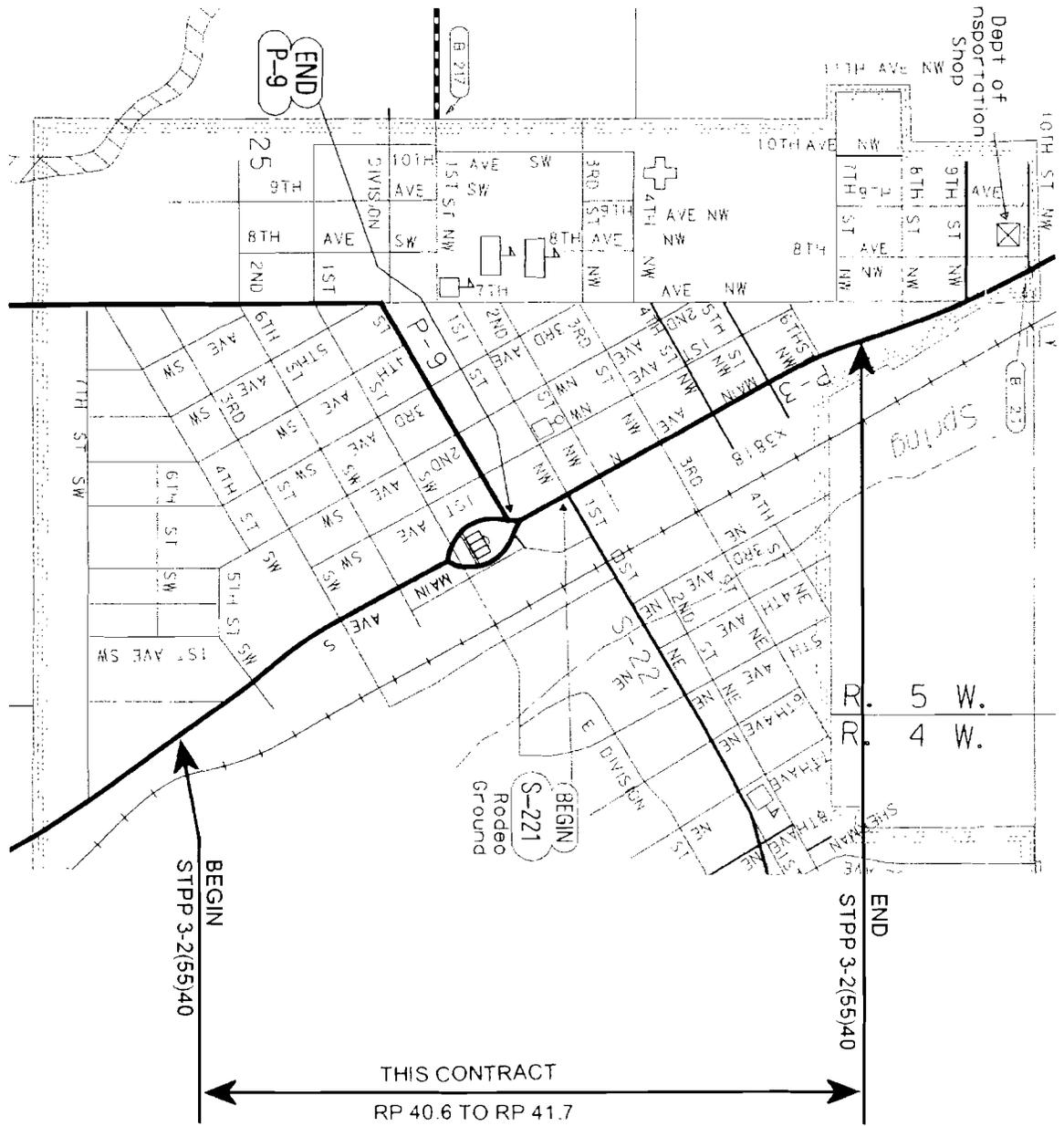
XVI. PRELIMINARY COST ESTIMATE

As per MDT Road Design Standards this estimate includes all proposed items for the project, leveling, sidewalk, ADA ramps, surfacing, cold milling, curb & gutter and the adjustment of drop inlets. Because these quantities are not known a contingency has been added to the estimate. CN is included but PE and IC are not shown.

Road Work	\$ 727,836.00
Traffic Control (6%)	\$ 43,670.16
Subtotal	\$ 771,506.16
Mobilization (12%)	\$ 92,580.74
Subtotal	\$ 864,086.90
Contingencies (15%)	\$ 129,613.04
Subtotal	\$ 993,699.94
Inflation (3% per year x 1 years)	\$ 29,811.00
Total CN	\$ 1,023,510.94
Const. Eng. (15%)	\$ 153,526.64

XVII. READY DATE

The current ready date for this project is anticipated to be July 2006. Based on the complexity of the project we will be requesting an updated ready date.





Montana Department of Transportation

PO Box 201001

Helena, MT 59620-1001

Memorandum

To: Michael P. Johnson
Great Falls District Administrator

From: Kurt Marcoux, P.E. *(Original Signed)*
Acting Great Falls District Hydraulic Engineer

Thru: Mark A. Goodman, P.E. *(Original Signed)*
Hydraulic Engineer

Date: May 2, 2006

Subject: STPP 3-2(54)40
Main Avenue - Choteau
UPN 5952000
Location Hydraulic Study Report

Purpose

Location Hydraulic Study Report for the Preliminary Field Review held on March 31, 2006. The proposed project has been nominated as pavement preservation overlay project with ADA. As discussed at the PFR, major storm drain improvements, new curb and gutter, and new sidewalk are beyond the intended scope of this project. However, improving a few problem areas that were identified during the Preliminary Field Review may be within the scope of this project.

Information was obtained from the preliminary field review, aerial photos, USGS quad maps, and as-built plan F3-2(17)41.

Urban Drainage

The project is located within an urban setting. The adjacent properties primarily primary consist of businesses and residences. Storm water flows generally flows along Main Avenue from the northwest to the southeast and drains to the side streets within the project area. Square concrete curb exists from the Courthouse northwest to 6th Street NW. There are no existing storm drain inlets along Main Avenue within the curb section.

Existing Curb and Gutter Section

Existing sidewalk ramps within the curb section include small steel pipe drains to allow curb and gutter

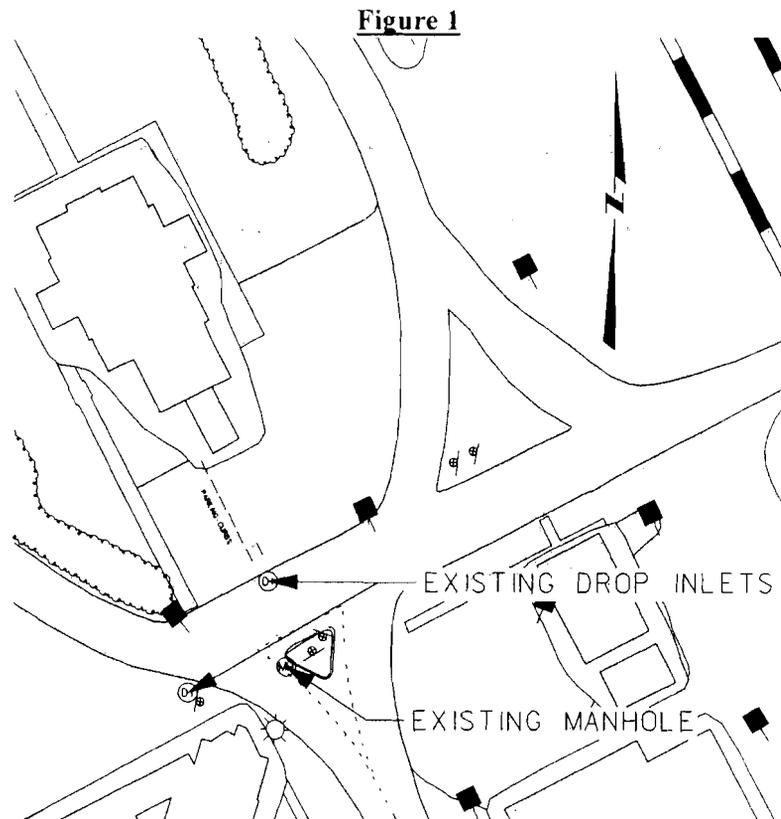
flow to pass beneath the sidewalk ramps. Most of the drains observed at the PFR were filled in, clogged with debris, or there was insufficient grade to provide for proper drainage. MDT Maintenance personnel and Kelly Hirsch, City of Choteau Public Works Superintendent, noted that there are a number of ponding problems within the curb section in the vicinity of the sidewalk ramps. At the PFR, it appeared ponding problems were occurring primarily northwest (upstream) of the sidewalk ramps along Main Avenue due to the problems associated with the steel pipe drains beneath the sidewalk ramps.

Many sections of the existing square concrete curb are in poor condition. As discussed at the PFR, new sidewalk and new curb and gutter are beyond the scope of this pavement preservation project and will be addressed in the future Fairfield - Dupuyer reconstruction projects.

Existing Storm Drain

According to Kelly Hirsch, City of Choteau Public Works Superintendent, there are no maps or as-built plans for storm drains in Choteau. However, there are storm drains southwest of the courthouse and in the alleys paralleling Main Avenue. The storm drains are believed to discharge somewhere to the southwest. Groundwater within the area is shallow.

Two storm drain inlets and a manhole were located at the PFR just southwest of the courthouse as shown in Figure 1.

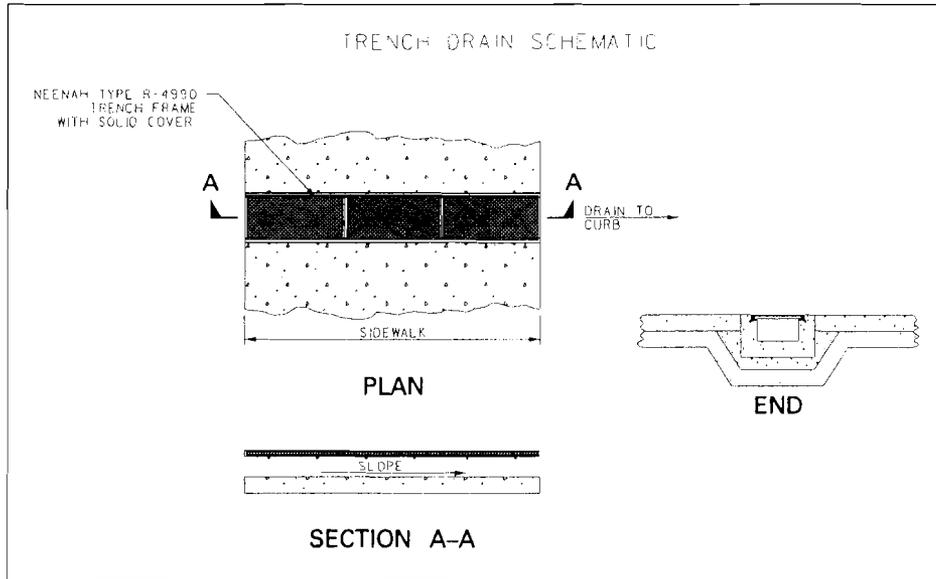


The existing drop inlets and manhole are to be adjusted as necessary for the project.

Potential Drainage Improvements

It may be possible to utilize trench drains at the curb ramps to alleviate drainage and maintenance

problems along Main Avenue and meet ADA requirements. After the survey is complete, each intersection within the curbed section will need to be reviewed to determine locations where trench drains may be feasible to promote positive drainage from Main Avenue along the side streets. According to the MDT average bid prices, the unit price for trench drains is \$508/ft. Using a 5-foot sidewalk ramp width the cost per trench drain would be \$2,540. The cost/benefit of installing trench drains will also need to be considered. The following is a schematic for a trench drain.



Additionally, the Hydraulics Section will coordinate with road design to investigate whether it is feasible to taper, mill, and pave the gutter line to improve the existing drainage along Main Avenue.

Floodplains

This project is not located within a delineated floodplain and a floodplain permit will not be required. However, according to FEMA FIRM Panel #300097001C dated April 3, 1984, the Spring Creek floodplain is adjacent to the project, approximately 1/2 block northeast of Main Avenue from 1st Street NW to the end of the project.

Channel Modifications

This is an urban project and channel modifications are not anticipated.

Water Quality

Construction activities in and around flowing water are not anticipated. Current design and construction specifications will minimize any water quality impacts.

Irrigation

There are no irrigation crossing along this project.

Utilities

All potential utility conflicts should be identified during the survey phase of the project.

Paul R. Ferry, P.E.

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June 6, 2006

Hydraulic Survey Requirements-

Complete an urban storm drain survey per the updated chapter 11 of the MDT Survey Manual.

Additional Survey Requirements

1. Survey all existing storm drain inlet and manhole locations, top of grate and depth of inlets on Main Avenue and adjacent properties as well as any existing inlets located on the side streets within a ½ block of Main Avenue. Provide photos of each inlet.
2. Provide top of curb and gutter grades along each side of Main Avenue. Include invert shots of the existing steel drains beneath the sidewalk ramps at the intersections.
3. Provide top of curb and gutter grades for all side streets for a ½ block northeast and southwest of Main Avenue.

Please contact Kurt Marcoux at 444-6247 with any questions. This document can be found on the DMS.

34:MAG:KGM

copies:

Paul R. Ferry, P.E., Highways Engineer
Damian M. Krings, P.E., Road Design Engineer
Mark A. Goodman, P.E., Hydraulics Engineer
Jean A. Riley, P.E., Chief Environmental Services Bureau
Highways File



Montana Department of Transportation

PO Box 201001

Helena, MT 59620-1001

Memorandum

To: Michael P. Johnson
Great Falls District Administrator

From: Danielle C. Bolan, P.E. *(Original signed)*
Traffic Engineer

Date: September 27, 2005

Subject: Intersection Modification & Revision-Choteau

We have completed the request by the Great Falls District Office to redesign the Choteau traffic loop at the intersection of P-3 (U.S. 89) and P-9 (U.S.287). The design includes signing, geometrics, and pavement markings for the subject intersection with the district maintenance office constructing entire project. The following represents the modifications to the subject project:

P-3 & P-9

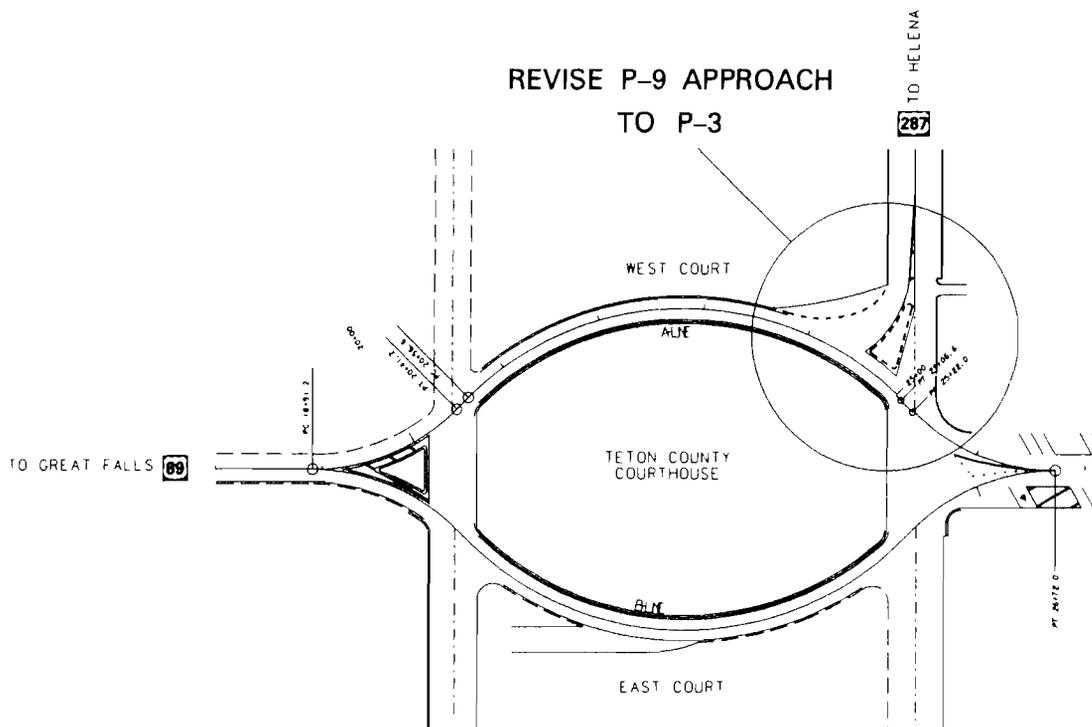
- Revise the existing island to a medial separator so as to eliminate left turn movements from P-9. The existing flush channelizing island appears to have a compacted gravel surface only. Plans have been provided to show the approximate amount of plant mix material to be placed in order to obliterate the existing channelizing island. Thickness of plant mix used in the estimation is the same (0.15-feet) as the overlay thickness for the Main Street project F3-2 (17) 41 completed 1990.
- Traffic control should be a stop sign for P-9 traffic as per Condition A & B of Section 2B.05 of the MUTCD-2003 Edition.
- Insure that signing is revised to direct the one-way traffic to the appropriate destination within the loop. In particular new guidance signing will be needed for Glacier Park bound traffic entering from P-9. Existing guidance signing directing traffic to Great Falls by way of a right turn and to Glacier Park by way of a left turn will be relocated to the south end of the traffic loop to direct Glacier Park traffic to continue on the loop in order to proceed northbound.
- Additional RIGHT ONLY sign will be needed at the P-9 approach.

- It is our understanding that State maintenance forces will complete this work.

If you have any questions, please feel free to call Eddy Stewart at 444-0091.

DCB: ES: INTERSECTION_REVISIONS_CHOTEAU_FINAL

S. J. Prinzing – Engineering Services Engineer-Great Falls
C. McOmber – District Project Engineer-Great Falls
P. R. Ferry – Highway Engineer
D. E. Williams – Traffic & Safety Bureau Chief
J. Cornell – Traffic-Signing
E. S. Stewart – Traffic-Engineering Analysis
Traffic & Safety File



Environmental Services
Montana Department of Transportation
Helena, Montana 59620-1001

Memorandum

To: Bonnie Steg, Resources Section Supervisor

From: Paul Sturm, Great Falls District Biologist

Date: July 13, 2006

Subject: Control No. 5952000
STPP 3-2(54)40
Main Avenue - Choteau
Biological Resources Memo

Project Description & Location

The proposed project has been nominated as a resurfacing project. The work will include a 0.15-foot overlay of the existing roadway with seal and cover, cold milling of the connections, leveling, sidewalk improvements, pavement markings, and signing. There will be no grading on this project.

This project is located on U.S. 89 in Teton County and is within the city limits of Choteau, where US 89 is known as Main Avenue. The project begins at Route Post 40.63 and continues northwesterly for 1.05 miles, ending at Route Post 41.68. The project is located in Sections 24 and 25, Township 24 North, Range 5 West and Section 30, Township 24 North, Range 4 West.

Biological Resources and Impact Analysis

There are no records of any sensitive plant or animal species within the vicinity of the proposed project. There would be **no effect** on any threatened, endangered, proposed, candidate, rare, or sensitive species as a result of this project.

Due to the location and limited scope and nature of this project, there are not expected to be any project-related impacts to biological resources.

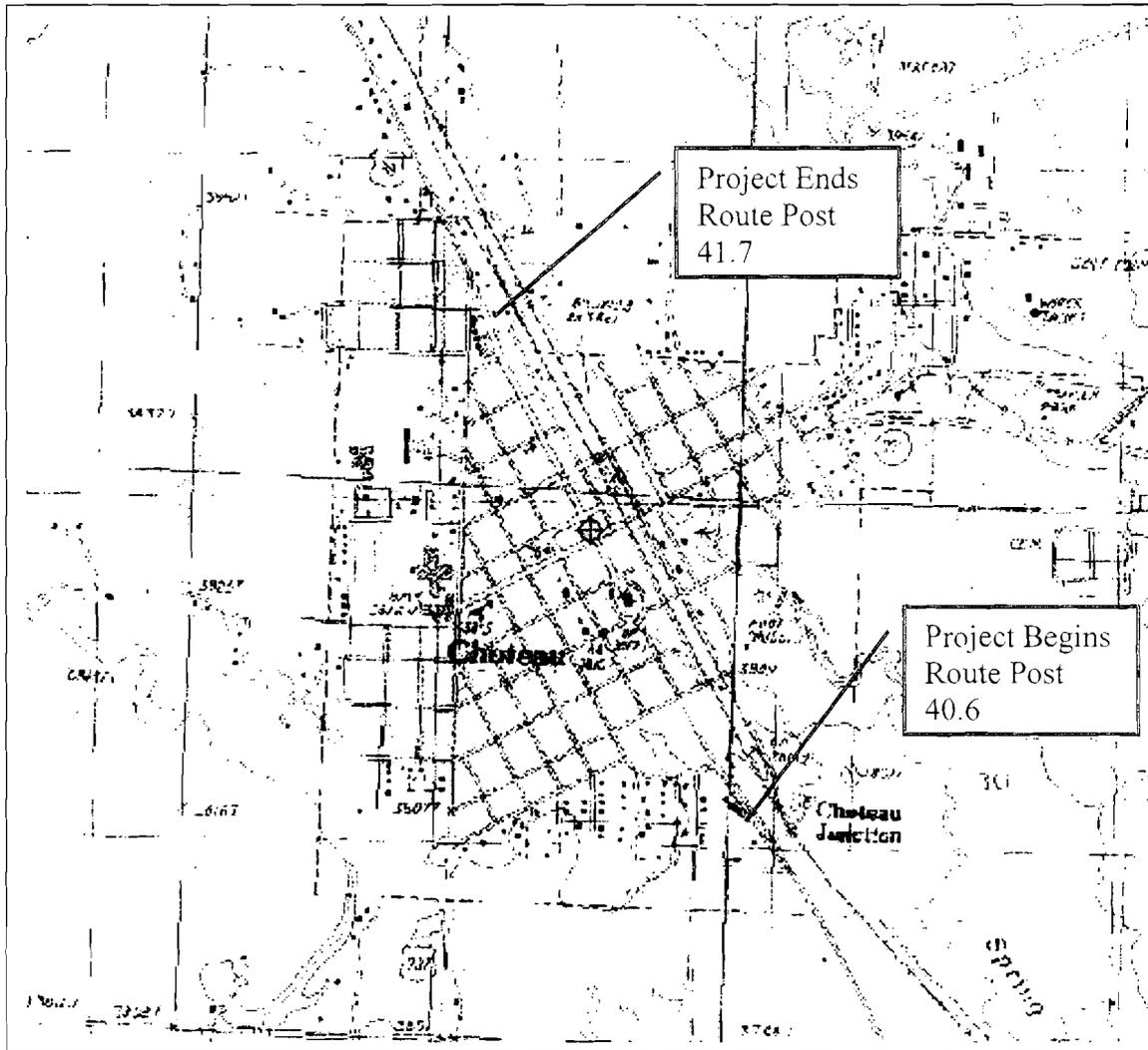
No wetlands, streams, or other aquatic resources would be affected. Therefore, a **Stream Protection Act 124 authorization and a Clean Water Act 404 permit are not required**. The attached special provision should be added to the Contract Bid Package.

To reduce the spread and establishment of noxious weeds and to re-establish permanent vegetation, disturbed areas will be seeded with desirable plant species as soon as practicable after construction as recommended by the MDT Botanist.

Copy: Mick Johnson – Great Falls District Administrator

Paul Ferry – Highways Engineer
Heidy Bruner – Environmental
Paul Sturm – Environmental
Suzy Althof – Contract Plans (Special Provision Only)
File

Location Map. Portion of the Choteau USGS 7.5-minute Quadrangle.



1. PROTECTION OF WETLAND AREAS AND OTHER DRAINAGES

Impacts to any and all wetland areas and other drainages, including spring drainages, located adjacent to the project are not anticipated in association with this project. MDT has NOT acquired any water quality permits, including a Clean Water Act Section 404 permit, a Stream Protection Act 124 authorization, or a 318 Authorization permit. Therefore, impacts to any and all wetland areas and other drainages, including spring drainages, located adjacent to the project are not permitted. Avoid all equipment traffic, fill material, staging activities and other disturbances to the wetland areas and other drainages. If situations are observed during construction that may potentially impact water quality, including wetland areas, utilize Best Management Practices (BMP) and/or Temporary Erosion Control measures as necessary to protect the resource.

Install Temporary Erosion Control measures as deemed necessary by the Engineer. Payment to be determined using the Erosion and Sediment Control rate schedule and paid under Miscellaneous Work.

If complete avoidance of all impacts to these areas is not possible, contact the District Biologist at 444-9438 or the District Erosion Control/Construction Permitting Engineer at 454-5896, so that the proper permits can be secured prior to working in these areas. Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor.