



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

County GALLATIN

April 14, 2005

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APR 15 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, P.E.
Engineering Bureau Chief
Environmental Services Division

S:\ADMIN\48_GEN_CORRESP\MAILINGS\COOP AGENCY LTR.DOC\BRIDGE_REPLACEMENT_BOZEMAN_CNA871

Attachment



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

March 10, 2005

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APR 08 2005

ENVIRONMENTAL

MASTER FILE COPY

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

Subject: **BRIDGE REPLACEMENT - BOZEMAN
IM 0002(447)
(P.M.S. Control # A871)**

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 modification memo to the previous Preliminary Field Review Report (dated September 21, 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).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<u>X</u>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</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>			

Environmental Services
Phone: (406) 444-7228
Fax: (406) 444-7245

Web Page: www.mdt.state.mt.us
Road Report: (800) 226-7623
TTY: (800) 335-7592

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: 4-6-05
Federal Highway Administration

Attachments

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

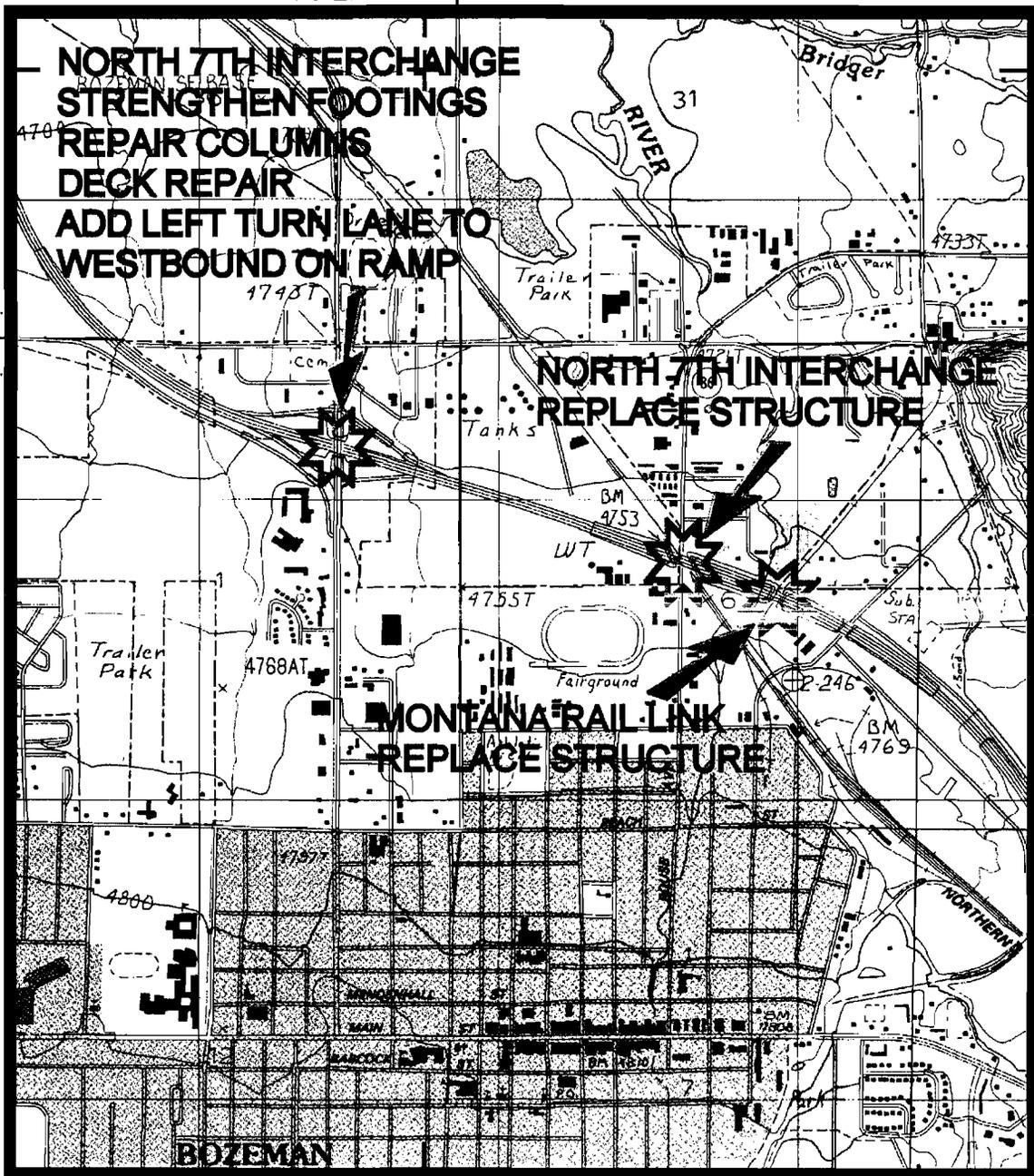
- cc: Jeff Ebert, Butte Administrator - MDT
- Kent Barnes, P.E. – MDT Bridge Engineer
- Paul Ferry, P.E. - MDT Highway Engineer
- John H. Horton - MDT Right-of-Way Bureau Chief
- Suzy Althof - MDT Contract Plans Section Supervisor
- David W. Jensen, Supervisor - MDT Fiscal Programming Section
- Tom Hansen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

IM 0002(447)
BRIDGE REPLACEMENT - BOZEMAN
CONTROL NUMBER: A871

R. 5 E. 111°02'30" R. 6 E.

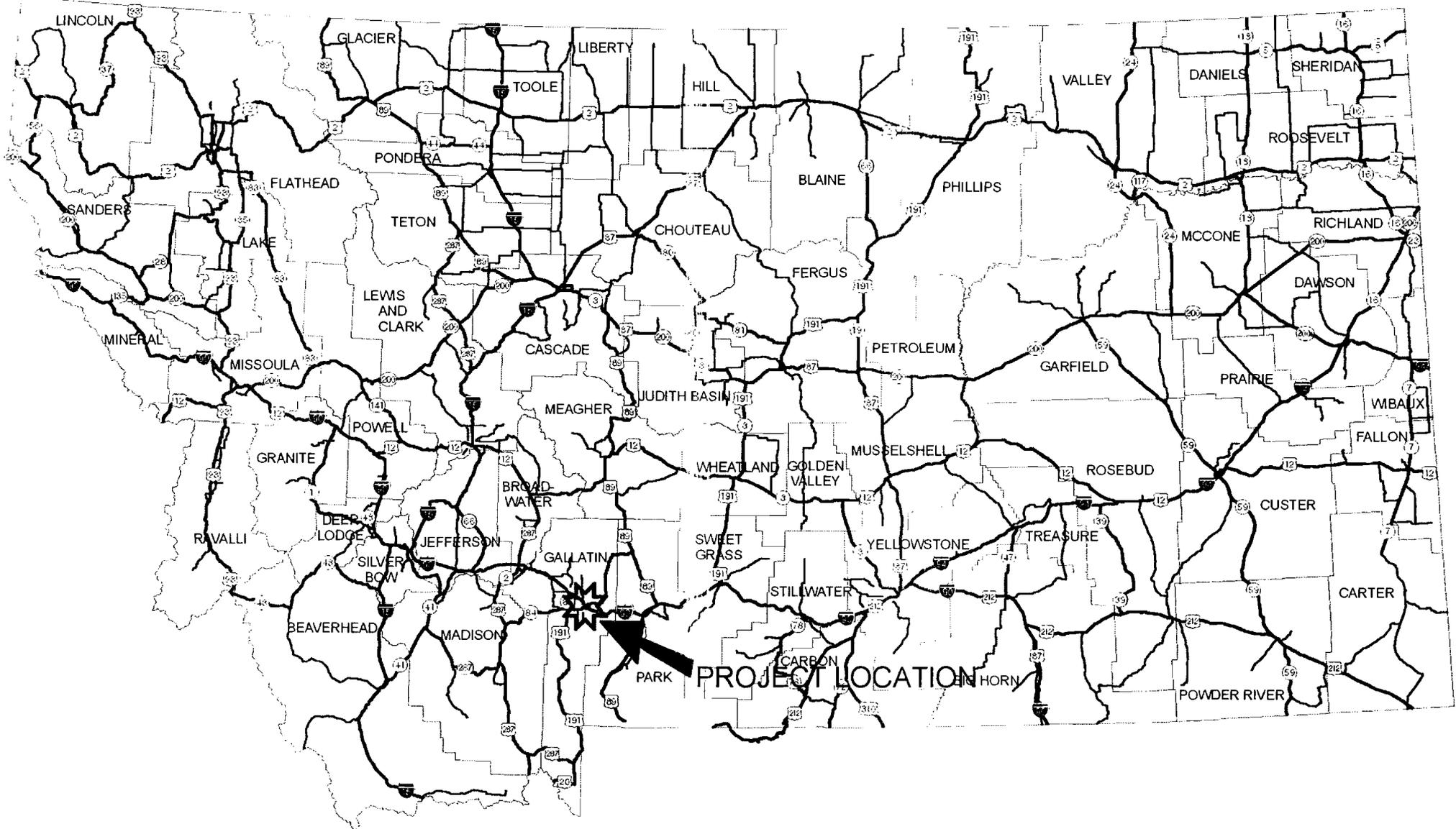
45°42'30"

45°42'30"



R. 5 E. 111°02'30" R. 6 E.

IM 0002(508)
BOZEMAN AREA SEISMIC RETROFIT
BRIDGE REHABILITATION WITH ADDED CAPACITY
CONTROL NUMBER: A871
LOCATION MAP





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

Memorandum

To: David W. Jensen, Supervisor
 Fiscal Programming Section

Through: Kent M. Barnes, P.E.
 Bridge Engineer

From: David F. Johnson, P.E.
 Seismic Engineer

Date: September 21, 2004

Subject: IM 0002(432)
 Bozeman Area Seismic Retrofit
 Control No. 3871

Request approval to modify the work programmed for Project CN 3871 by moving five pairs of Interstate Bridge - Seismic Rehabs from this project to CN A871 as described below.

Background Information

The Bozeman Area Seismic Retrofit project CN 3871 was originally programmed for seismic retrofit and deck rehabilitation of nine dual structures. The project was split to separate the North 7th Interchange (U1207 RP 1.233) and P86 - Montana Rail Link (I-90 RP 307.628) structures from the CN 3871 project. It was decided that these structures would be replaced rather than rehabilitated and were assigned a separate project number (CN A871). Additionally within the limits of the Bozeman Area Seismic project is a Mill and Overlay project CN 3612 – Bozeman Bear Canyon. To reduce public inconvenience and take advantage of traffic control measures and bridge deck rehabilitation common to each project, the Bozeman Area seismic and Bozeman Bear Canyon projects were tied for construction.

Bozeman Area Projects - Type and Limits

CN	Project Number	Project Description	Type Work	Limits I-90 R.P.	
				From	To
3871	IM 0002 (447)	Bozeman Area Seismic	Bridge Deck & Seismic Rehab (7 dual structures)	303.3	313.67
3612	IM 90-6(83)307	Bozeman-Bear Canyon	Mill O'lay	307.25	313.67
4187	IM 90-6(88)313	MRL Overpass, 7K East of Bozeman	Bridge Replacement (dual structure)	313.67	314.24
A871	IM 0002 (447)	Bridge Replacement Bozeman	Bridge Replacement Nth 7 th Inch & Dual structure over P-86 and MRL Mainline	306.6	308.0

CN 3871 Bozeman Area Seismic

New Information

During the preliminary design phase for Project CN A871 it was determined that to meet current sight and stopping distance, the vertical alignment of Interstate 90 would require a significant grade change. This grade change extends beyond the abandoned Montana Rail Link (MRL) spur line at RP 307.843.

The planned seismic retrofit for this structure does not account for future grade change.

Furthermore, MRL is now re-evaluating their need for the spur line and may allow the City of Bozeman to acquire the property. This may lead to removal and/or replacement with shorter bridges.

We are also tying Project CN 4187 – MRL Overpass 7K East of Bozeman to the Project CN’s 3871 and 3612 to give us control managing construction sequencing and traffic control through the Bozeman Interstate corridor.

Recommendations

The tying of these three projects is complicated and requires very thorough review of each project separately and as a total package. Project CN3871 development is behind schedule to meet an October 2004, ready date. Delaying the seismic rehabilitation portion of the work on the structures listed below will allow us to submit the total package of tied projects to contract plans on time. In addition it would not prudent to spend approximately \$900,000 on the MRL – Spur Line structures at this time given the uncertainty of their future need. The following table summarizes the project recommendations for CN 3871.

Structure Identification No.	Feature Crossed	Deck Rehab	Seismic Rehab	Comment
I00090303.588	Valley Center Road Separation	Yes	Delay	Seismic rehab move to A871
I0009307.843	Montana Rail Link -Spur Line	No	No	Replace under A871
I0009308.000	L Street Separation	Yes	Delay	Seismic rehab move to A871
I0009309.059	Montana Rail Link - Main Line	Yes	Yes	*
I0009309.370	East Bozeman Interchange	Yes	Yes	*
I0009310.978	Fort Ellis Road Separation	Yes	Delay	Seismic rehab move to A871
I0009313.447	Bear Canyon Interchange	Yes	Delay	Seismic rehab move to A871

* Planned seismic retrofit requires closing the bridge to reconstruct the abutments. This work would be accomplished more efficiently under the traffic control plan for this project, and allow use of the East Bozeman Interchange during construction of project A871.

David W. Jensen
September 21, 2004
Page 3 of 3

The cost estimates for the two revised projects are:

CN	Project Number	Project Description	Original Cost Estimate	Revised Cost Estimate
3871	IM 0002 (447)	Bozeman Area Seismic	\$5,980,912	\$3,900,000
A871	IM 0002 (447)	Bridge Replacement Bozeman	\$6,259,000	\$8,400,000

CC:

J. Ebert – Butte DA
J. Marshik - Engr Division
P. Ferry - Highways
S. Straehl –Trans Planning
J. Horton -Right-of-Way
J. Walther - Engineering

M. Wissinger - Construction
M. Strizich - Materials
D. Krings - Road Design
J. Riley - Environmental
D. Jensen - Fiscal Program
P. Jomini - Safety

R. Jackson - Geotech
J. Pirre – EISS
W. Scott – Utilities
D. Bolan - Traffic
S. Sillick - Research
A. Woodmansey – FHWA

March 9, 2005

BRIDGE REPLACEMENT - BOZEMAN
IM 0002(447)
CN A871

Proposed Roadway Width Type and Alignment

Horizontal Alignment. The existing alignment will be maintained at the bridges.

Vertical Alignment. A slight raise in the vertical alignment on North 7th Avenue may be required to maintain interstate clearance under the new structure. The crest vertical curve for the structures on I90 over North Rouse / Montana Rail Link Main line and MRL Spur line will be modified to improve sight distance. This grade change extends beyond the abandoned Montana Rail Link (MRL) spur line at RP 307.843.

New Information

The initial planned seismic retrofit for structures I0009307.843 east and west bound (MRL – Spur line) did not account for a grade change. For this reason it was determined that replacement of these structures was more cost effective. MRL has decided it is in their best interest not to abandon this line even though it currently is not being used.

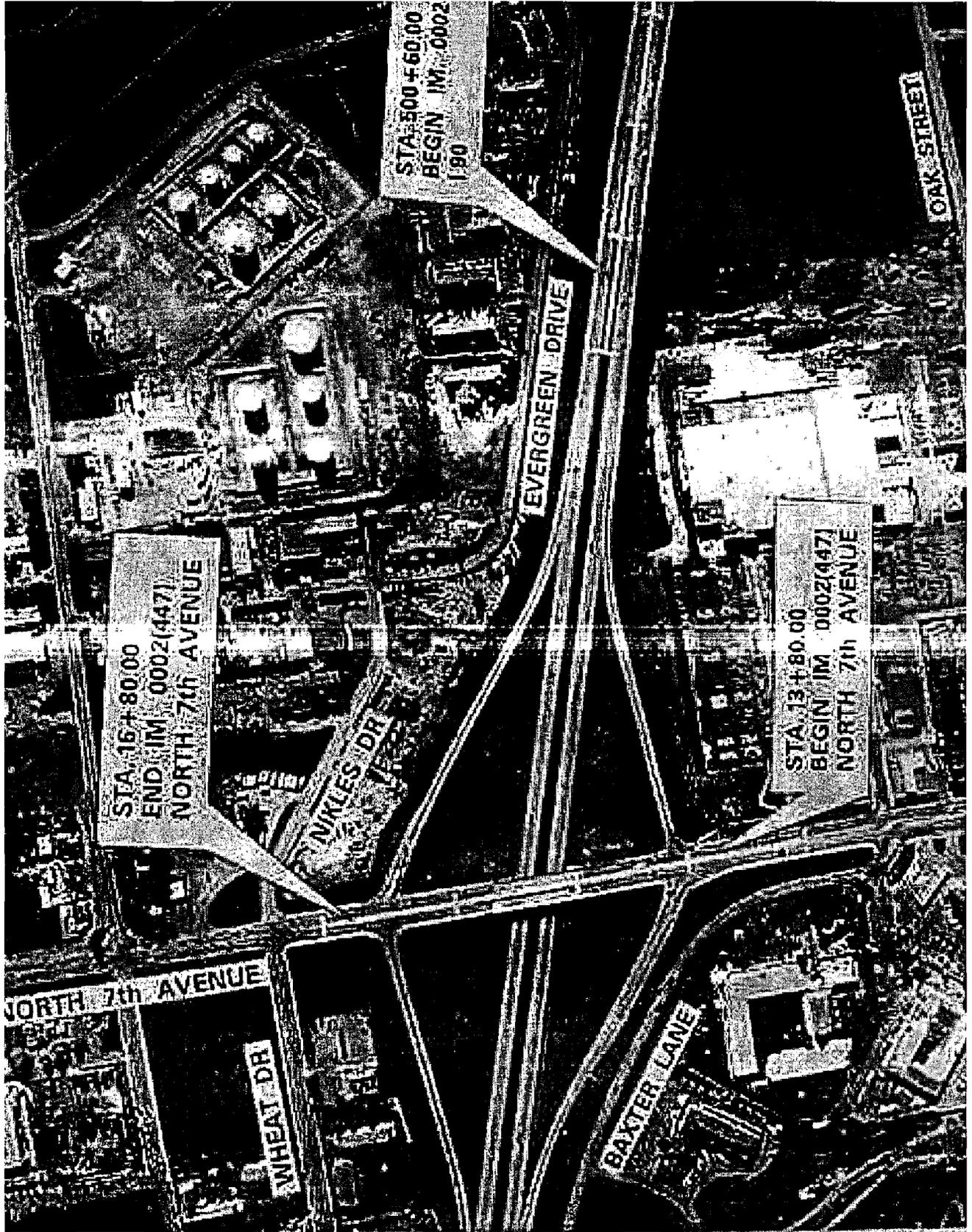
Traffic Section has indicated the need for two left turn lanes off Nth 7th (Bridge Structure # U01207001.233) to access west bound I-90. This would require widening the bridge an additional 4 meters, upgrading the traffic signals and reconstructing the ramp and acceleration lanes on to west bound I-90. We hope we are able to do this within existing MDT R/W.

Issues

The bridge widening would be within MDT right-of-way but are unsure at this time of R/W for the ramps / acceleration lanes, or if funding is available. I think at a minimum we will pursue widening the bridge under this project.

Table of Bridge Information

Project CN: A871			
Structure Identification No.	Location / Feature Crossed	Bridge Work CN A871	Comment
I00090303.588	Valley Center Road Separation	Seismic Rehab	** Environmental Doc for Project CN 3871 originally covered Seismic & Deck rehab. Deck rehab done under Proj CN 3871, Seismic work now to be done under Project CN A871
I0009307.628	Montana Rail Link - Main Line	Replace	
I0009307.843	Montana Rail Link -Spur Line	Replace	Originally proposed Deck and Seismic Rehab under Project CN 3871
I0009308.000	L Street Separation	Seismic Rehab	**
I0009310.978	Fort Ellis Road Separation	Seismic Rehab	**
I0009313.447	Bear Canyon Interchange	Seismic Rehab	**
U01207001.223	West Bozeman Interchange (N 7 th)	Replace	



STA 16+80.00
END IM 0002(447)
NORTH 7th AVENUE

STA 500+60.00
BEGIN IM 0002
190

STA 13+80.00
BEGIN IM 0002(447)
NORTH 7th AVENUE

NORTH 7th AVENUE

WHEAT DR

NIKES DR

EVERGREEN DRIVE

BAXTER LANE

OAK STREET