



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

February 9, 2006

Janice W. Brown, Division Administrator
Federal Highway Administration (FHWA)
585 Shepard Way
Helena, MT 59601-9785

MASTER FILE COPY
RECEIVED FEB 10 2006
FHWA MONTANA DIVISION

Subject: STPHS 0002(701)
2002 - D1 - Guardrail
UPN 5359

FEB 16 2006
LEGISLATIVE ENVIRONMENTAL
POLICY OFFICE

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 (November 30, 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).

Table with 4 columns: YES, NO, N/A, UNK. Rows include project impact questions and Right-of-Way requirements with checkboxes and 'X' marks.

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

- | | |
|--|---|
| 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 proposed the project 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, schoolgrounds, wild-life 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 project 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> |

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

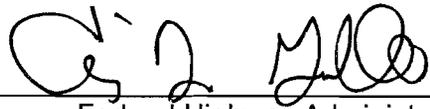
The proposed project would not induce significant land-use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

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

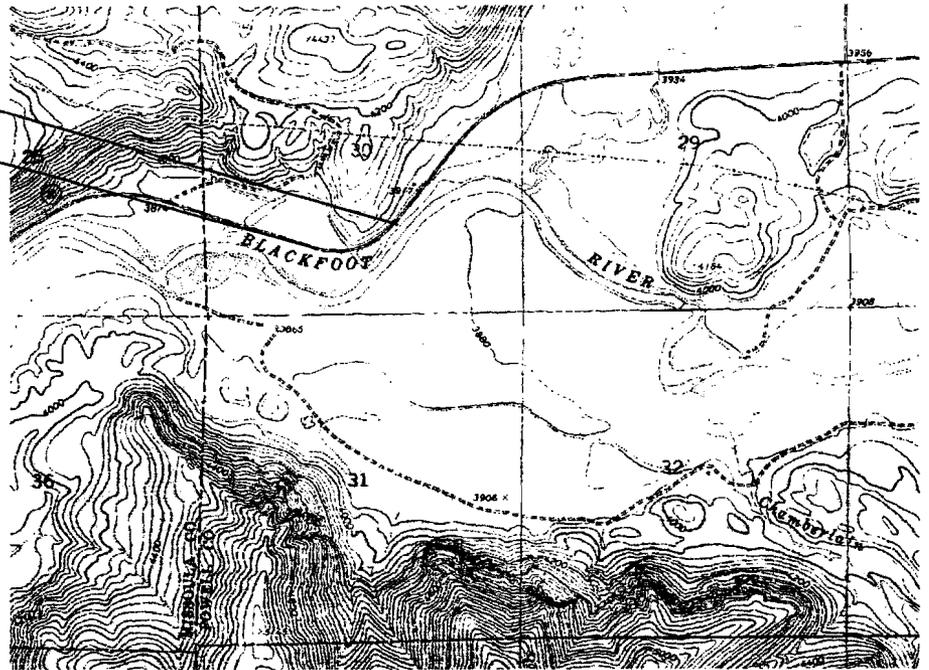
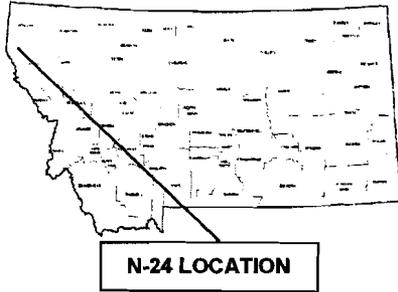
Concur  , Date: 2/13/06
Federal Highway Administration

Attachments

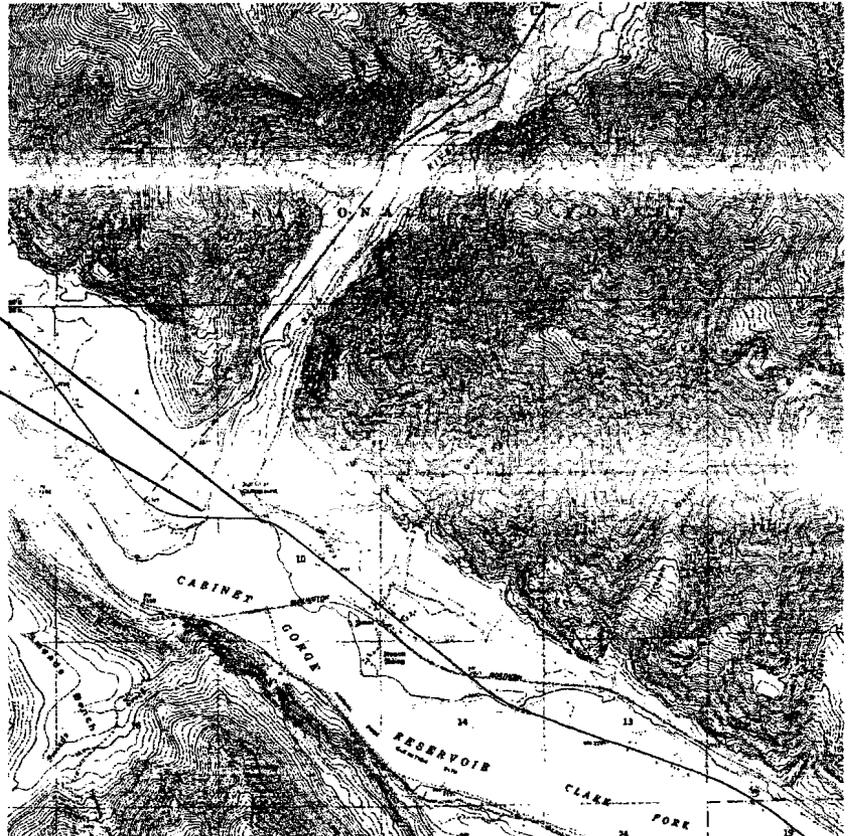
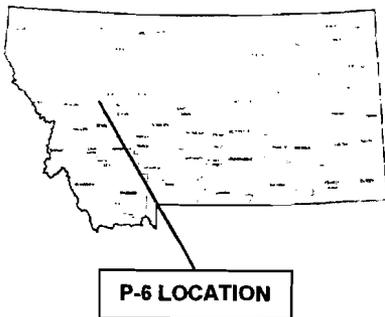
**"ALTERNATIVE ACCESSIBLE FORMATS OF
THIS DOCUMENT WILL BE PROVIDED ON
REQUEST."**

- cc: Dwane Kailey, P. E. - MDT Missoula District Administrator
Paul R. Ferry, P.E. - MDT Highways Engineer
Kent M. Barnes, P.E. - MDT Bridge 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
Adjust this list as necessary

N-24
PROJECT LOCATION
RP 35.7± to RP 36.2±



P-6
PROJECT LOCATION
RP 10.0± to RP 11.4±



MONTANA DEPARTMENT OF TRANSPORTATION

STPHS 0002(701) UPN 5359 - MONTANA 200

2002 - D1 - Guardrail

Two Locations

N-24 - Woodward Quadrangle

Latitude 47°01'22" N; Longitude 113°17'37" W

Section 30, T 15 N, R 13 W

P-6 - Smeads Bench Quadrangle

Latitude 48°01'44" N; Longitude 115°50'44" W

Section 9, 10, T 26 N, R 33 W

September 2005





9c file
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001



2004 DEC - 5 10:34:35

Memorandum

To: Duane E. Williams, P.E.
Traffic and Safety Bureau

From: Ivan B. Ulberg, P.E. *IBU*
Traffic Project Manager
Traffic and Safety Bureau

Date: November 30, 2004

Subject: STPHS 0002(701)
2002 - D1 - Guardrail
CN #5359

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

Approved *D. Williams*
Duane E. Williams, P.E.
Traffic and Safety Bureau

Date *December 3, 2004*

We request comments from the following individuals who have also received a copy of the report. We will assume of their concurrence if no comments are received within two weeks of the above date.

Cc:	D. Kailey, Missoula	S. Keller, Traffic Engineering
	M. Strizich, Materials	B. F. Juvan, EISS
	W. M. Squires, Road Design	S. Rowell, EISS
	Kent Barnes, Bridge	W. F. Scott, Utilities
	J.H. Horton, Right-of-Way	Sandy Stiffler, Safety
	Damian Krings, Road Design Engineer	C. Strizich, Planning
	D. J. Blacker, Maintenance	Alice Flesch, Civil Rights
	S. Strachl, Planning	D. W. Jensen, Fiscal Programming
	J.A. Riley, Environmental	P. Ferry, Highways Engineer
	M. McArthur, Construction	P. A. Jomini, Safety Management
	Dan Hill, Road Design	M. A. Goodman, Hydraulics
	LeRoy Wosoba, Consultant Design	T. Hanek, Safety Engineer
	Shane Black , Design Engineer - Missoula	I.B. Ulberg, Traffic
	Craig Genzlinger, (FHWA - HOP - MT)	Traffic File

Preliminary Field Review Report

I. Introduction

This report has been developed from information discussed at the preliminary field review and from input received since that review. The field review was held on April 16, 2004 with the following personnel in attendance:

Dan Hill	Road Design	Helena
Steven Keller	Traffic	Helena
LeRoy Wosoba	Traffic	Helena
Shane Stack, P.E.	Engineering and Design Manager	Missoula
Tom Hanek	Safety	Helena
Sandie Stiffler	Safety Design Section	Helena
R. J. Snyder	Traffic	Helena

II. Proposed Scope of Work:

This project includes two separate sections of roadway along MT 200 (N-24 & P-6). The proposed scope of work along the section of N-24 is to place 100 ft. of guardrail between RP 35.7+/- to 36.2+/- east of Clearwater Jct. on the inside of the curve. This includes two ET-2000's, embankment widening behind the guardrail, and standard delineation.

The proposed scope of work along the section of P-6 is to upgrade and extend the existing bridge guardrail. The proposed construction will add 2500 ft. of new guardrail to the south side of the roadway and 1700 ft. of new guardrail to the north side of the roadway. This includes two new "Ice on Bridge" signs and standard delineation. The proposed construction will accommodate two river accesses to the east and west of the bridge.

The initial estimated cost provided by the Safety Management Section is \$133,000. This does include C.E. The Benefit-to-Cost ratio for N-24 is 49.57 and the Benefit-to-Cost ratio for P-6 is 9.03. This project will be designed by the Traffic and Safety Bureau.

III. Project Location and Limits:

- A. This safety project is located at two locations along MT 200 (N-24 & P-6). The section along N-24 is located in Powell County and the section along P-6 is located in Sanders County.
- B. The limits of the project along N-24 are from RP 35.7+/- to RP 36.2+/-, The limits of the project along P-6 are from RP 10.0+/- to RP 11.4+/-.
- C. Project sitemaps are attached.

IV. Traffic Data:

The traffic data for this project is as follows:

1. N-24/MT 200 – Beginning at RP 35.7+/- and extending to RP 36.2+/-
2003 ADT = 2370 (Present)
2007 ADT = 2670 (Letting)
2027 ADT = 4820 (Future)
DHV = 630
T = 10.6%
EAL = 182
AGR = 3.0%

2. P-6/MT 200 – Beginning at RP 10.0+/- and extending to RP 11.4+/-
2003 ADT = 1380 (Present)
2007 ADT = 1550 (Letting)
2027 ADT = 2810 (Future)
DHV = 360
T = 10.4%
EAL = 95
AGR = 3.0%

V. Accident History:

1. An accident analysis was completed for MT 200 (N-24) from RP 35.7 to 36.2 for a 10-year period from January 1, 1992 and December 31, 2001. There were 12 total accidents investigated and of those accidents, 6 were determined to be addressable by the addition of guardrail. Five of the 6 accidents occurred during icy conditions. Five of the 6 accidents occurred during the day. Of the 6 addressable accidents, 5 people were injured. The addition of guardrail was determined to have a Benefit to Cost ratio of 49.57 at this location.

2. An accident analysis was completed for MT 200 (P-6) from RP 10.0 to RP 11.4 for a 10-year period from January 1, 1992 and December 31, 2001. There were 22 total accidents investigated and of those accidents, 6 were determined to be addressable by the upgrade and extension of guardrail. Five of the 6 accidents occurred during icy or slushy road conditions. Five of the 6 accidents along P-6 occurred during the day. Of the 6 addressable accidents, 5 injuries and 1 fatality were recorded. The upgrade and extension of guardrail and addition of signs was determined to have a Benefit to Cost ratio of 9.03 at the location.

VI. Existing Physical Characteristics:

A. Terrain

1. N-24 – Terrain between RP 35.7+/- and 36.2+/- along N-24 is rolling. North of N-24, where the proposed guardrail will be installed, is a smooth transition into a fairly deep swale that is lined with trees at the bottom. MT 200 (N-24) is functionally classified as a Principal Arterial – NHS – Non Interstate.
2. P-6 – Terrain between RP 10.0+/- and RP 11.4+/- along P-6 is level. Between RP 10.9+/- and 11.1+/-, the roadway crosses the mouth of the Bull River. MT 200 (P-6) is functionally classified as a Minor Arterial – Non-NHS – Primary.

B. As-Builts

1. N-24 – The earliest as-builts of the said section of N-24 was built in 1989 under F 24 1 28.
2. P-6 – The discussed portion of P-6 was built in 1952 under AR 5018.

C. Typical Sections

1. MT 200 (N-24) is a two-lane highway. The top finished surfaced consists of two 12 ft travel lanes and 4 ft shoulders on both sides of the traveled lanes. The surface is bituminous asphalt. The slope of the embankment is around 3:1 and although it is traversable, there is no recovery at the bottom of the slope.
2. MT 200 (P-6) is a two-lane highway. The top finished surface consists of two 12 ft travel lanes and 2 ft shoulders on both sides of the traveled lanes. The surface is bituminous asphalt.

VII. Major Design Features:

A. Design Speed

1. N-24 traverses rolling terrain as a Rural Principal Arterial – NHS – Non Interstate. Design speed is 65 mph.
2. P-6 traverses level terrain as a Rural Minor Arterial – Non-NHS – Primary. Design speed is 65 mph.

B. Vertical Curve Analysis

1. N-24 – There will be no change in the vertical alignment.
2. P-6 – There will be no change in the vertical alignment.

C. Horizontal Curve Analysis

1. N-24 – There will be no change in the horizontal alignment.

2. P-6 – There will be no change in the horizontal alignment.

D. Typical Section

1. N-24 – There will be no change in the typical section of the paved roadway.
2. P-6 – There will be no change in the typical section of the paved roadway.

E. Geotechnical Considerations/Surfacing Design

1. N-24 – No surfacing will be required.
2. P-6 – No surfacing will be required.

F. Guardrail

1. N-24 – New guardrail will be installed.
2. P-6 – New guardrail will be installed.

G. Bridge

1. N-24 – No bridges will be affected.
2. P-6 – Upgraded bridge guardrail will be installed and the old bridge guardrail will be removed.

H. Hydraulics

1. N-24 – The embankment along this project will be widened, but no major hydraulic issues have been identified.
2. P-6 – There are two river accesses where some minor hydraulic issues may need to be addressed, but no major hydraulic issues have been identified.

I. Traffic

1. N-24 – No traffic studies or signing will be necessary for this project.
2. P-6 – No traffic studies will be necessary for this project. Signing will determine the appropriate location and size of the “Ice on Bridge” signs.

VIII. Right-of-Way:

1. N-24 – No new right-of-way is anticipated.
2. P-6 – No new right-of-way is anticipated.

IX. Utilities:

1. N-24 – No utility involvement is required.
2. P-6 – No utility involvement is required.

X. Railroad:

1. N-24 – There will be no railroad involvement.
2. P-6 – There will be no railroad involvement.

XI. Environmental Considerations:

1. N-24 – No apparent significant environmental impacts or issues were identified. We anticipate that a categorical exclusion will be completed.
2. P-6 – No apparent significant environmental impacts or issues were identified. We anticipate that a categorical exclusion will be completed.

XII. Field Survey Requirements:

1. N-24 – A survey will be requested.
2. P-6 – A survey will be requested.

XIII. Public Hearing:

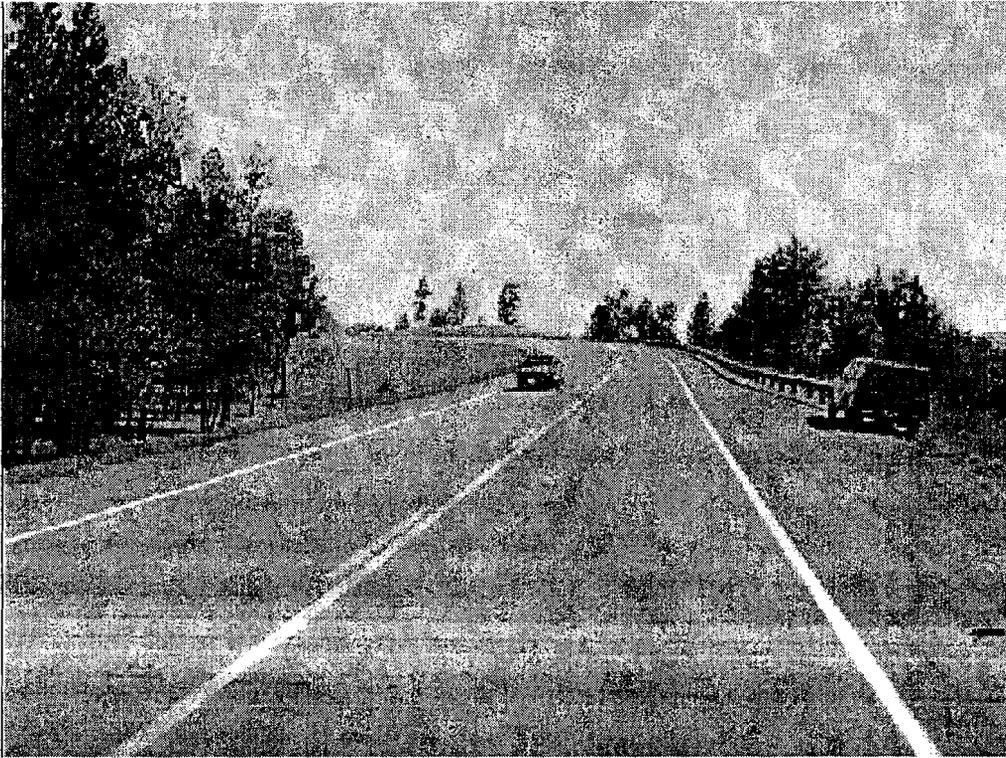
1. N-24 – Level A public involvement is proposed. A news release will be completed for this project.
2. P-6 – Level A public involvement is proposed. A news release will be completed for this project.

XIV. Ready Date:

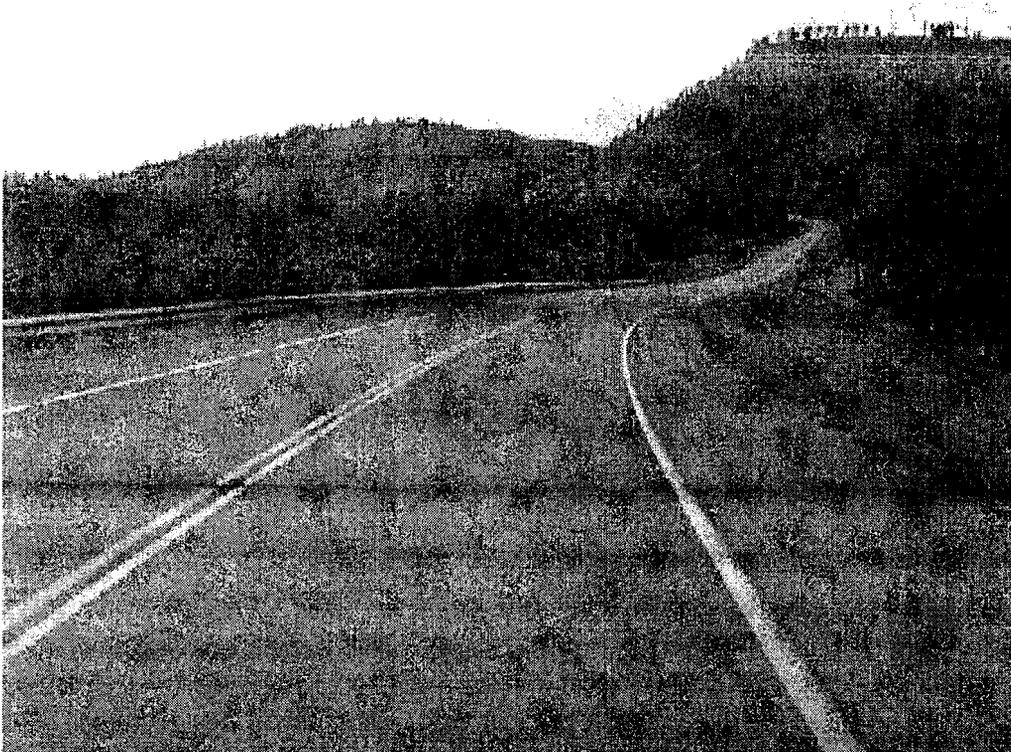
1. N-24 – A tentative ready date of February 2007 has been sent.
2. P-6 – A tentative ready date of February 2007 has been sent.

XV. Traffic Control:

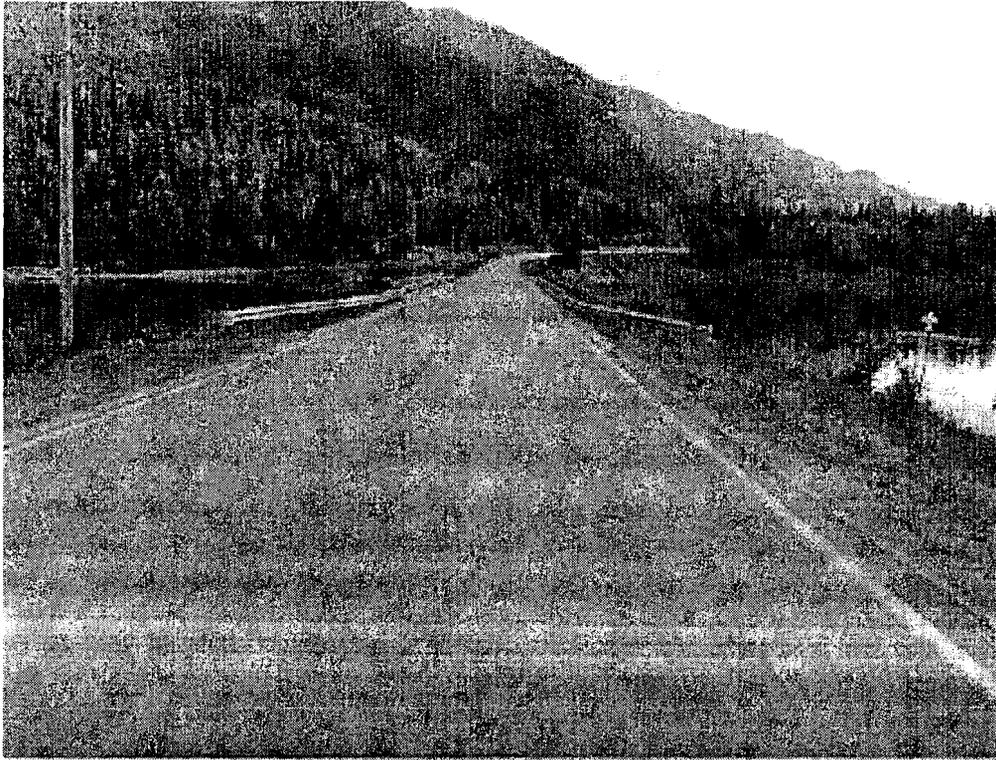
1. N-24 – Traffic will be maintained through out the project construction with appropriate signing, flagging, etc., in accordance with the Manual on Uniform Traffic Control Devices.
2. P-6 – Traffic will be maintained through out the project construction with appropriate signing, flagging, etc., in accordance with the Manual on Uniform Traffic Control Devices.



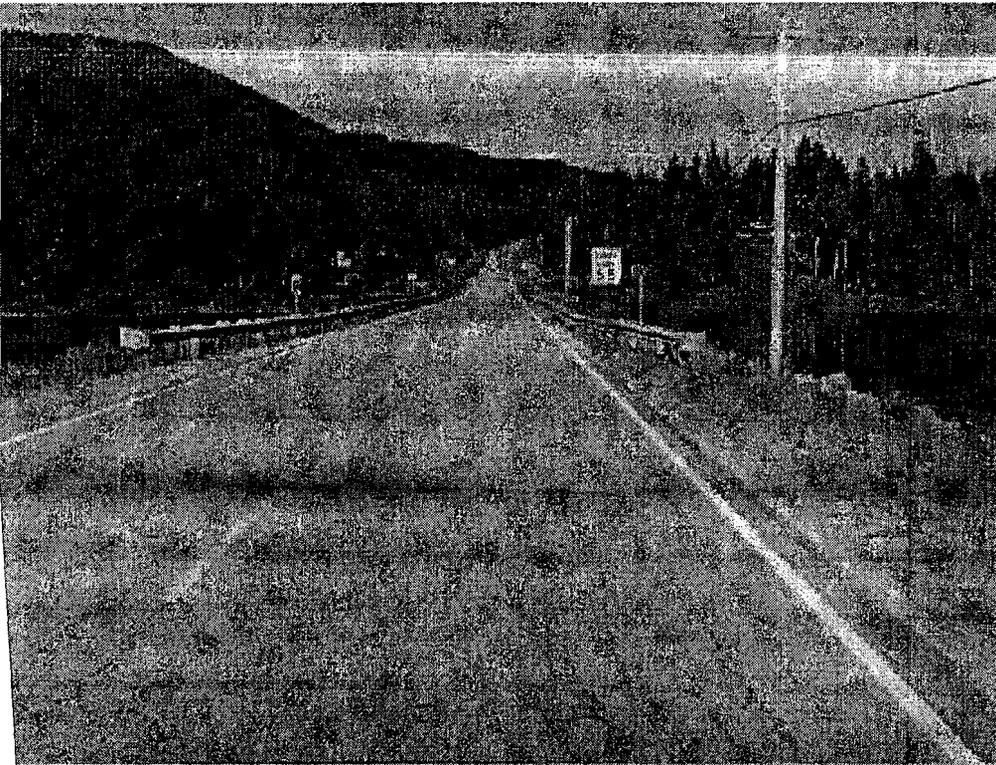
N-24 – RP 35.8 Looking East



N-24 – RP 36.0 Looking West

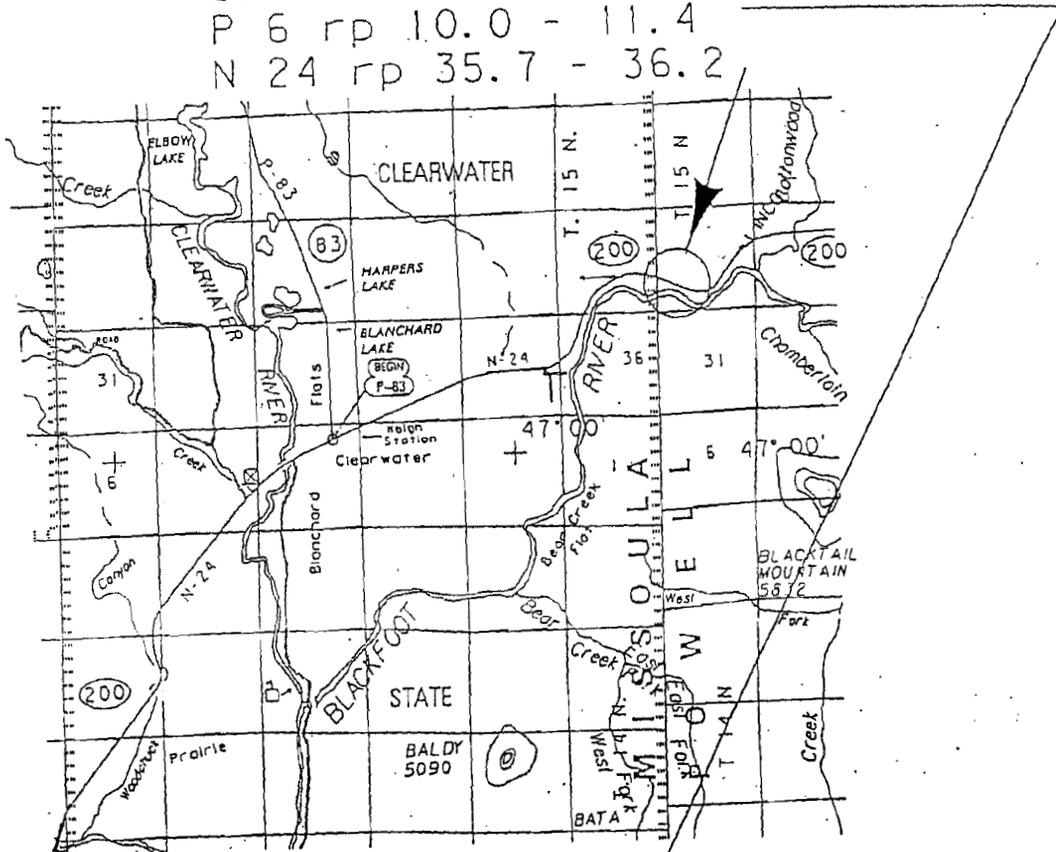


P-6 – RP 11.0 Looking West

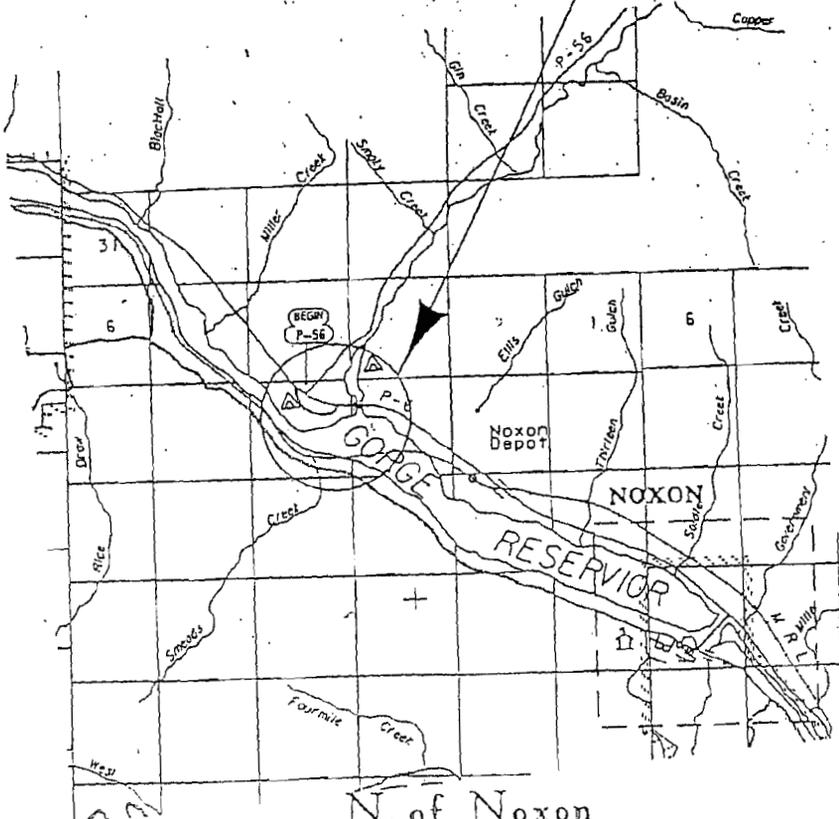


P-6 – RP 11.0 Looking East

STPHS 0002 (701)
 2002 - D1 - GUARDRAIL
 UPN 5359
 P 6 rp 10.0 - 11.4
 N 24 rp 35.7 - 36.2



E. of Clearwater Jct



N. of Noxon