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

Jim Lynch, Director
Brian Schweitzer, Governor

County Flathead

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LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

February 3, 2005

To Whom It May Concern:

Subject: Cooperating Agency Environmental Documentation

As a Cooperating Agency under the provisions of 23 CFR 771.111 the Montana Department of Transportation (MDT) is providing you a copy of this project's environmental documentation.

This environmental documentation complies with the provisions of 23 CFR 771.117(a) And (d) for categorically excluding this proposed project from further National Environmental Policy Act (NEPA) (42U.S.C.4321, et seq.) documentation Requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM18.2.237 and18.2.261, MEPA "Action that qualify for a Categorical Exclusion" as applicable to the MDT).

If you have any questions concerning the attached environmental documentation Please call the MDT Environmental Services Division at (406) 444-7228

Jean A Riley by WRN

Jean A Riley, P.E.
Engineering Bureau Chief
Environmental Services Division

S: \SHARON\ Coop Agency ltr.doc/ **STPHS 1-2(118) 123 / 2001 ACCESS CONTROL – KALISPELL NE CN # 5003**

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January 27, 2005

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602

Subject: **STPHS 1-2(118)123**
2001-Access Control – Kalispell NE
UPN 5003

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its draft Scope of Work Report (November 29, 2004) and Project Location Map are attached. This proposed action also qualifies as a CE 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 Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "_X_" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

NOTE: A response in a 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).	☐	X		
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	☐	X		
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.		X		
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	☐	X		
2. There is a high rate of residential growth in this proposed project's area.		X		

	YES	NO	N/A	UNK
3. There is a high rate of commercial growth in this proposed project's area.		X		
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.		X		
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the *1965 National Land & Water Conservation Fund Act* (**16 U.S.C. 460L**, *et seq.*) on or adjacent to proposed the project area.		X		
The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (*e.g.*: MDFW&P, local entities, etc.).		☐	X	
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 U.S.C. 470**, *et seq.*) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.		X		
7. There are parks, recreation sites, schoolgrounds, wild-life refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**) on or adjacent to the project area.		X		
a. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.		☐	X	
b. This proposed project requires a full (*i.e.*: DRAFT & FINAL) *Section 4(f)* Evaluation.	☐		X	
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").		X		
1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act* **(33 U.S.C. 403)** and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act* **(33 U.S.C. 1251-1376)** would be met.		☐	X	
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 Montana Inter-Agency Wetland Group.		☐	X	

	YES	NO	N/A	UNK
3. A 124SPA Stream Protection permit would be obtained from the MDFW&P?			X	
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.		X		
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	☐		X	
5. Tribal Water Permit would be required.		X		
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 U.S. Department of Agriculture, or the U.S. Department of the Interior.		X		
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 U.S.C. 1271 – 1287**), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).		☐	X	
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.		X		
1. If yes, are there potential noise impacts?			X	
2. A Noise Analysis would be completed.		☐	X	
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	X	☐		

	YES	NO	N/A	UNK
D. There would be substantial changes in access control involved with this proposed project.		X		
If yes, would they result-in extensive economic and/or social impacts on the affected locations?	☐	X		
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.		☐	X	
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.		☐	X	
3. Interference to local events(*e.g.*: festivals) would be minimized to all possible extent.		☐	X	
4. Substantial controversy associated with this pending action would be avoided.		☐	X	
F. Hazardous wastes /substances, as defined by the U.S. 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.		X		
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.		☐	X	
G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.		☐	X	
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.			X	
I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act* (**7-22-21, M.C.A.**), including directions as specified by the county(ies) wherein its intended work would be done.		☐	X	

	YES	NO	N/A	UNK
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.		X		
If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act* (**7 U.S.C. 4201**, *et seq.*).			X	
K. Features for the *Americans with Disabilities Act* (**P.L. 101-336**) compliance would be included.	X			
L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.	X			
4. This proposed project complies with the *Clean Air Act's Section 176(c)* (**42 U.S.C. 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 not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.		X		
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 Quality Division, etc.).	X			
C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?		X		
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.	X			

	YES	NO	N/A	UNK
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?		X		

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 (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 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.

Thomas L. Hansen, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur _____, Date: 2/1/05
Federal Highway Administration

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

Attachments

cc: Dwane Kailey, P. E. MDT Missoula District Administrator
Paul R. Ferry, P.E. - MDT Highways Engineer
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief
Suzy Althof, - MDT Contract Plans Section Supervisor
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Susan Kilcrease – MDT Environmental Services
Environmental Quality Council

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Scope of Work Report

STPHS 1-2(118)123
2001-ACCESS CONTROL – KAL - NE
UPN. 5003

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1. **Proposed Scope of Work** - We propose to limit access to P-1 (US 2, LaSalle Road) by restricting access to right in/right out only at one of the two approaches along the east side of the Kmart parking lot. The improvements are aimed at reducing accidents involving motorists turning left from and to LaSalle Road.

   The proposed improvements include raised median islands, revised curb and gutter, sidewalk, ADA-compliant ramps, and appropriate signing and pavement markings, and. New right-of-way will be needed, and there may be minor utility relocations.

   Safety Management computed a Benefit/Cost of 477.41, based on fourteen correctable accidents reported from July 1998 through June, 2000; and on a project cost of $14,180.

2. **Project Location and Limits** - The project is in Flathead County on P-1 north of the intersection with P-52 (MT 35) in the area locally known as Evergreen. The project will begin on P-1 at Reference Post (R.P.) 122.89, approximately 67 m north of the MT 35 intersection at RP 122.845. The project extends northerly 127.6± meters, and ends on P-1 at R.P. 122.966.

   No other locations are being considered.

3. **Physical Characteristics** – There are currently two Kmart access points to LaSalle Road, north of the junction with P-52. The more heavily used approach is at RP 122.899, about 80 meters north of the stop bar for the southbound through lane of the signalized intersection of LaSalle Road and MT 35. The second approach is at RP 122.946, about 76 meters farther north. A third access point to Kmart is on the east-west leg of US 2 at RP 122.76, about 140 meters west of the intersection.

   The surrounding land use is heavily commercialized. The Kmart approaches also provide access to a fast-food restaurant in the southwest corner of the parking lot.

   The roadway is in an urban curb and gutter section throughout the project. The southbound lane configuration on LaSalle Road between the south driveway and the intersection consists of a 0.9 m shoulder, a 3.6 m dedicated right turn lane, a 3.6 m through lane, and a 3.6 m dedicated left turn lane. In the northbound direction there are two 3.6 m driving lanes and a 0.9 m shoulder.

   Just north of the south approach the lane configuration transitions to a typical five lane with a 0.9m shoulder and two 3.6 m driving lanes in each direction, and a two-way-left-turn-lane (TWLTL) in the center.

   The south approach has a 12 m wide paved top, with three concrete bollards to the south and two concrete bollards to the north. The three bollards to the south protect any parked cars that may be in the space next to the approach. The two bollards to

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the north protect a light pole directly behind them. There are also two signs, one on each side of the approach. The signs facing west have a NO LEFT TURN symbol and the signs facing east read, "TRUCKS DO NOT ENTER".

The north approach has a 12 m wide paved top, with an unprotected light pole on the southern edge of the approach. A V ditch apparently ends on the north side of the approach, with no evidence of a pipe under the approach. The v-ditch extends northerly a short distance to the next approach. There are no regulatory signs present at this approach.

The two approaches are shown below:

Southbound at north approach - RP 122.95

Southbound at south approach – RP 122.899

4. **Traffic Data** – The traffic data shown below covers the section of P-1 (US 2) from R.P. 122.9 to R.P. 123.0.

2002 ADT (Present) =	22,260
2004 ADT (Letting) =	24,090
2024 ADT (Design Year) =	53,100
DHV =	4,780
T =	5.5%
ESAL's =	416
Growth Rate (Annual) =	4.0%

5. **Accident History** – Safety Management completed an accident analysis for the three-year period from 1999 through 2002. The analysis covered the section from RP 122.8 (the P-1/ P52 intersection) to RP 123.1. Twenty-nine of the 111 recorded crashes occurred at the Kmart approaches. Twenty-eight of those crashes involved a left turning vehicle entering or exiting the parking lot.
There are several variations from statewide city averages:

- 97.2% collision between moving vehicle (most harmful event) vs. 76.8%
- 87.4% daylight vs. 74.9%
- 52.3% rear-end collisions vs. 26.9%
- 26.1% in driveway access or driveway related vs. 6.8%

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Safety Management notes that for the south approach "signs prohibiting left turns out were installed in 2000 and have not been effective, physical barriers are required." "The southernmost driveway is thought to have the greatest number of associated crashes, however, which driveway the crash occurred on is usually not clearly stated in the accident investigator report and both driveways should receive the same treatment."

This project met several criteria for the 2001 Safety Engineering Improvement Program, and was also requested by the district and local law enforcement. The area is a concern because of the numerous crashes caused by motorists making left turning movements from and into Kmart's access points on P-1, north of the junction with P-52.

6. **Major Design Features** - We will strive to meet the acceptable design criteria for access control and pedestrian and ADA facilities. The primary goals of the project will be design features that 1) reduce correctable accidents by restricting access to the south approach and 2) improved pedestrian mobility across the approaches. Road Design is the lead agent, and the Helena design crew will prepare the construction plans.

   a. **Design Speed** – The posted speed limit is 45 MPH (72.4 km/h). The proximity of the MT 35 intersection and heavy traffic volumes results in lower running speeds much of the day. A 70-km/h design speed is appropriate for a multi-lane curbed principal arterial. Design speed criteria will possibly be relevant to sign design, but should not be an issue for other design elements.

   b. **Horizontal Alignment** – No changes are proposed to the existing tangent horizontal alignment.

   c. **Vertical Alignment** – The grade is very flat and there is excellent intersection sight distance in both directions. No vertical alignment changes will be considered.

   d. **Typical Sections** – There will be minor changes to the curb-and-gutter along the mainline (LaSalle Road) to accommodate the proposed approach revisions. A valley gutter along the entire width of the south approach and the north approach will replace the standard curb-and gutter section.

      ADA accessible sidewalks will be constructed between the mainline curb and gutter and the raised islands. At the north approach, new sidewalk is also proposed across the full width of the approach, and for an additional 16± meters, beginning at the end of the island on the north side of the approach, and extending north. This sidewalk will provide a connection to the existing sidewalk that begins 44± meters north of the approach.

   e. **Surface Design** - We propose 90 mm of Grade D – Commercial plant mix and 300 mm of crushed aggregate course on the small areas of each approach that have to be replaced to accommodate curb and gutter and/or valley gutter placement.

   f. **Grading** – Minor excavation will be required to revise the approaches and construct the sidewalks. We propose street excavation as the bid item since

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the removed material will consist mostly of plant mix and the underlying gravel surfacing.

g. **Slope Design** – There will be no slope work.

h. **Geotechnical Considerations** – N/A

i. **Hydraulics** – The approach revisions will include replacing the laydown curb-and-gutter with a concrete valley gutter. The poor drainage along this section of LaSalle Road will be addressed under **STPP 1-2(123)122, Storm Drain - NE of Kalispell [5074]**. Our aim for this project [5003] will be to not exacerbate existing drainage problems.

There are no drains of any kind located within the vicinity of the proposed work.

j. **Bridges** – There are no bridges within the project limits.

k. **Safety Enhancements** – The proposed work will inherently enhance safety by constructing features that will address the identified accident cluster.

l. **Traffic Engineering** – The Geometrics crew developed the approach details for the south and north approaches. Both approaches feature raised islands on each side of the approach to provide improved delineation and to control access to them from the parking lot (see attachment).

Each raised island will be bordered by Type "A" concrete median curb. The curb will parallel the backside of the sidewalk. The interior of the islands will be capped with 100 mm of concrete atop 50 mm of crushed aggregate course.

The south approach also includes a raised island at its center to restrict turning movements to right in/right only.

The south approach was designed to handle a single unit truck (SU) design vehicle, and the north approach will handle interstate semi-trailer (WB-20) design vehicles.

There are several signs that will have to be reset and/or replaced. We recommend the pavement markings on the new approach surfacing be applied as the final epoxy, with no interim paint.

m. **Miscellaneous Features** – The bollards on either side of the south approach will be removed. They will be reset outside the new right-of-way if specified in the right-of-way agreement.

There is existing sidewalk adjacent to the curb and gutter that begins about 40 meters north of the north approach. Well-worn trails behind the curb indicate heavy pedestrian use. As noted under Typical Sections, we propose to extend the sidewalk 16 meters north, beginning at the north side of the raised median island on the north side of the approach.

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The pavement between the back of curb and the pin-down curb along the right-of-way between the two approaches is in good condition and is serving pedestrians adequately from the north approach to the MT 35 intersection. Curb and gutter and raised median will be designed to meet ADA requirements.

No specific improvements for bicycle operation are proposed. The 0.9-meter shoulder on LaSalle Road is available for bicycle use.

7. **Design Exceptions** – Safety projects are not typically subject to the design exception process. Nevertheless, none of the proposed design elements would require a design exception for a multi-lane curbed principal arterial.

8. **Right-of-Way** – The right of way along the west side of P-1 extends 15.24 m from centerline, or about 4.88 meters behind the back of curb. The right-of-way line between the approaches is delineated with pin-down curb. Additional right-of-way and/or easements will be needed to place the raised median islands at both approaches.

   There are two luminaires for the parking lot on private property. The lights help to illuminate the approaches. The one at the south approach will be within the raised island on the north side of the approach. It may be possible to construct the island around it, but it would be within MDT's easement, so we recommend it be moved to the north, just outside the new easement.

   The luminaire at the north approach will have to be relocated outside the new easement, since it will be within the revised approach.

   We recommend the relocation of the luminaires and the bollards be handled on a "cost-to-cure" basis in the right-of-way agreement.

   The only access control proposed is the revisions to the two Kmart approaches described above.

9. **Utilities/Railroads** - An overhead power line parallels LaSalle Road, just inside the right-of-way. One of the poles is within the proposed raised island on the north side of the south approach. It appears the island could be constructed around the pole if the affected utility is agreeable.

   There is also an underground telephone line that parallels the right-of-way line. The only potential conflict is with an apparent concrete lid to a pullbox located about 18 meters south of the south approach. The lid is within existing right-of-way, and it will be within the sidewalk south of the approach. We recommend the lid be adjusted so that it is flush with the new sidewalk surface.

   There will be no railroad involvement.

10. **Environmental Considerations** - No significant environmental impacts or issues were identified. The environmental evaluation and documentation appropriate for a programmatic categorical exclusion was prepared. The FHWA approved the document on_____.

11. **Other Projects** – There are two other projects in the vicinity. **STPP 1-2(123)122, Storm Drain - NE of Kalispell [5074]** extends from RP 121.6± to RP 125.1±.

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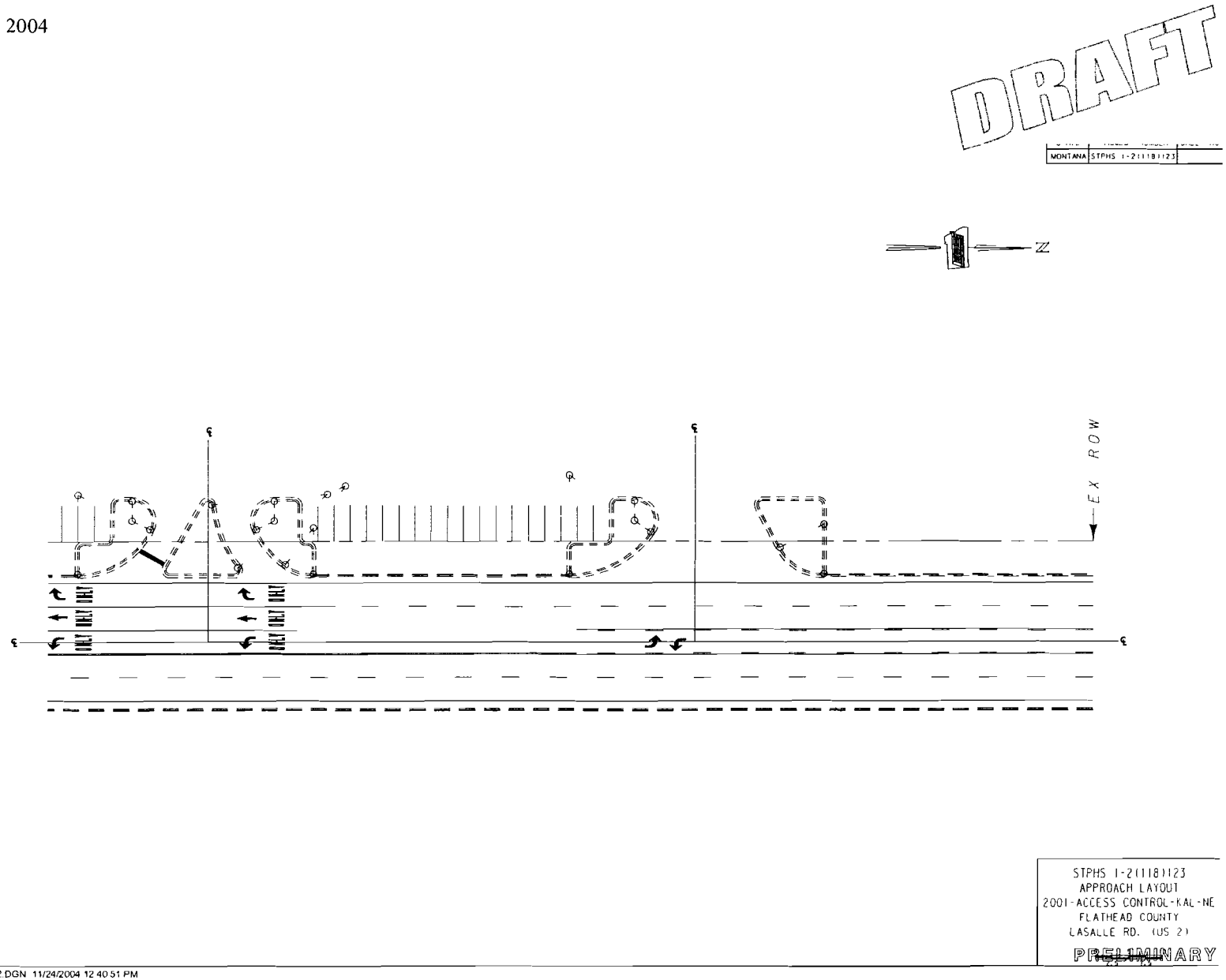
STPP-NH 1-2(124)123 CORRIDOR STUDY- LA SALLE ROAD [5081] extends from RP 122.8± to RP 133.9±. Both projects are in the very early stages of development, and will have no impact on the subject project.

12. **Traffic Control** – We propose to keep at least one of the approaches open at all times during construction. There may be single-lane closures needed on LaSalle Road to do the curb and gutter work. Appropriate signing and traffic control devices will be used in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

13. **Public Involvement** – A level A public involvement plan is appropriate. A news release was distributed to the local media in July 2004. We'll also seek input from the owner of the parking lot during the right-of-way phase.

14. **Cost Estimate** – The current cost estimate is $50,200 (includes 8% construction engineering). The estimate inflates to $52,000 at the planned 3/2006 letting date. The estimate does not include indirect costs.

15. **Ready Date** – The ready date is December 2005.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APPROACH LAYOUT
2001-ACCESS CONTROL-KAL-NE
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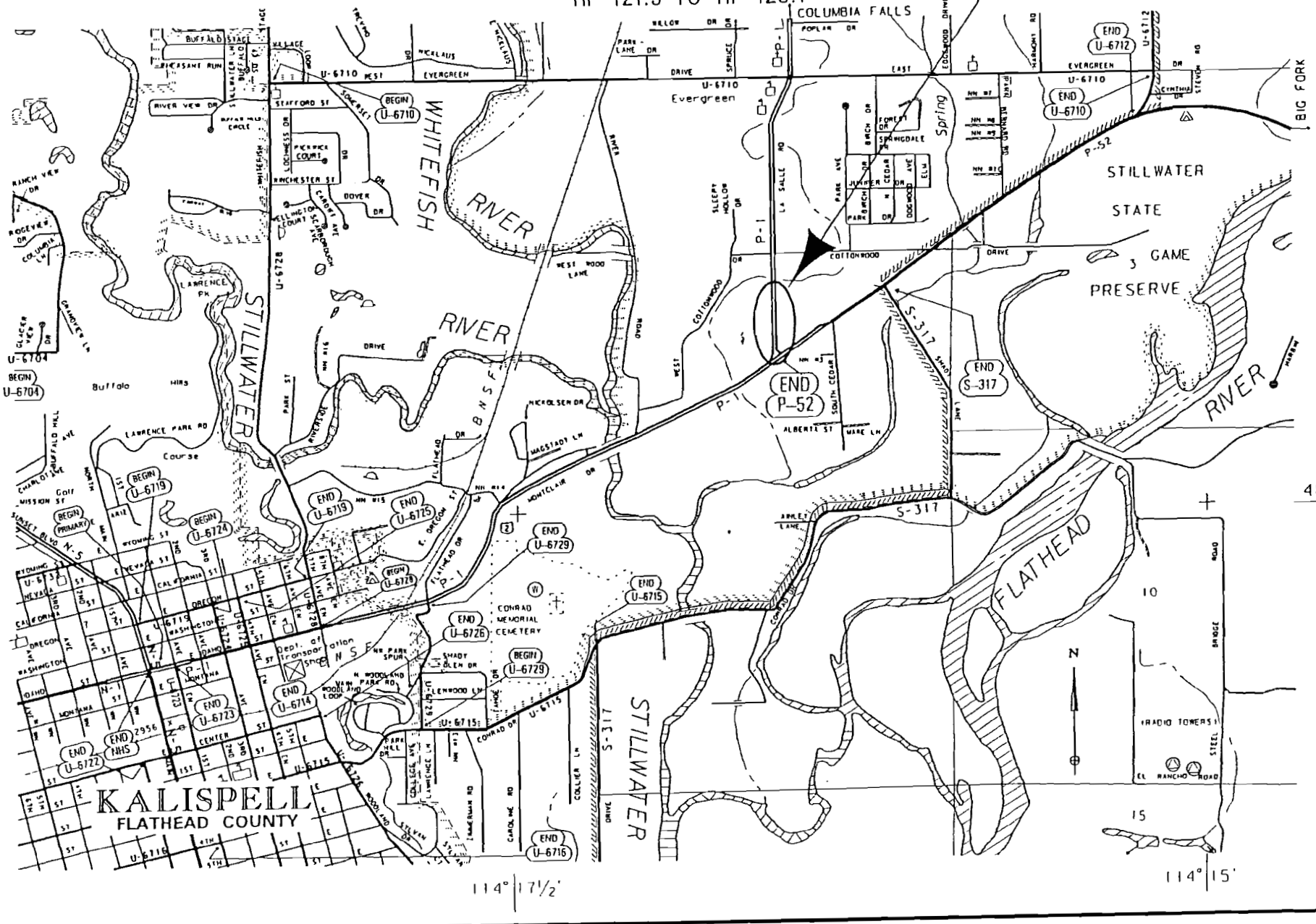
STPHS 1–2(118)123

RP 121.9 TO RP 123.1



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