



Montana Department of Transportation

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Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

August 28, 2006

Janice W. Brown
Division Administrator
Federal Highway Administration
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LEGISLATIVE ENVIRONMENTAL
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ENVIRONMENTAL

Subject: HSIP - 50(determined at SOW approval)
Intersec Improv - US191-MT64
CN 2544003

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. A Copy of its PFR/SOW (8/18/06) is attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

This project falls within the project limits for the Environmental Assessment currently underway for the Gallatin Canyon: Slope Flattening/Widening project (STPHS 50-1(14)8, CNA544). The proposed scope of this signal project will not limit or preclude any of the actions being evaluated in the EA.

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 situational requirements with checkboxes.

	YES	NO	N/A	UNK
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the 1965 <i>National Land & Water Conservation Fund Act (16 USC 460L, et seq.)</i> on or adjacent to proposed the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 USC 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 1966 <i>US DEPARTMENT OF TRANSPORTATION Act (49 USC 303)</i> on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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").	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 USC 403)</i> and/or <i>Section 404</i> under <i>33 CFR Parts 320-330</i> of the <i>Clean Water Act (33 USC 1251-1376)</i> would be met.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Notificationi would be obtained from the MDFWP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In accordance with <i>Section 7 of the Wild and Scenic Rivers Act (16 USC 1271 – 1287)</i> , this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. There would be substantial changes in access control involved with this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events(e.g.: festivals) would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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 would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Documentation of an "invasive species" review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-21, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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</i> (7 USC 4201, et seq.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the <i>Clean Air Act's Section 176(c)</i> (42 USC 7521(a) , 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under <u>50 CFR 402</u>) from the Fish & Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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

Memorandum

To Duane E. Williams, P.E.
Traffic and Safety Engineer

From  Roy A. Peterson, P.E.
Traffic Project Engineer
Traffic & Safety Bureau

Date August 18, 2006

Subject HSIP – 50 – (will be determined at SOW approval)
INTERSEC IMPROV-US191-MT64
CN 2544003
Work Type: 310 – Roadway & Roadside Safety Improvements

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Combined Preliminary Field Review/Scope of Work Report

This report for installation of the traffic signal will initiate another phase and accelerate the installation of this traffic signal of the following project:

NH-HSIP 50-1(17)43
SLP FLTN-WID-GALLATIN CANYON
CN 2544001

The reason for accelerating this phase of the above project is

- A traffic study completed on July 14, 2006 recommends the installation of traffic signal control.
- Drivers on US 191 are granting right-of-way to MT-64 traffic and causing disruption for through traffic.
- Large truck traffic on all legs of this intersection is significant and was observed for all turning movements.
- With the expected growth rate of this area, the left turns from MT-64 will continue to increase resulting in longer queues and acceptance of smaller gaps in order to make the movement. This may also increase the crash experience at this location.
- Current and future conditions, with the expected growth, will require exclusive left and right lanes on MT-64

The field review for the subject project was held July 21, 2005 with the following in attendance.

Darcy Odell – Helena Geometrics
Lee Alt – Butte Traffic
Jeff Ebert – Butte DA
Steve Keller – Helena Electrical
Mark Peterson – Butte Maintenance

1. Proposed Scope of Work:

The project is being designed to address safety concerns at the intersection of US 191(N-50, RP 49 734) and MT 64 (X-81064, RP 0) – Big Sky. This project will include the installation of a traffic signal, widening of both MT 64 and US 191 for the addition of turn lanes.

Helena Traffic Section will design the traffic signal for this project.

Butte Maintenance will be widening both MT 64 and US 191 for the addition of turn lanes.

2. Project Location and Limits:

This project is located at the intersection of US 191 (N-50, RP 49.734) and MT 64 (X-81064, RP 0). The project is located within Gallatin County. A map showing the location of this project is attached.

3. Physical Characteristics:

This project is located in mountainous terrain. US 191 is functionally classified as a Principal Arterial (Non-Interstate) and MT-64 is functionally classified as an X-route. US 191 typical section is 28 feet (2-12' lanes, 2' shoulders).

4. Traffic Data:

Not applicable for this project.

5. Crash History:

During the last six years, (2000 – 2005), there were eight crashes recorded as intersection related or in the intersection. Three of the crashes were right angle; four were rear ends and one sideswipe in the opposite direction. Two of the right angle crashes and the single sideswipe opposite direction crash could be

considered to be correctable with installation of traffic signal control at this intersection. Four rear end crashes could be considered correctable with installation of northbound left turn lanes.

6. **Major Design Features:**

- A. Design Speed
The design speed for this location is 50 mph
- B. Horizontal Alignment.
No changes will occur to the horizontal alignment.
- C. Vertical Alignment.
No changes will occur to the vertical alignment.
- D. Typical Sections.
No changes will occur to the typical sections.
- E. Surface Design.
No change in the surface width or depth will occur
- F. Grading.
No grading will be done with this project.
- G. Slope Design.
The slope of the side slopes will not change.
- H. Geotechnical Considerations.
There will be no involvement.
- I. Hydraulics.
There is no hydrology involvement.
- J. Bridge.
There is no bridge involvement.

K. Safety Enhancements.
This traffic signal should address the safety concerns at this intersection

L Traffic.
A traffic signal will be installed at this intersection. This traffic signal should address the operational and safety concerns that currently exist at this intersection.

7. Design Exceptions.
No design exceptions are needed with this project.

8 Right of Way
No new right-of-way is needed with this project.

9 Utilities/Railroads
From field observation, it appears new utilities (possibly fiber optic) have been trenched in at this intersection. The foundations for the traffic signal will avoid these utilities.

There is no railroad involvement.

10. Environmental Considerations
This project is expected to be categorized as programmatic Categorical Exclusion (CE).

11 Traffic Control
Traffic will be maintained throughout the project construction using appropriate signing, flagging, lane closures, etc according to the MUTCD.

12. Public Involvement
This project has been commented on by the public. The comments focused on install this traffic signal as soon as practicable because of the existing conditions present at this location.

13 Cost Estimate
The preliminary cost estimate for only the traffic signal installation is:

	w/o ICAP	w/ICAP (10.7%)
Traffic Signal	\$85,000	
Traffic Control	<u>\$25,000</u>	

Subtotal	\$110,000	
Mobilization (20%)	<u>\$22,000</u>	
Subtotal	\$132,000	
Contingencies(15%)	<u>\$20,000</u>	
Subtotal	\$152,000	
Inflation (3%) (0yr)	<u>\$0</u>	
Total CN	<u>\$152,000</u>	<u>\$168,000</u>
CE (10%)	<u>\$15,000</u>	<u>\$16,500</u>
Total	\$167,000	

14. Ready Date

Not applicable as this project will not be in the OPX2 system and will be let to contract this fall

Duane E. Williams, P.E.

August 18, 2006

Page 6

INTERSEC IMPROV-US191-MT64

UPN #2554 003

