



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County DEER LODGE

RECEIVED

FEB 15 2005

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

February 14, 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) (42 U.S.C. 4321, et seq.) documentation requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM 18.2.237 and 18.2.261, MEPA "Actions 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.

Sincerely,

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

S:\ADMIN\48_GEN_CORRESP\MAILINGS\COOP AGENCY LTR.DOC\MAIN_ST_ANACONDA_0205(2)

Attachment



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

RECEIVED

January 31, 2005

FEB 11 2005

RECEIVED

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

ENVIRONMENTAL

FEB 02 2005
MONTANA DIVISION

Subject: CM 0205(2)
MAIN ST - ANACONDA
(P.M.S. Control # 4551)

MASTER FILE
COPY

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 Preliminary Field Review Report (dated May 20, 2002) 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).

Table with 4 columns: YES, NO, N/A, UNK. Contains 3 main items and 2 sub-items with checkboxes and 'X' marks in the NO and N/A columns.

YES NO N/A UNK

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

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.



Tom Hansen, P.E.
Engineering Section Supervisor
MDT Environmental Services

Concur Jeffrey A. Patten, Date: 2-10-5
Federal Highway Administration

Attachments

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

cc: Jeff Ebert, Butte Administrator - MDT
Kent Barnes, P.E. - MDT Bridge Engineer
Paul Ferry, P.E. - MDT Highway Engineer
John H. Horton - MDT Right-of-Way Bureau Chief
Suzy Althof - MDT Contract Plans Section Supervisor
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Tom Hansen - MDT Engineering Section Supervisor
file



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

B. Juvan



Memorandum

To: Carl S. Peil, P.E.
Preconstruction Engineer

From: Ronald E. Williams, P.E. *REW*
Road Design Engineer

Date: May 30, 2002

Subject: **STPU 0205(2)**
Main Street-Anaconda
CN 4551
Work Type 160 (Minor Rehab.)

We request that you approve the attached **Preliminary Field Review Report** for the subject project dated May 20, 2002.

Approved *Carl S. Peil* Date *June 3, 2002*
Carl S. Peil, P. E.
Preconstruction Engineer

We are requesting comments from those individuals on the distribution list. We will assume your concurrence if no comments are received within **two weeks** from the approval date.

REW:KJG:4551pfr.doc
Attachment: Preliminary Field Review Report

Distribution: (all with attachment)

- | | | |
|----------------|-----------------|----------------|
| J. R. Giard | M. A. Wissinger | R. E. Fischer |
| C. S. Peil | R. D. Morgan | J. A. Walther |
| R. E. Williams | FHWA | J. J. Moran |
| J. H. Horton | M. A. Goodman | D. F. Livesay |
| K. M. Barnes | D. P. Dusek | I. B. Ulberg |
| J. P. Kolman | P. A. Jomini | Carol Strizich |
| D. J. Blacker | B. A. Larsen | Tom Martin |
| P. Saindon | W. F. Scott | |
| S. Sternberg | B. F. Juvan | |

cc: (all with attachment)
D. W. Jensen
Dave Elias, Anaconda-Deer Lodge County
File, w/attachment



Montana Department of Transportation
 Butte District Office
 PO Box 3068
 Butte, MT 59702-3068

MASTER FILE				
Date	Recd	Preconst	5	2001
FILE	MAIL ROUTE	Attach	Initial	
	✓	30 Preconst Engr		
	✓	30 Assistant		
		30 Office Mgr		
	✓	31 Safety Mgmt.		
		32 Road Design		
		33 Environment		
		34 Hydraulics		
		35 Survey & Mapping		
		36 Traffic Eng		
		39 Consultant Dsn.		
	✓	File		

Memorandum

To: Ronald E. Williams, P.E., Road Design Engineer
 From: Lesly Tribelhorn, P.E., Engineering Services Supervisor
 Date: May 20, 2002
 Subject: STPU 0205(2): CN: 4551
 Main Street - Anaconda
 Work Type 160 (Minor Rehab.)

PRELIMINARY FIELD REVIEW REPORT

A field review was done on May 30, 2001. In attendance at the field review were:

- Jason Giard – MDT – Butte
- Dave Elias – Anaconda Deer Lodge County
- John Ulberg – MDT – Helena
- Lesly Tribelhorn – MDT – Butte
- Shannon Schultz – MDT - Helena
- Bryan Miller – MDT – Helena
- Deb Wambach – MDT – Helena
- Margie Gustafson – MDT – Helena
- Mike Hovan – MDT – Butte

This project will be designed by the Butte Field Design Unit; PMS Management Unit #3207.

When this project was nominated, the route began at 7th St. (RP 0.00 at the time). At the field review, it was decided that the section of Main St. from 7th St. to 8th St. should be added to the route and that the extension be included in this project. The request to extend Main St. from 7th St. to 8th St. was approved in March 2002. Therefore the Reference Posts for the project have changed as follows.

The beginning of the project will still be RP 0.000 but it will now be at 8th St. instead of 7th St.

The end of the project will now be RP 0.632 instead of 0.550 but will still end at Pennsylvania Ave.

1) PROJECT COORDINATION

Anaconda-Deer Lodge has hired Morrison-Maierle Inc. (MMI) to design and prepare

plans for a waterline replacement project under Main Street. A teleconference between MMI, Anaconda-Deer Lodge, and MDT was held on May 9, 2002 to coordinate the waterline project and this project. Participating in the conference were:

John Pavsek – MMI
Tom Henesch - MMI
Dave Elias - Anaconda Deer Lodge County
Jason Giard - MDT
Lesly Tribelhorn - MDT

The following are the decisions made at the teleconference that affect this project.

- The waterline project will be built prior to this project.
- The Preliminary Field Review for this project has already been held, however, Anaconda-Deer Lodge and MMI will be invited to future project reviews.
- MMI will obtain the survey needs for this project at the same time they do the survey for the waterline project. Survey needs for this project are detailed in Item 5 of this report. The survey will conform to current MDT data collector survey procedures.
- MDT's involvement with Environmental issues will be limited to those issues affected by this project (i.e. cold milling, PMS overlay, and sidewalk replacement). Anaconda-Deer Lodge will be responsible for environmental issues related to the waterline project.
- Anaconda-Deer Lodge will be responsible for obtaining the railroad permit for the waterline project. MDT will obtain a railroad permit for this project.
- Anaconda-Deer Lodge and MDT will coordinate efforts to have an informational meeting for both projects at the same time. MMI will be asked to attend this meeting.

2) PROPOSED SCOPE OF WORK

The proposed scope of work for this project is cold milling, plant mix overlay, sidewalks, curb & gutter, ADA ramps, seal and cover, signing, and pavement markings on Main Street in Anaconda.

3) LOCATION AND LIMITS

The project is on Urban Route 0205 (Main Street) in Anaconda/Deer Lodge County. It begins at the intersection of Eighth and Main Streets at the County Courthouse at RP 0.000 and extends northerly 1.017km to the Intersection of Pennsylvania and Main Streets at RP 0.632.

4) PHYSICAL CHARACTERISTICS

A) GENERAL

This roadway was done under City construction in 1973.

The project is in an urban area. Adjacent land use is residential and commercial. Concrete curb & gutter and sidewalk line both sides of the street. There are ADA ramps at the street corners; some may not meet current accessibility requirements.

Random field measurements indicate a 24.4m width property line to property line from 8th St. to 1st St. and a 17.7m width back-of-sidewalk to back-of-sidewalk from 1st St. to Pennsylvania Ave.

-The pavement width varies from 13.7m to 19.1m and consists of two travel lanes and two parking lanes. Angle parking exists on the left side on some blocks and the rest of the project has parallel parking.

-Sidewalks vary in width from 1.8m to 4m. Some blocks have a 1.8m sidewalk with a 1.6m grass boulevard. There may be some vaulted sidewalks in the business district part of the project.

-Existing curbs on the first 6 blocks are vertical of varying dimensions. The last 3 blocks have integral curb & gutter.

B) HORIZONTAL ALIGNMENT

There is no information on the existing horizontal alignment, however it is generally straight with a couple of angle points. The alignment is typical for an Urban Route.

C) VERTICAL ALIGNMENT

There is no information on the existing vertical alignment, however it appears to consist of a series of vertical PI's without vertical curves, which is typical for an Urban Route.

D) BRIDGES

There are no bridges within the limits of this project.

E) TRAFFIC DATA

2001 ADT	2080
2005 ADT	2160
2025 ADT	2640
DHV	260
D	
Com Trks	3.0%
ESAL	22.40
AGR	1.000%

F) ACCIDENT HISTORY

The accident study begins at 7th St., which was the beginning of the route at the time the study was made. The section from 8th St. to 7th St. was just added to the route in March 2002 therefore no accident information is available for this section.

The data time frame is January 1, 1996 to December 31, 2000. The number of recorded accidents is 6. There were no truck accidents.

Variations from Average Occurrence:

Statewide Average Rates are not available.

HES Clusters or Projects:

There were no accident clusters, locations or safety improvement projects.

Remarks:

Five of the six recorded crashes occurred in icy, snowy, or wet pavement conditions. Two of the crashes were due to loss of control while making a left turn on icy pavement, three were right angle collisions attributed to inattentive driving and failure to yield by the investigating officer, and one was a parked vehicle striking another parked vehicle while leaving its parking place. The six recorded crashes involving trucks were not concentrated at a single location and did not indicate a trend.

During the 1996-2000 time period, the crash records on P-19 show three collisions at the intersection of Main St. and Commercial St. and one collision at the intersection of Main St. and Park Ave.

5) DESIGN CONSIDERATIONS

A) DESIGN SPEED

This is an Urban project with a posted speed of 25 MPH. Design speed is not applicable for this project.

B) ALIGNMENT

The existing horizontal and vertical alignments will be used.

C) TYPICAL SECTION

The proposed surfacing section decided upon at the field review is:

-Cold mill 50mm deep for the full width of the pavement and overlay with 50mm of plant mix surfacing. A 70 t/km leveling course will also be included.

-Plant mix bituminous surfacing Grade D, PG 70-28 asphalt cement, emulsified asphalt CRS-2P, and Grade 4A cover material will be used.

The finished paved width will match the existing paved width.

D) COLD MILLING

Cold milling will be full width, which will greatly reduce or eliminate the need for adjusting utility valves and manholes that are in the street. The milling will be extended up side streets to the end of the curb radius. This will help improve surface drainage by allowing minor grade adjustments at the street corners.

Millings from this project will be offered to MDT Maintenance and Anaconda-Deer Lodge for use on local roads and streets. The contractor will windrow the millings and Maintenance and/or Anaconda-Deer Lodge will spread them.

E) SIDEWALKS AND CURBS

All of the existing sidewalks and curb & gutter will be replaced with new on this project except for areas that have recently updated sidewalks and integral curb & gutter. These areas are basically in the last 3 blocks of the project. ADA ramps will be installed.

Vaulted sidewalks, if any, will need to be filled in.

The grass boulevards will be perpetuated if Anaconda-Deer Lodge wishes. This project will make the space for the boulevards and Anaconda-Deer Lodge will place the sod when the project is complete.

New sidewalk at 1st and Main will be made compatible with the railroad crossing in the vicinity.

F) STORM DRAINS AND SURFACE DRAINAGE

This project will not include storm drain work. Existing inlets will be used as is.

New concrete aprons will be installed around the existing grates where necessary. Minor grade adjustments to improve surface drainage will be made only if it can be accomplished with cold milling and new curb and gutter installation.

G) ANGLE PARKING

Anaconda-Deer Lodge will decide whether to perpetuate the existing angle parking or to eliminate it. No additional angle parking will be considered for this project.

H) SIGNING

New signing will be included in the project.

I) MISCELLANEOUS

There are two or three planters that are in the sidewalks in the business district. Anaconda-Deer Lodge will decide whether to leave the planters as is or remove them. This project will not provide additional planters or provide new ones to replace the existing planters.

At 4th and Main, two galvanized light poles are too close to street corners and will conflict with ADA ramps. These poles will be removed and salvaged to the owner.

Anaconda-Deer Lodge may install some electrical conduit after the existing sidewalk has been removed. This work will be coordinated with the contractor so it is installed before the new sidewalk is placed.

J) TRAFFIC

The Traffic Section will develop signing and striping plans and provide pavement marking quantities for the project.

K) HYDRAULICS

There are no hydraulic concerns at this time.

L) GEOTECHNICAL CONSIDERATIONS

There are no geotechnical considerations on this project. No digouts are needed.

M) RIGHT OF WAY

No right of way involvement is anticipated at this time. If there are vaulted sidewalks, construction permits may be needed.

N) UTILITIES/RAILROADS

Some utility adjustments may be required for sidewalk replacement. The street

will be cold milled full width the depth of the overlay so utility valves in the street should not require adjusting.

There is a railroad crossing near the north end of the project. A railroad agreement will be needed.

6) SURVEY

MMI, the consultant that is preparing the Anaconda-Deer Lodge waterline project will do the survey work for this project at the same time he does the survey for the waterline project.

Survey will be done by data collector. A complete location survey is required beginning at the Courthouse property line on 8th St. and ending at the new sidewalk at Pennsylvania Ave. The survey should extend from property line to property line between streets and extend 10 meters up each side street and alley.

- Establish the horizontal alignment of Main St. Set a point in the center of Main St. in the middle of each intersection and at any angle points. Set points at the beginning and end of the project also. Provide xyz coordinates to these points.

- Insure that enough ground shots are collected to produce an accurate centerline profile and accurate gutter line profiles. The centerline and gutter lines of each side street are also needed.

- Top of grate elevations are needed at each drop inlet.

- Determine if there are any vaulted sidewalks and provide length, width and depth.

- Topog all underground and overhead utilities. Include all utility valves and manholes in the street and in the sidewalks.

- Topog all physical features along the project.

- Locate all doorways and driveways and provide coordinates to each end.

7) ENVIRONMENTAL CONSIDERATIONS

This is an Urban project within the City of Anaconda. There are no apparent wetlands. Environmental Services will prepare a categorical exclusion for this project.

There are some historical light poles on the project.

8) PUBLIC INVOLVEMENT

An information meeting will be held in conjunction with a public meeting for the waterline project.

STPU 0205(2): CN: 4551
Main Street - Anaconda
Preliminary Field Review Report

9) CONSTRUCTION COSTS

Construction	\$363,000
PE	\$ 25,000
CE	\$ 32,000
Total	\$420,000

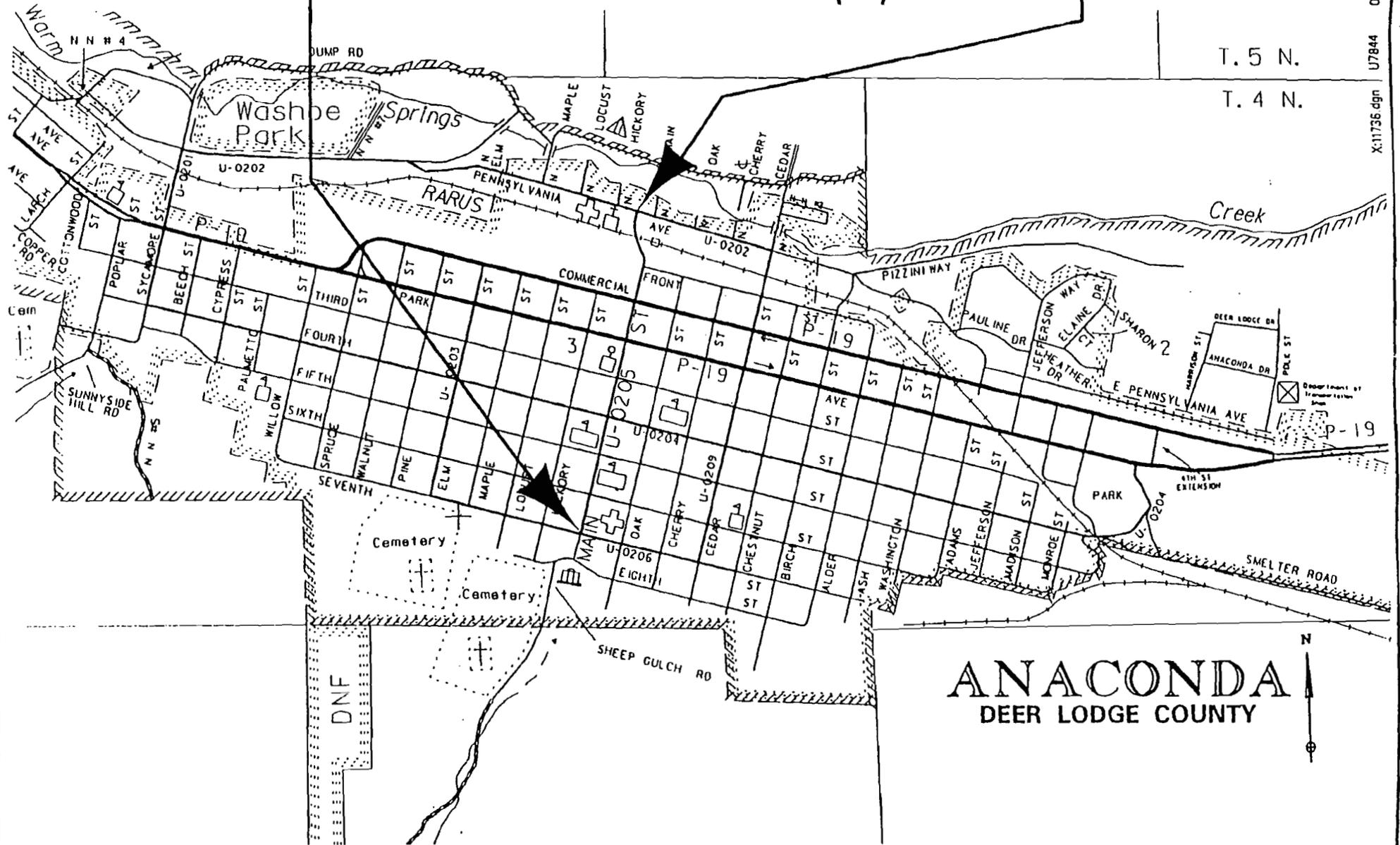
10) PROPOSED READY DATE

The ready date will be in 2002.

LRT/MSH/mh
4551rdpfr001.doc

copies: Preconstruction Bureau
District File
Design File

MAIN STREET – ANACONDA STPU 0205(2)



T. 5 N.
T. 4 N.

08-FEB-2001
U7844
X:11736.dgn

ANACONDA
DEER LODGE COUNTY

