

Lewis & Clark County



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

March 21, 2005

**RECEIVED**

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LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

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Environmental Quality Council  
Legislative Environmental Policy Office  
P.O. Box 201704  
Helena MT 59620-1704

Subject: SFCS 435 - 1(1)0  
Augusta - South  
CN 5804000

This is notification that this proposed project qualifies as a Categorical Exclusion (CE) under the provisions of ARM 18.2.261 for the MONTANA DEPARTMENT OF TRANSPORTATION (MDT). This is being documented in compliance with the *Montana Environmental Policy Act (MEPA)*, see Sections **75-1-103** and **75-1-201, M.C.A.**. A copy of its Scope of Work Report is attached.

The following form provides the documentation required to demonstrate that all of the following conditions are satisfied to categorically exclude this proposed project under the *Montana Environmental Policy Act (MEPA)*, Sections **75-1-103** and **75-1-201, M.C.A.**, as amended.

(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 in accordance with ARM 18.2.239.

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. An <u>Environmental Assessment (EA)</u> , or an <u>Environmental Impact Statement (EIS)</u> is not required for this proposed project as determined under <u>ARM 18.2.237(5)</u> .	<u>X</u>	<input type="checkbox"/>		
2. This proposed project would have (a) significant environmental impact(s) as-defined under <u>ARM 18.2.238</u> and <u>ARM 18.2.237(5)</u> .	<input type="checkbox"/>	<u>X</u>		
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.			<u>X</u>	
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>			<u>X</u>
2. There is a high rate of residential growth in this proposed project's area.			<u>X</u>	

3. There is a high rate of commercial growth in this proposed project's area.
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the 1965 *National Land & Water Conservation Fund Act (16 U.S.C. 460L, et seq.)* on or adjacent to proposed the project area.
- The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under *Section 106* of the *National Historic Preservation Act (16 U.S.C. 470, et seq.)* by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.
7. There are parks, recreation sites, schoolgrounds, wild-life refuges, historic sites, historic bridges, or irrigation that might be considered as defined under ARM 18.2.261(2) (a) on or adjacent to the project area.
- a. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.
- b. This proposed project requires a full (i.e.: DRAFT & FINAL) *Section 4(f)* Evaluation.
- B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters").
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.
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.

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.
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.
- D. There would be substantial changes in access control involved with this proposed project.
- If yes, would they result-in extensive economic and/or social impacts on the affected locations?
- E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:
1. Provisions would be made for access by local traffic, and be posted for-same.
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.
3. Interference to local events( e.g.: festivals) would be minimized to all possible extent.
4. Substantial controversy associated with this pending action would be avoided.
- F. Hazardous wastes /substances, as defined by the 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.
- All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.
- G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction would be met.

- H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.   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
- 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.
- B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

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

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 2000d**).

In accordance with the provisions of ARM 18.2.261, this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, MDT's concurrence is that this proposed project is properly classified as a MEPA Categorical Exclusion.



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

TLH:tgg: S:\PROJECTS\GREAT-FALLS\5804\5804ENCCDM01.DOC

Attachments

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

cc: Michael P. Johnson - District Administrator-Great Falls  
Paul R. Ferry, P.E. - Highway Engineer  
John H. Horton, - Chief, Right-of-Way Bureau  
Suzy Althof – Chief, Contract Plans Bureau  
David W. Jensen – Supervisor, Fiscal Programming Section  
Jean A. Riley, P.E. – Chief, Environmental Services Bureau  
Environmental File



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

**Preliminary Field Review/Scope of Work Report**

SFCS 435-1(1)0  
Augusta-S  
UPN 5804000

**I. INTRODUCTION**

This report was developed from information taken from the preliminary field review conducted on January 25th and 26<sup>th</sup> 2005 with the following personnel in attendance:

**January 25th:**

Steve Prinzing	D.E.S.E.	Great Falls
Leonard Dueck	Road Design	Helena
Jere Stoner	Road Design, Project Manager	Helena
Wayne Effertz	L. & C. Co. Road Supervisor	Helena
Eric Griffin	L. & C. Co. Public Works Dir.	Helena
Ed Shea	Surfacing Design	Helena

**January 26th:**

Mike Langenfus	Road Design	Helena
Leonard Dueck	Road Design	Helena

**II. PROPOSED SCOPE OF WORK**

The proposed project has been nominated as a preventative maintenance overlay. The intent is to overlay the existing roadway with 0.20' of plant mix bituminous surfacing (Grade S), and apply a seal and cover. A 24' overlay was considered; however, due to cost constraints and the fact that the existing surfacing width averages 20' to 22', the overlay will be 22' wide with 4:1 (secondary standard) surfacing in-slopes. The Guidelines for Nomination and Development of Pavement Projects permit a 22' surface width on secondary routes with a current ADT less than 300.

The existing double-shot surface treatment requires that some remedial shoulder work be done before the overlay can be applied. **It is proposed that Lewis and Clark County forces provide the shoulder dressing in preparation for the pre-leveling, overlay, and seal and cover, which will be done under contract.** The County currently maintains this route.

- A. The plans for the proposed project will be in English units. The existing horizontal and vertical alignment will be used throughout the project.
- B. Within the project limits there are two bridges that will be included in the overlay, seal and cover. The existing bridge rail is wood. No accident history

exists with regard to the rail or rail end sections, consequently, funding limitations will preclude upgrade of the bridge rail with this project.

- C. The cost of the proposed project is estimated to be \$945,000. This figure was determined by utilizing calculated quantities and District unit prices. The estimate includes mobilization (10%), traffic control (5%), construction engineering (5%), and contingency (5%). At a 3% rate of inflation, the cost would be \$957,000 at an estimated July 2005 letting date.
- D. The project is being designed in Headquarters and has a ready date of July 2005.

**III. PROJECT LOCATION AND LIMITS**

The project begins in Augusta at RP 0.00, the intersection with P-9 in downtown Augusta. It then proceeds 9.78 miles on secondary route 435 in a southern direction for approximately 9.78 miles, to RP 9.78±.

- A. Begin: RP 0.00 - Section 17, T 20N.,R 6W
- B. End: RP 9.78± - Section 35, T. 19 N., R. 7W

**IV. PHYSICAL CHARACTERISTICS**

The P.T.W. traverses rolling terrain and is classified as a rural major collector. The land adjacent to the project primarily consists of farm and rangeland.

**A. Project History**

- 1. A single as-built project, S 228(2), applies to this project.
- 2. In 1958, the roadway was built with a compacted select borrow base course placed at a depth of 0.85'. The surface consisted of a 0.15' cushion. The top finished width ranged from 44' in Augusta to 28.1' outside of the town area. The driving surface, a bituminous surface treatment (double shot), was applied 26.3' wide; however, all that remains is the 20' to 22' average width in the rural portion. Slopes were built according to the following table:

Fill Slopes	Height of Fill at Slope Stake				
	< 5ft	5 to 10 ft	10 to 15 ft	15 to 20 ft	> 20 ft
Slope Ratio	5:1	3:1	2.5:1	2:1	1.5:1
Back Slopes	Depth of Cut at Slope Stake				
	< 5ft	5 to 10 ft	10 to 15 ft	15 to 20 ft	> 20 ft
Slope Ratio	5:1	4:1	3:1	2:1	1.5:1

**B. Project Connections**

The beginning of the project, (the south end of the intersection of S-435 and Mannix St.), will have a transition to the PTW. Some removal of the existing surfacing will be required. A gravel road connection will be built at the end of the project. Changes in the properties of the PTW throughout the project are as follows:

Station	Surf. Width (ft)	Bit. Surf. Depth	Base Course
0+12.0 (Beg.)	30	0.15±	0.85 ft
14+95±	30	0.15±	0.85 ft
14+95±	26	0.15±	0.85 ft
21+37.2±	26	0.15±	0.85 ft
28+10.1±	22	0.15±	0.85 ft
516+14.1± (End)	22	0.15±	0.85 ft

**C. PvMS Index Numbers & Recommended Treatment for 2004**

- The recommended treatment in the Pavement Analysis Section's 2003 Pavement Conditions/2004 Pavement Treatment Report is AC Thin Overlay for both maintenance and construction activities. The indices and condition levels for the 2003 survey year are given in the following table:

PVMS INDICES	
Ride	60.6 (Fair)
Rut	57.0 (Poor)
Alligator Cracking	94.4 (Good)
Miscellaneous Cracking	81.0 (Good)

**D. Horizontal Alignment**

The existing horizontal alignment is composed of 11 simple curves. All of the horizontal curves exceed design standards at 50 mph minimum design speed. The following table give the properties of the existing horizontal alignment:

Curve	RP (Beg-End)	Degree	Radius (Ft)	Length (Ft)	Design Speed Correlation (mph)
1	1.06 to 1.21	1	5730	793.3	V > 50
2	1.99 to 2.00	1	5730	96.7	V > 50
3	2.50 to 2.65	2	2865	830	V > 50
4	2.95 to 3.08	2	2865	680	V > 50
5	3.26 to 3.41	4	1432	830	V > 50

Curve	RP (Beg-End)	Degree	Radius (Ft)	Length (Ft)	Design Speed Correlation (mph)
6	3.55 to 3.73	2	2865	916.7	V > 50
7	5.59 to 5.74	4	1432	797.2	V > 50
8	6.60 to 6.85	1	5730	1334.5	V > 50
9	7.70 to 8.04	2	2865	1782	V > 50
10	8.52 to 9.08	2	2084	2926	V > 50
11	9.16 to 9.45	2	2865	1541.7	V > 50

**E. Vertical Alignment**

The existing vertical alignment consists of 26 vertical curves. All of the vertical curves provide desirable stopping sight distance for 50 mph.

**F. Bridges**

There are two existing bridges that fall within the limits of this project; they are summarized in the table below:

Structure Number	Feature Crossed	Width (feet)	Length (feet)	Year Built	Structure Status
S00435004+0.2351	Smith Creek	24	76	1958	Timber Structure
S00435006+0.9751	Elk Creek	24	39	1958	Timber Structure

**V. TRAFFIC DATA**

The traffic data as provided by the Traffic Data and Collection Section is as follows:

2004 ADT	140 (Present)
2006 ADT	150 (Letting Date)
2026 ADT	250 (Future)
DHV	30
T	2.9%
ESAL	1.92
AGR	2.6%

**VI. ACCIDENT ANALYSIS**

- A. An accident analysis was completed for S-435, from RP 0.0 to RP 9.8, for the ten-year period from October 10, 1994 through September 30, 2004. Within the analysis, there were seven reported accidents resulting in three injury accidents, which resulted in a total of eight injuries. The following table shows how the data in the study area compared to the statewide averages:

<b>Rate/Index</b>	<b>Statewide Average for Rural State Secondary (1994-2004)</b>	<b>Study Area</b>
All Vehicles Accident Rate:	1.73	1.44
All Vehicles Severity Index:	2.39	2.57
All Vehicle Severity Rate:	4.16	3.70
Truck Accident Rate	0	0
Truck Severity Index	N/A	N/A
Truck Severity Rate	N/A	N/A
Truck Accidents	N/A	N/A
Total Recorded Accidents	N/A	7

**B. Variations from Average Occurrences**

There was insufficient accident history for comparison to statewide average occurrences.

**C. Accident Clusters and Safety Projects**

There were no accident clusters identified and no safety projects within the 10-year study period.

**D. Remarks**

There were three injury accidents of the seven reported accidents on S-435 from RP 0.0 to 9.8 during the 10-year study period. Six of these crashes were single vehicle crashes and the one crash that involved two vehicles was due to the driver hitting a parked vehicle. There was a two-vehicle crash at the intersection with P-9. Both vehicles were turning left but in opposite directions. No injuries were reported for this accident.

**VII. MAJOR DESIGN FEATURES**

**A. Design Speed**

Design speed is not an applicable design criterion since this project is a preventative maintenance overlay.

**B. Horizontal Alignment**

The proposed horizontal alignment will follow the existing alignment.

**C. Vertical Alignment**

The existing vertical alignment meets design standards for secondary roads and will be followed by the current project.

**D. Surfacing Design**

1. Due to the nature of this project, no surfacing design was requested. Some pavement removal will be required on the beginning connection

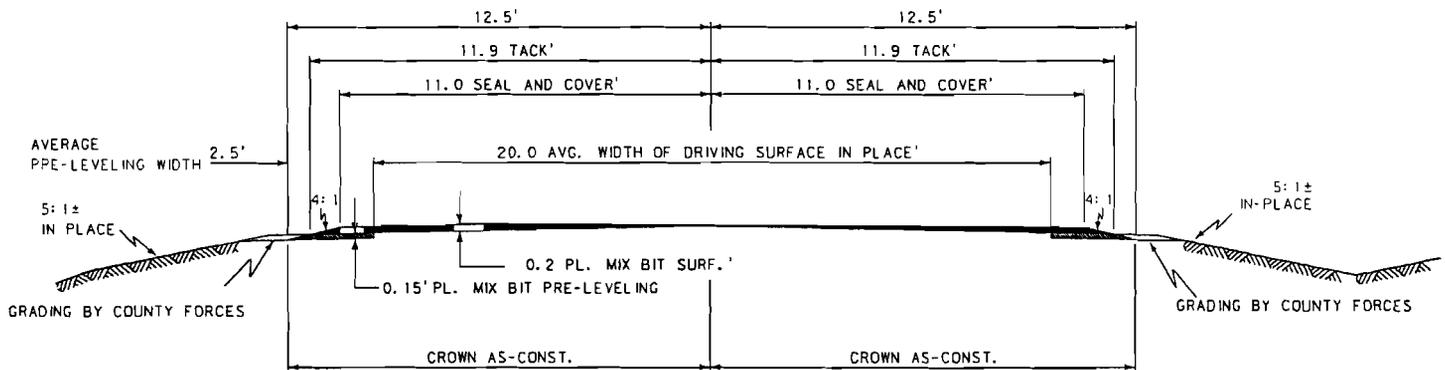
to the P.T.W in Augusta and in the areas of the two bridges. The amount of material to be removed is minimal and shall be disposed of on the shoulders to augment the pre-leveling or to correct surface irregularities.

2. Pre-leveling is to be applied to the shoulders after preparatory grading as shown on the typical section (by county forces). The leveling and approach treatments total about 16% of the plant mix quantity.

**E. Typical Sections**

1. Under this project, the rural typical section will accommodate a 22' wide finished driving surface with 11' driving lanes. A 1.9' wide strip of leveling 0.15± ft. deep will be added to the shoulders of the rural section of the project to provide a platform to accommodate the 0.2' of plant mix surfacing overlay.

STA. 28+10 TO 516+14.1



2. The cut and fill slopes will be “as constructed” (shown in section IV.A.2.)
3. There is no curb and gutter on this project that will be affected by the overlay. In Augusta the measured widths range from 30' to 26' wide from edge to edge of paved surface. These averages will be used in developing the typical sections for the project. The urban plant mix edge sections will have 6:1 in-slopes and intersecting street approaches will be feathered to provide a smooth transition to the PTW as shown below:

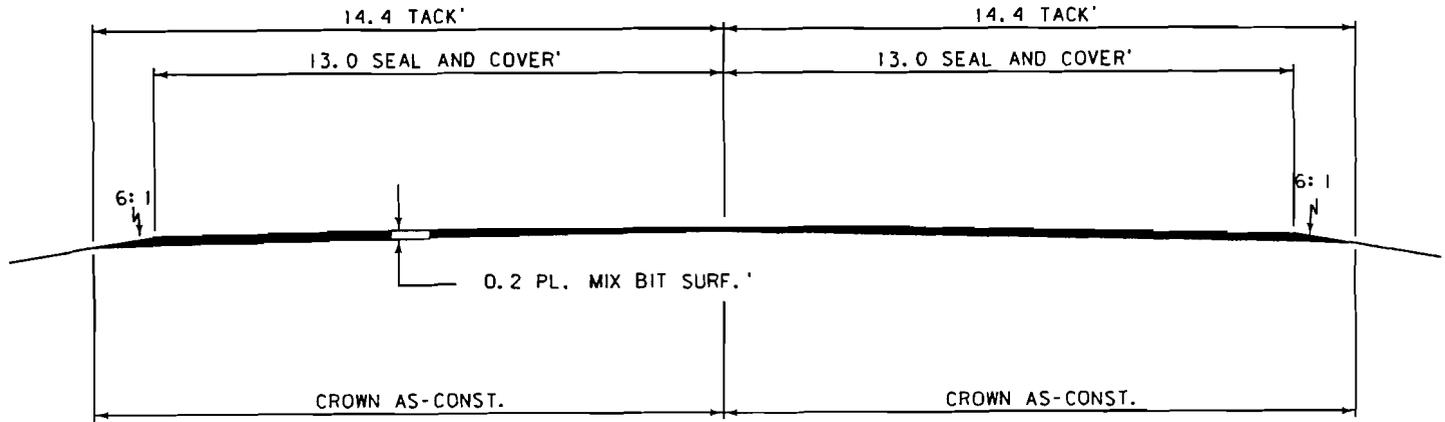
STREET APPROACH 6:1±

## CITY STREET APPROACHES

STA. 14+95 TO 21+37

STA. 21+37 TO 28+10

TRANS TYP NO. 2 TO TYP NO. 3



### F. Geotechnical Considerations

There were no geotechnical issues discovered at the preliminary review.

### G. Grading

1. The project will involve minimal grading, and it is proposed that Lewis and Clark County perform such grading on the shoulders to prepare a foundation for the shoulder treatment.
2. All cut and fill slopes shall be used as is. No slope work is proposed.

### H. Hydraulics

No Hydraulic issues were discussed at the Field Review as the scope precludes any drainage or irrigation work within the project limits.

### I. Bridge

1. The existing bridges are listed in IV.F. The Bridge Bureau has commented that, "Both (bridges) appear to be in good condition. Also, they only have 2-3" of cover currently. Therefore, they should handle an overlay without any problem."
2. We propose to remove the existing bituminous surfacing from the structures, replace it as leveling, and overlay them to affect a smooth transition from the roadway.
3. The existing bridge rail is sub-standard wooden rail; however, due to the limited funding, low traffic volume, and absence of accident history, we will not upgrade the bridge rail with this project.

**J. Traffic and Safety**

New pavement markings will be required. No signing or rumble strips are proposed on this project.

**VIII. DESIGN EXCEPTIONS**

A formal design exception will not be requested. Deviations from standards are identified in this report.

**IX. RIGHT-OF-WAY**

The right-of-way limits are not shown on the as-built plans for the urban area; however, it is assumed that they do not extend into the driving surface. The existing right-of-way in the rural portion is between 50 ft and 90 ft from existing centerline.

No new right-of-way will be required on the project.

**X. UTILITIES/RAILROADS**

- A. Due to the nature of this project, no utility involvement is anticipated.
- B. No railroad crossings occur within the project.

**XI. 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 Report. The Scope of Work will be retained until concurrence is obtained from the Environmental Services Bureau.~~

*This is not eligible for Statewide Pave Pres  
it will be a PLE (d).*

**XII. PUBLIC INVOLVEMENT**

Due to the limited scope of the project, a level "A" public involvement plan should suffice. This will include a news release to the local media.

**XIII. TRAFFIC CONTROL**

Traffic will be maintained throughout project construction through the use of appropriate signing, flagging, lane closures, etc. Local access will be maintained to the maximum extent possible. The MUTCD will be utilized to guide the application of the traffic control plan.

