serving you with pride

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County **MINERAL**

February 25, 2005

RECEIVED

FEB 2 7 2005

LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

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 PE.

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

S:\ADMIN\48_GEN_CORRESP\MAILINGS\COOP AGENCY LTR.DOC\D1_INTERSTATE_GUARDRAIL_CN3457

Attachment

Mineral County

serving you with pride

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

Jim Lynch, Director
Brian Schweitzer, Governor

February 10, 2005

MASTER FILE COPY

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

Subject: **NH – IM 0002 (270)**
D 1 Interstate Guardrail
UPN E457 (3457)

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 Scope of Work Report (September 23, 2003) 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: 2/22/05
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

Montana Department of Transportation
Helena, Montana 59620-1001

Memorandum

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

From: For Ronald E. Williams, P.E.
Road Design Engineer

Scott A. Keller

Date: August 8, 2003

Subject: NH - IM 0002(270)
D1 Interstate Guardrail
Control Number E457
Work Type - 310

Scope of Work Report

Proposed Scope of Work

This project has been nominated to replace the existing blunt end guardrail terminal sections on the Interstate and National Highway System on a statewide basis according to MDT's agreement with the FHWA in response to their September 29, 1994 Traffic Barrier Safety Policy and Guidance memorandum. Due to the size of this project, it has been broken into separate phases over the past years with the objective of replacing the blunt end terminal sections on the Interstate Routes first and then replacing them on the NH (non-interstate) Routes. This is the final phase of the interstate projects.

Project Location and Limits

This phase of the project replaces blunt end terminal sections on the portions of I-90 that lie in the Missoula District. Blunt ends are defined as either (1) Stand up ends, (2) Buried end anchors, or (3) Tapered concrete ends. No unprotected parapets or unconnected bridge rail was identified in the Missoula District Interstate phase.

The project includes all mainline guardrail, guardrail that starts or terminates on interchange exit ramps, and other locations where guardrail starts or terminates on high speed exit or entrance ramps such as rest areas or weigh stations.

The following projects have been excluded from this phase of the guardrail upgrade as the new terminal end sections are already designed into the projects that have been recently let:

Missoula - Bonner (Reference Post 105.633 to 112.933)
IM 90-2(102)106

Drummond - E & W (Reference Post 149.960 to 162.643)
IR-IM 90-3(66)150

Traffic Data

No traffic data has been collected for this project. At all locations, a conservative AADT of 9000 was assumed when developing the clear zone and runout length distances.

Accident History

No accident histories will be reviewed for this project.

Major Design Features

Design Speed

The design speed for this project is 110 km/h.

Horizontal Alignment

The existing horizontal alignment will be used for this project.

Vertical Alignment

The existing vertical alignment will be used for this project.

Typical Sections

Typical sections are not within the scope of this project.

Surfacing Design

Grade C plant mix surfacing will be used to extend existing guardrail widening where present.

Grading

Widening on this project will be for the installation of new guardrail and terminal sections using shoulder gravel.

Slope Design

There will be minimal disturbance to the existing fill and cut slopes. All guardrail runs upgraded with terminal end sections will be designed to the current length of need requirements and will receive the proper widening for the new sections of guardrail.

Geotechnical Considerations

There will be no geotechnical involvement on this project.

Hydraulics

Due to the limited scope, no hydraulic considerations will need to be addressed on this project.

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Montana Department of Transportation
Helena, Montana 59620-1001

Memorandum

To: Joel M. Marshik, P.E., Chief Engineer
Highways and Engineering Division

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

Date: September 23, 2003

Subject: NH - IM 0002(270)
D1 Interstate Guardrail
Control No. E457

Attached is the Scope of Work Report for the subject project with approvals from Doug Morgan, John Horton, Joe Kolman, Patricia Saindon, Dave Hill, Kent Barnes, Loran Frazier, and the FHWA. We are assuming concurrence from John Blacker and Mark Wissinger.

With your approval, we will proceed with the design in accordance with the attached report.

Approved for Carl S. Peil Date September 24, 2003
Joel M. Marshik, P.E., Chief Engineer
Highways and Engineering Division

CSP:SAK:jmn:I:\MSU_Design\41_Engineering\Blunt_End_Guardrail_Projects\Missoula District (D1)\Documents\e457rdsow003.doc

Attachments

Distribution:

John Horton
John Blacker
Patricia Saindon
Kent Barnes
Joe Kolman
Loran Frazier
Mark Wissinger
Dave Hill Environmental
FHWA
Carl Peil
Ron Williams
Walt Scott
Pierre Jomini
Carol Strizich
Don Dusek
Mark Goodman
Kenneth Neumiller
John Moran
Paul Ferry
Doug Morgan
Ben Juvan
Preconstruction file

Bridges
No unprotected parapets or unconnected bridge rail were identified in the Missoula District Interstate phase, so there will be no Bridge Bureau involvement.

Safety Enhancements
The intent of this project is to replace blunt end terminal sections with currently approved terminal sections. At this time, the ET-Plus and SKT 350 terminal sections are approved terminal sections for W-beam guardrail. The Quadguard and TRACC are the approved terminal sections for concrete median barrier rail. Most of the replacements are on single runs of guardrail with the above listed terminals being used.

Existing median hazard treatments using buried end anchors or other blunt end terminals will be replaced, usually using a single run of rail or if needed, two single runs of rail to protect both directions of travel. Existing bullnose median treatments will remain in place provided they are using the proper BCT design. Existing Breakaway Cable Terminal (BCT) sections and any MELT sections will remain in service. The few remaining end sections that do not meet the above conditions will be handled on a case-by-case basis.

On runs of rail where the blunt end section is upgraded, new reflectors will be placed on the remaining existing rail run. It is not the intent of this project to upgrade existing runs of rail for post spacing, blockouts, rail height, or widening behind the guardrail posts.

Short gaps between guardrail runs requiring terminal section replacement will be reviewed, and if cost effective/appropriate, adjacent runs of rail will be combined. The District Maintenance personnel will be contacted for concurrence before combining runs of guardrail to see if maintenance activities require the gaps to be left open.

Traffic Engineering
There are no traffic considerations associated with this project.

Miscellaneous Features
No miscellaneous features are proposed for this project.

Design Exceptions
No design exceptions are expected for this project.

Right-of-Way
There will be no right-of-way involvement on this project.

Utilities/Railroads
There are no anticipated utility conflicts on this project.

Environmental Considerations

There should be little environmental evaluation needed on this phase of the project as only minor widening for the guardrail will be necessary and generally will be in areas previously disturbed by the original construction. Environmental Services will prepare the appropriate environmental documents.

Traffic Control

Traffic will be maintained through the project construction with appropriate traffic control devices and flagging in accordance with the *Manual on Uniform Traffic Control Devices*. Minor traffic delays can be expected during construction. No detours will be needed.

Public Involvement

A news release has been distributed to the appropriate local media.

Cost Estimate

The cost estimate for the Missoula District Interstate Highway phase of the project is $425,000 and includes 10% for contingencies and 15% for construction engineering.

Other Projects

The Statewide Guardrail Upgrade is broken into the following projects:

Butte District – Interstate (completed in 1999)
Billings District – Interstate (completed in 2000)
Missoula and Butte Districts - Non-Interstate (completed in 2002)
Billings District – Non-Interstate (2003 const.)
Great Falls District – Non-Interstate (2003 const.)
Glendive District – Non-Interstate Phase I (2003 const.)
Glendive District – Non-Interstate Phase II (Structure Replacements) - to be completed as soon as possible

The Glendive District had a limited number of blunt end terminals on the interstate system and has designed these upgrades in with current interstate projects.

The Great Falls District Interstate system was reviewed and no blunt end sections are present that are not already scheduled for replacement on upcoming projects within the next year.

Ready Date

The ready date for this project is September 2003.

REW:SAK:jmn:I:\MSU_Design\41_Engineering\Blunt_End_Guardrail_Projects\Missoula District (D1)\Documents\e457rdsow001.doc

cc: Preconstruction File
B. F. Juvan

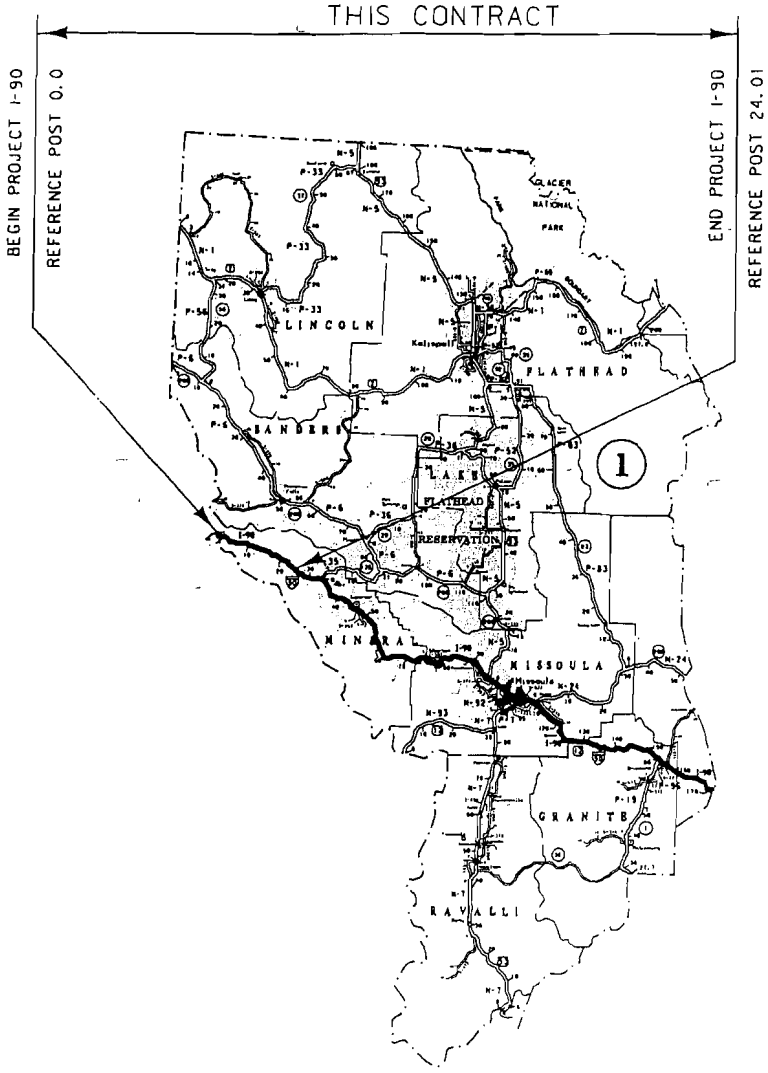
MONTANA DEPARTMENT OF TRANSPORTATI

FEDERAL AID PROJECT IM 0002(392)
D1 – INTERSTATE GUARDRAIL
ROADWAY & ROADSIDE SAFETY IMPROVEMENTS
MISSOULA DISTRICT

LENGTH N/A kilometers

SCALES

N/A



EASTBOUND GUARDRAIL (INCLUDED IN GUARDRAIL SUMMARY FRAME)

REFERENCE POST	STATION		meters				each												cubic meters	tons	REMARKS
			NEW METAL GUARDRAIL		REMOVE GUARDRAIL		REMOVE CONC. MEDIAN RAIL		RESET CONC. MEDIAN RAIL		NEW CONC. MEDIAN RAIL		OPTIONAL TERMINAL SECTION *		BRIDGE APPROACH SECTION TYPE 1		ADDITIONAL REFLECTORS		SHOULDER GRAVEL WIDENING	GRADE C PLANT MIX SURFACING	
	FROM	TO	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT			
0.23	9+89.34	10+12.20						4						1		1			30.4	0.2	
0.35	9+49.71	10+03.05		30.48										1		1			38.6	0.2	
0.35	10+00.00	10+03.05						1													
0.35	10+03.05	10+27.45								8											RESET CONC. MEDIAN RAIL WITH FACE 6.6 m RT. OF E.B. ℄
6.26	9+04.75	10+19.05		99.06		19.05								1					54.8	0.2	
6.26	10+19.05	14+19.10 B.E.																53			
6.26	14+59.33 B.E.	15+77.44																16			
8.20	9+04.75	10+38.10		118.11		38.10								1					24.4	0.2	
8.20	10+38.10	12+09.55																23			
8.40	9+08.56	10+38.10		114.30		38.10								1					58.9	0.2	
8.40	10+38.10	11+18.11																11			
8.64	9+12.37	10+38.10		110.49		38.10								1					23.4	0.2	
8.64	10+38.10	11+60.02																16			
8.83	9+04.75	10+19.05		99.06		19.05								1					22.0	0.2	
8.83	10+19.05	11+60.02																19			
8.95	9+04.75	10+38.10		118.11		38.10								1					24.4	0.2	
8.95	10+38.10	19+52.50																120			
10.55	9+19.99	10+22.86		87.63		22.86								1					20.5	0.2	
10.55	10+22.86	10+72.39 B.E.																7			
10.55	11+41.59 B.E.	17+51.19																80			
11.70	8+93.32	10+22.86		114.30		22.86								1					63.8	9.1	
11.70	10+22.86	21+20.14																144			
14.55	9+96.95	10+76.25							1		25										
14.96	9+58.09	10+22.86		49.53		22.86								1					39.1	3.9	
14.96	10+22.86	11+60.02																18			
15.56	9+54.28	10+30.48		60.96		30.48								1					28.5	4.0	
15.56	10+30.48	13+39.09																41			
15.61	9+35.23	10+15.24	64.77		15.24								1						84.3	6.5	
15.61	10+15.24	10+41.91																4			
17.20	9+23.80	10+19.05		80.01		19.05								1					35.3	6.3	
17.20	10+19.05	19+60.12																124			
20.62	9+42.85	10+19.05		60.96		19.05								1					80.7	5.8	
20.62	10+19.05	15+29.59																67			
SUBTOTAL			64.77	1143.00	15.24	327.66		5	1	8	25		1	14		2		743	629.1	37.4	

WESTBOUND GUARDRAIL (INCLUDED IN GUARDRAIL SUMMARY FRAME)

REFERENCE POST	STATION		meters				each												cubic meters	tons	REMARKS
			NEW METAL GUARDRAIL		REMOVE GUARDRAIL		REMOVE CONC. MEDIAN RAIL		RESET CONC. MEDIAN RAIL		NEW CONC. MEDIAN RAIL		OPTIONAL TERMINAL SECTION *		BRIDGE APPROACH SECTION TYPE 1		ADDITIONAL REFLECTORS		SHOULDER GRAVEL WIDENING	GRADE C PLANT MIX SURFACING	
	FROM	TO	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT			
0.16	9+96.95	10+19.81					1						1		1				30.4	0.2	
10.75	9+27.61 B.E.	9+46.66															3				
10.75	9+46.66	10+95.25	133.35		53.34								1						64.0	0.2	
12.13	6+68.53	9+80.95																41			
12.13	9+80.95	10+87.63		91.44		19.05								1					99.0	8.5	
15.70	9+58.09	9+80.95															3				
15.70	9+80.95	10+49.53	53.34		19.05								1						41.4	4.5	
15.70	9+50.47	9+80.95																4			
15.70	9+80.95	10+57.15		60.96		19.05								1					30.1	4.9	
24.01	9+92.38	10+07.62				7.62								1					28.4	0.2	
SUBTOTAL			186.69	152.40	72.39	45.72	1						3	3	1		6	45	293.3	18.5	