



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County FERGUS

April 26, 2005

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MAY 02 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\MAINST_1ST_LEWISTOWN_CNC133
Attachment

Ferguson



Montana Department of Transportation

David A. Galt, Director
Judy Martz, Governor

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

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APR 21 2005

ENVIRONMENTAL

MASTER FILE COPY

April 14, 2005

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
2880 Skyway Drive
Helena, MT 59602-1230

Subject: NH-STPP 7199(14)
MAIN ST & 1ST AVE-LEWISTOWN
Control #C133

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 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, M.C.A.**).

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 <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits are required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Engineering Division
TTY: (800) 335-7592
WebPage: www.mdt.mt.gov

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.A. – concluded:)				
3. There is a high rate of commercial growth in this proposed project's area.	—	<u>x</u>	—	—
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	—	<u>x</u>	—	—
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land & Water Conservation Fund Act (16 U.S.C. 460L, et seq.)</i> on or adjacent to the proposed project's area.	—	<u>x</u>	—	—
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).	—	<input type="checkbox"/>	<u>x</u>	—
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 <i>Section 106</i> of the <i>National Historic Preservation Act (16 U.S.C. 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	—	<u>x</u>	—	—
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the <i>1966 U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> on or adjacent to the proposed project's area.	<u>x</u>	—	—	—
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	—	<input type="checkbox"/>	<u>x</u>	—
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<u>x</u>	—	—
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").	—	<u>x</u>	—	—
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 U.S.C. 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 U.S.C. 1251 - 1376)</i> would be met.	—	<input type="checkbox"/>	<u>x</u>	—
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.	—	<input type="checkbox"/>	<u>x</u>	—
3. A 124SPA Stream Protection permit would be obtained from the MDFW&P?	—	<u>x</u>	—	—

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.B. – concluded:)				
4. There is a delineated floodplain in the proposed project's area under FEMA's Floodplain Management criteria.	<u>x</u>	___		
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<u>x</u>	___	
5. Tribal Water Permit would be required.	___	<u>x</u>		
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.	___	<u>x</u>		
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 <i>Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)</i> , this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).	___	<input type="checkbox"/>	<u>x</u>	
C. This is a "Type I" action as defined under <u>23 CFR 772.5(h)</u> , 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.	___	<u>x</u>		
1. If yes, are there potential noise impacts?	___	___	<u>x</u>	
2. A Noise Analysis would be completed.	___	<input type="checkbox"/>	<u>x</u>	
3. There will be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<u>x</u>	<input type="checkbox"/>	___	
D. There would be substantial changes in access control involved with this proposed project.	___	<u>x</u>		
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	___	<u>x</u>	

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3. – continued:)				
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.	<u>x</u>	<input type="checkbox"/>	—	
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<u>x</u>	<input type="checkbox"/>	—	
3. Interference to local events(e.g.: festivals) would be minimized to all possible extent.	<u>x</u>	<input type="checkbox"/>	—	
4. Substantial controversy associated with this pending action would be avoided.	<u>x</u>	<input type="checkbox"/>	—	
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.	<u>x</u>	—		
All reasonable measures will be taken to avoid and/or minimize substantial impacts from same.	<u>x</u>	<input type="checkbox"/>	—	
G. The Montana Pollutant Discharge Elimination System's conditions (<u>ARM 16.20.1314</u>), including temporary erosion control features for construction will be met.	<u>x</u>	<input type="checkbox"/>	—	
H. Permanent desirable vegetation with an approved seeding mixture will be established on exposed areas.	<u>x</u>	—	—	
I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the <i>County Noxious Weed Control Act (7-22-21, M.C.A.)</i> , including directions as-specified by the county(ies) wherein its intended work is to be done.	<u>x</u>	<input type="checkbox"/>	—	
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent-to this proposed project's area.	—	<u>x</u>		
If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)</i> .	—	<input type="checkbox"/>	<u>x</u>	
K. Features for the <i>Americans with Disabilities Act (P.L. 101-336)</i> compliance are included.	<u>x</u>	<input type="checkbox"/>	—	

- | | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</u> |
|--|--------------------------|--------------------------|------------|------------|
| (3. – concluded:) | | | | |
| L. A written Public Involvement Plan has been completed in accordance with MDT's Public Involvement Handbook. | <u>x</u> | <input type="checkbox"/> | | |
| 4. This proposed project complies with the <i>Clean Air Act's Section 176(c) (42 U.S.C. 7521(a))</i> , as amended) under the provisions of <u>40 CFR 81.327</u> as it's either in a Montana air quality: | | | | |
| A. "Unclassifiable"/attainment area. This proposed project is <u>not</u> covered under the EPA's September 15, 1997 Final Rule on air quality conformity. | <u>x</u> | ___ | | |
| 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.). | ___ | <input type="checkbox"/> | | <u>x</u> |
| C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ? | ___ | <u>x</u> | | |
| 5. Federally listed Threatened or Endangered (T/E) Species: | | | | |
| A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity. | ___ | <u>x</u> | | |
| B. Would this proposed project result in a " <u>jeopardy</u> " opinion (under <u>50 CFR 402</u>) from the Fish & Wildlife Service on any Federally listed T/E Species? | <input type="checkbox"/> | <u>x</u> | | ___ |

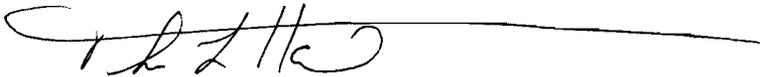
The proposed project will not induce significant land use changes, nor promote unplanned growth. There are no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project does 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).

Janice W. Brown
Page 6
April 14, 2005

NH-STPP 7199(14)
MAIN ST & 1ST AVE-LEWISTOWN
C#C133

In accordance with the provisions of 23 CFR 771.117(a), this pending action will 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: 19 APR 2005
Federal Highway Administration

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

JAR:TLH:asj:  [S:\PROJECTS\BILLINGS\C133\A722\FORMLET.DOC]

Attachments

copies: Bruce H. Barrett, Administrator - MDT Billings District (No 5)
Paul R. Ferry, P.E. - MDT Highways Engineer
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief
D. Suzy Althof, Supervisor - MDT Contract Plans Section
David W. Jensen, Supervisor - MDT Fiscal Programming Section
Jean A. Riley, P.E. - MDT Environmental Services Bureau Chief

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SEP 19 2002
ENTRUSTEE

MASTER FILE
COPY

Montana Department of Transportation
Helena, Montana 59620-1001

Memorandum

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

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

Date: September 11, 2002

Subject: STPP-NH 7199(14)
Main St & 1st Ave - Lewistown
Control No. C133
Work Type: 410 - Traffic Signals & Turn Lanes

We request that you approve the Preliminary Field Review for the subject project.

Approved *Paul Ferry* Date *Sept. 11, 2002*
for Carl S. Peil, P.E.
Preconstruction Engineer

We are requesting comments from the following individuals, who have also received a copy of the Report. We will assume their concurrences if no comments are received by September 25th.

Distribution: (all with attachments)

John Horton	M. A. Wissinger	J. J. Moran
K. M. Barnes	D. W. Jensen	J. A. Walther
P. Saindon	R. E. Williams	K. H. Neumiller
J. P. Kolman	M. A. Goodman	Paul Ferry
R. D. Morgan	D. P. Dusek	Ivan Ulberg
J. D. Blacker	B. A. Larsen	Carol Strizich
S. E. Sternberg	Tom S. Martin	C.S. Peil
B. H. Barrett	W. F. Scott	Sue Sillick
FHWA	P. A. Jomini	B. F. Juvan

Preliminary Field Review Report

Introduction

A preliminary field review was not held for this project. This report is based on the information provided by the Traffic Engineering Report (CN: 4133) distributed May 15, 2000.

Proposed Scope of Work

The proposed project has been nominated to provide the following:

1st Ave. – from Janeaux St. to Kendall Road- The parking lanes will be eliminated on both sides to provide a left turn median consisting of both dedicated left turn bays and two-way left turn lanes.

Intersection of 1st Ave. and Main St.- A new traffic signal will be installed and the 1st Ave. approaches will be restriped to introduce left turn lanes. A 1.2 m (4') medial separator will be designed to line up the left turn lanes on 1st Ave.

The curb radii in the NW quadrant will be enlarged to accommodate a C-70 design vehicle and a new right turn lane. The curb radii in the NE quadrant will be enlarged to accommodate a C-70 design vehicle. In the areas where the curb radii is enlarged, full depth P.C.C.P. will be placed to match existing. ADA upgrades and acquisition of new right-of-way will be required.

Intersection of 1st Ave. and Boulevard St.- The existing boulevard will be modified to provide left turn lanes and a new traffic signal will be installed. Modifications to the existing radii may be required to improve the right turn movements of buses and trucks. Existing cross walks will be perpetuated. ADA upgrades and the acquisition of new right-of-way will be required.

Intersection of 1st Ave. and Kendall Road- The geometrics will be modified to provide 1.2 m (4') medial separator between the WB right and through lanes on 1st Ave. The SB yield control on Kendall Road will be changed to a stop control and the island for the SB right turn lane will be removed. ADA upgrades and the acquisition of new right-of-way will be required for minor improvements to the radii.

Project Location and Limits

The project is located in Fergus County on P-43, US 191. The project is within the city of Lewistown. The functional classification is an urban minor arterial that passes through and serves a commercial area beginning at RP 0.000 and ending at RP 0.312. The project is 0.5 kilometers in length. At RP 0.000, 1st Ave. (P-43) intersects with Main St. (P-57, RP 82.056 to RP 82.081). At the intersection of Kendall Road, P-43 continues north on Kendall Road and 1st Ave. becomes P-75 to the west.

Physical Characteristics

As-Builts- The as-built numbers are U-103(7), F 43-1(4) and STPP 43-1(23)0. This stretch of roadway was originally built under U-103(7) in 1961. In 1990, this project was overlaid under F 43-1(4). Currently, project STPP 43-1(23)0 is being constructed and consists of a mill & fill.

Original Surfacing- The original surfacing consisted of 76.2 mm plant mix. A majority of the base is 152.4 mm concrete on top of 355.6 mm of gravel. There are several sections where the road was widened, and these sections have 533.4 mm of base material. In 1990, this project was overlaid under F 43-1(4). The overlay consisted of 101.6 mm of plant mix tapering down to 76.2 mm at the curb. Currently, project STPP 43-1(23)0 is under construction. The majority of the project has a 50 mm mill and fill. At the intersection of 1st Ave. and Kendall Road, the project has a 100 mm mill and fill.

Typical Section- The roadway has integral curb and gutter, and is 15.24 m (50') from face-of-curb to face-of-curb for the entire length.

Traffic Data

Traffic data is summarized below:

1st Ave. (P-43) RP 0.0 to 0.312

2002	ADT (present) =	7 410
2003	ADT (letting date) =	7 480
2023	ADT (design date) =	9 130
	DHV =	910
	Com. Trks, T =	3.3%
	80 kn ESAL's =	135
	Annual Growth Rate, AGR =	1.0%

Main St. (P-57) RP 82.056 to 82.19

2002	ADT (present) =	10 220
2003	ADT (letting date) =	10 320
2023	ADT (design date) =	12 600
	DHV =	1 260
	Com. Trks, T =	2.0%
	80 kn ESAL's =	150
	Annual Growth Rate, AGR =	1.0%

Accident History

1st Ave. (P-43) RP 0.0 to 0.312- The accident rate on this section of roadway is 5.66 and cannot be compared to the statewide average as it is not available for locations within the city limits. The severity index is 2.07 and the severity rate is 11.72. Fourteen accidents were investigated over the period from 10/1/98 to 9/30/01. Of the fourteen recorded crashes, twelve (85.7%) were coded as "intersection related" by the investigating officer. The statewide average for locations within city limits is 60.6%. There was no concentration of crashes and no apparent trend.

Main St. (P-57) RP 82.056 to 82.19- Accident rate, severity index and severity rate were not provided due to the short length of the study section and the lack of statewide average rates of comparison. Thirty-one accidents were investigated over the period from 10/1/98 to 9/30/01. Of the thirty-one recorded crashes, 25 were at the intersection of Main St. (P-57) and 1st Ave. (P-

43/U-7111), including five of the six recorded truck crashes. Four of the truck crashes involved a turning tractor/trailer striking a fixed object on the northwest or northeast corner. The proposed improved geometrics should alleviate these collisions with fixed objects. The passenger vehicle crashes did not show a trend.

There were two recorded collisions with pedestrians, one at the intersection with 1st Ave. and one at the intersection with Daws St. In both collisions, the pedestrian was in the crosswalk and the driver failed to yield.

The intersection of Main St. (P-57) and 1st Ave. (P-43/U-7111) was reviewed as an accident cluster location in the 1997 Safety Engineering Improvement Program. No feasible countermeasures to address a specific accident trend were identified.

Various intervals of P-57 between RP 81.5 and RP 82.3 have been identified as pedestrian accident cluster locations in the past decade. No feasible countermeasures to address a specific accident trend were identified.

Design Features

Design Speed- The design speed for this project is 60 km/h based on the Geometric Design Criteria for Urban Minor Arterials for a curbed 2-lane road. We anticipate that all geometric features will meet the criteria for the 60 km/h design speed. Features that do not meet the criteria will require a design exception.

Horizontal & Vertical Alignments- The horizontal and vertical alignments will be used as-is. The alignment meets the design criteria for a curbed 2-lane urban principal arterial.

Typical Section- There will be no typical section shown in the plans. Details of the intersections will be included, and in the areas where the curb radii is enlarged, full depth P.C.C.P. or plant mix will be placed to match the existing surfacing.

Geotechnical Considerations- There will be no geotechnical involvement.

Hydraulics- Radius work will require existing storm drain inlets to be relocated.

Bridges- There will be no bridge involvement.

Traffic- The traffic control plan should be reviewed during the project development. All signing, striping, flagging, etc. will be in accordance with MUTCD.

Right of Way

Additional right-of-way will be required for the modifications to the curb radii at the intersections of Main St., Boulevard St. and Kendall Road. The right-of-way bureau will research the existing right-of-way. ADA facilities will be designed to fit within the existing right-of-way if possible.

Utilities/Railroad

There will be utility impacts at the intersections of Main St., Boulevard St. and Kendall Road.

The BNSF railroad borders the north side of the project at Kendall Road. BNSF as abandoned the line north of Kendall Road, and it is anticipated that the railroad tracks will be removed. The railroad right-of-way will need to be researched, and the impacts to said right-of-way will need to be determined.

Environmental Considerations

There will be no adverse environmental impacts with this project. A categorical exclusion will be required.

Survey

Converted as-built stationing will be used on this project. Control and engineering survey will be done with a data collector survey. A cadastral survey will be needed since the project will require right-of-way acquisition. A SUE survey will also be needed for the location of the utilities.

Public Involvement

A news release will be needed. A public informational meeting was conducted during the development of the Traffic Engineering Report. We will continue to be in contact with landowners that will be affected by the proposed project.

No groups having unique needs or specific concerns have been identified.

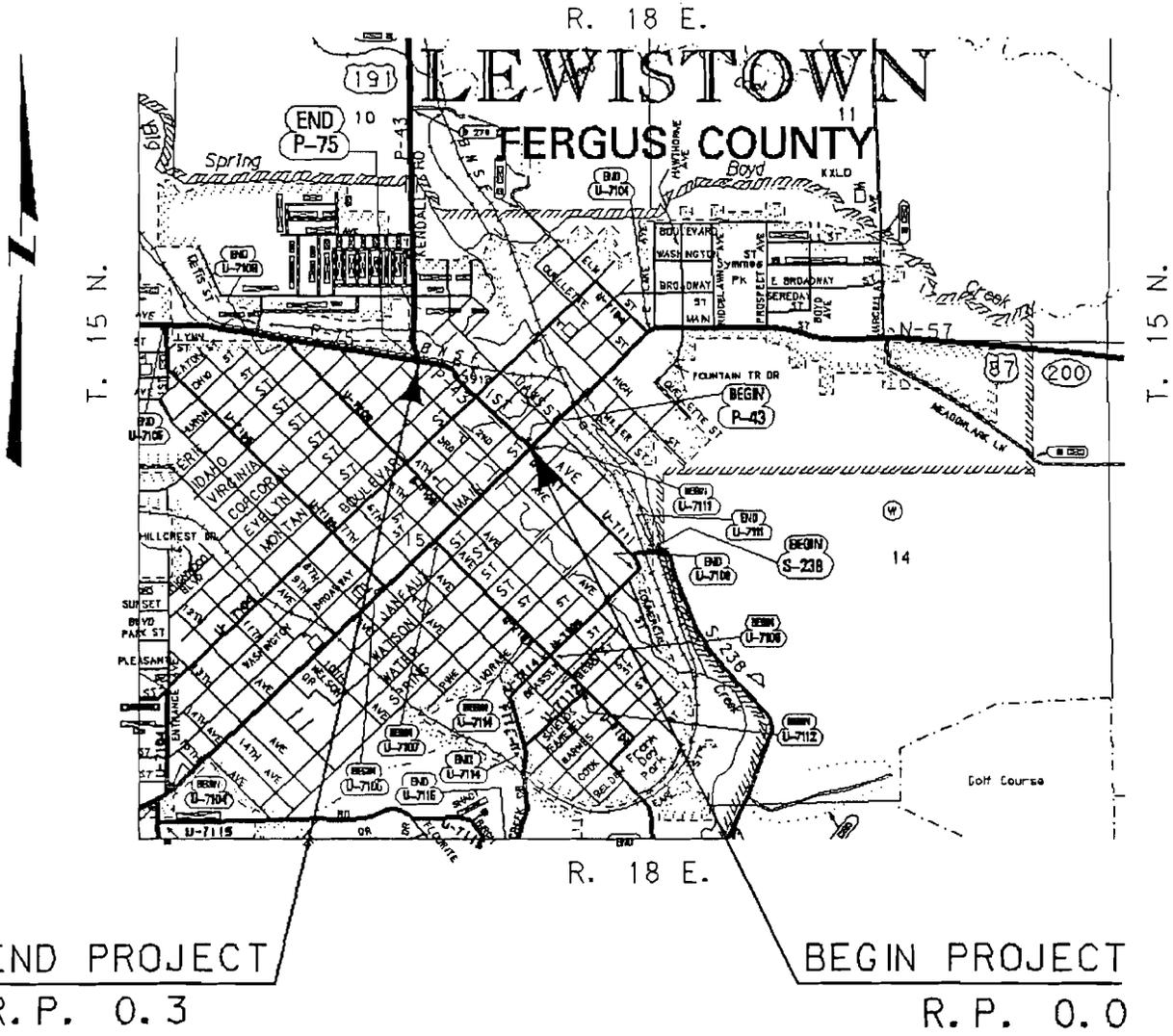
Cost Estimate

The estimated cost for this project is:

CN	\$380,000
CE	<u>\$ 40,000</u>
	\$420,000

Ready Date

A realistic ready date will be determined following the activity override process.



END PROJECT
R.P. 0.3

BEGIN PROJECT
R.P. 0.0

From: Axline, Jon
Sent: Monday, April 04, 2005 8:51 AM
To: Jacobsen, Art
Cc: Hansen, Thomas; Riley, Jean
Subject: NH-STPP 7199(14)/Main St. & 1st Avenue - Lewistown

Art- As you are aware, there is a National Register-eligible building on the southeast corner of Main Street and 1st Avenue on the above project in Lewistown. I've been working with Ryan Dahlke on this project in regards to that building and minimizing any construction activities in its immediate vicinity to avoid impacting the building. Ryan was able to come up with a design that does not impact the building. Based on that and the scope of the project, I determined that since we were not effecting it, that we don't need to take it to SHPO for their comments. The building has already been recorded, so a survey was not necessary for that location.

Jon

LEWISTOWN
NEWS-ARGUS
Lewistown MT 59457
Wed & Sun

NH-STPP 7199(14)
MAIN ST & 1ST AVE L-TOWN
(P.M.S. Control #C133)

SEP 13 2003

Superior Clipping Service

Glendive MT 406-377-6612

88 Main Street and First Avenue rehab project planned

The Montana Department of Transportation is planning to rehabilitate a section of Highway 191 from the intersection of Main Street and First Avenue North to the intersection of First Avenue and Kendall Road in Lewistown.

The project involves adding turn lanes and signals and eliminating parking at various locations throughout the project. Along First Avenue from Janeaux to Kendall Road the parking lanes will be eliminated and a two-way left turn lane will be added.

At the intersection of First Avenue and Main Street a new traffic signal will be installed and a right turn lane added to westbound Main Street. At the intersection of Boulevard Street and First Avenue modifications will be done to provide left turn lanes on Boulevard and a new traffic signal will be installed.

The intersection at Kendall Road and First Avenue will be modified to provide a median separator between the right turn and through lanes on First Avenue. The island for southbound right turn

lane will be removed and traffic controls will be changed from yield to stop for southbound right turns. New right of way will be required.

The Department currently anticipates construction to begin in the 2005 season depending on

completion of design and availability of funds.

For more information on this project contact Bruce Barrett, District Administrator, PO Box 20437, Billings, MT 59104-0437, phone 406-252-4138 or 888-863-8465. For TTY, 800-335-7592.

LEWISTOWN
NEWS-ARGUS
Lewistown MT 59457
Wed & Sun

JUL 10 2004
Superior Clipping Service
Glendive MT 406-377-6612

Highway project looks good for Lewistown

by JIM DULLENTY
News-Argus Staff Writer

Lewistown is set to get just about everything it wants when Highway 87 west of town is reconstructed. But westbound travelers no longer will have an unrestricted route out of town.

Among planned changes are new intersections at the Airport Road and Truck Bypass exits, a bike/hiking path along the entire length of the renovated route, land for an industrial park and a broadened two-lane highway with a center turn-lane and wide shoulders.

The highway department also agreed to drill a well at the industrial park.

Bruce Barrett, a state highway official, said the new highway will replace the existing highway from Airport Road to a point just past the Westernaire Drive-in Theater.

See Highway/Page 7



Bruce Barrett told the Lewistown City Commission \$1.5 million in improvements will be included when Hwy. 87 west of Lewistown is rebuilt. Photo by Jim Dullenty.

STPP-NH 7199(15)
MAIN ST & 1ST AVE - LEWISTOWN
(PPMS-OPX2 Control #133)

Just about the only thing Lewistown will not get, Barrett told the Lewistown City Commission on Tuesday, are water and sewer lines to the property which would be purchased for an industrial park west of the Lewistown Municipal Airport.

The industrial park land would be adjacent to the existing railroad tracks and could be served by the railroad.

Barrett said it would cost \$1.7 million to build water and sewer lines to the site and the highway department does not have the funds. It has set aside \$2 million for improvements associated with the highway project but \$1.5 million is committed to the path, industrial park and other improvements.

Barrett is Billings district administrator for the Montana Department of Transportation. This was one of a series of meetings and hearings on rebuilding Highway 87 he has attended in Lewistown.

What may annoy drivers going west on Highway 87 is the stop they will have to make at the Bypass Highway.

The new route will work like this: Coming into Lewistown from the west there will be a single lane past the Western Aire Drive-in Theater. Barrett refers to this as an "off-ramp" from Highway 87.

Traffic will flow into Lewistown without stopping, as at present. But along that stretch, it will be only a single eastbound lane. The westbound lane will be gone.

Westbound drivers will turn onto a curved road that intersects with the Bypass Highway. Those drivers will have to stop and wait

for traffic to clear before making a sharp left turn to continue going west. They also can turn right to go east on the Bypass Highway.

Westbound traffic no longer will have a through-lane as at present.

Perhaps the most unusual feature of the project will be three underpasses for bike and hiking paths. The underpasses will allow the new path to connect to Lewistown's extensive path and trail system. Barrett thought the underpasses would be eight feet deep and would be a concrete box.

Whatever the depth, he added, the underpasses will meet federal highway standards.

One underpass would be located on Highway 87 where the current railroad overpass is located. The second will be under the connecting road to the Bypass which also crosses the old railroad tracks. The third will connect the new path along Highway 87 to the existing trail system at Airport Road.

Underpasses will go under the highways without raising their grades much.

Location of the Airport Road underpass is to be determined in the final design.

The main feature of the reconstructed three-lane highway will be its width. Barrett said that in addition to the two-way left-turn center lane there will be 10-foot paved shoulders on each side which can be used by bikers and hikers.

Barrett, who said reconstruction is at least three or more years away, noted most of the changes are contingent upon Burlington Northern Santa Fe Railroad abandoning its tracks into Lewistown. If the line remains, the highway department

will have to reconstruct the 1930s-vintage overpass.

City Commissioner Darryl McKenzie, who also is Airport Board chairman, said the Board is surveying the property along the highway right-of-way to determine what property is involved. He said there is 15 feet of space along the highway where the new path could be built.

Since the path would be 8 feet wide, that should be plenty of space, Barrett said.

Mary Jones of Lewistown asked why there is no plan for a frontage road on the north side of the highway. She said a frontage road would provide safer access from businesses on that side of the highway. Barrett said his agency does not think there is enough traffic to warrant a frontage road.

Later Barrett said his department would have to buy considerable right-of-way and there would be an additional environmental impact if a frontage road were built.

"If we cannot defend that, there is no reason to construct it," Barrett said. He added he has not received any other request for a

frontage road.

After commissioners seemed satisfied with the plan, Barrett said his department will begin the final design of the project and when funding is available, the highway rebuilding project will begin.

Barrett noted Congress has not passed a highway bill so states like Montana have no idea how much they will get in federal funds for highway construction in the next few years. The last couple of highway bills were six-year bills but Barrett did not know how long the current bill would last.

Barrett also mentioned another highway project in Lewistown set to begin in March 2005. That involves changes to 1st Avenue North from Main Street to the Four Aces Restaurant.

It's a two-lane street with parking now. After the project is complete, it will be three lanes, with a two-way center turn lane and parking will be eliminated. The intersection at Main Street and 1st Avenue will be re-stripped and a new stop light will be installed at Boulevard Street, Barrett said.