



MONTANA DEPARTMENT OF TRANSPORTATION
PO Box 201001
Helena MT 59620-1001

Memorandum

To: Jake Goettle, P.E.
Value Analysis Engineer
Construction Engineering Services Bureau

From: Eric Thunstrom
Great Falls District Project Development Engineer
Environmental Services Bureau

Date: March 3, 2011

Subject: Categorical Exclusion-MEPA Documentation
SFCN 8-2(84)45
Capitol Interchange Pedestrian Access-Helena
CN: 7557

MASTER FILE
COPY

Project Description and Location: The proposed project is to construct a new shared use path and bridge across Interstate 15 at the Capitol Interchange in Helena. The east end connection of the proposed project is to the existing ten foot wide sidewalk in front of Walmart. The west end connection of the proposed project is to the existing five foot wide sidewalk between Fee Street and Washington Street. See the attached scope of work items and aerial photo.



Extraordinary Circumstance(s) Review required under ARM 18.2.261(2):

Resource	Description of Resources Present in Project Area	Anticipated Impact/Mitigation	Significant? (Yes or No)
Publicly-owned parkland(s), recreation area(s), wildlife or waterfowl refuge(s)	No publicly-owned parklands, recreation areas, or wildlife/waterfowl refuges have been identified in the project area.	No impact.	No
Historic site(s)	No historic sites have been identified in the project area.	No impact.	No
Wetland(s)	No wetlands have been identified in the project area.	No impact.	No
Prime Farmland(s)	No prime farmlands have been identified in the project area.	No impact.	No
Human Environment, including R/W acquisition, relocations, changes in traffic patterns, changes in grade, etc.	No right-of-way acquisition will be required. Construction permits may be necessary. Minor, short-term temporary inconveniences to the traveling public, including occasional increased travel times, detours, and temporary closures are expected.	A traffic control plan will be developed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).	No
Air Quality	Minor, short-term, localized adverse air quality impacts are expected due to fugitive dust emissions from earth moving operations and combustion emissions from construction equipment.	MDT Standard Specifications require that the Contractor comply with applicable state and federal air quality rules.	No
Noise	Construction activities may cause minor, short-term, localized adverse noise impacts due to construction equipment.	MDT Standard Specifications require compliance with applicable laws, regulations, and requirements contained in the contract regarding noise pollution.	No
Water Quality	No water resources have been identified in the project area. This proposed project is located in a Small Municipal Separate Storm Sewer System (MS4) permitted area.	MDT design and construction specifications require temporary water pollution control measures to minimize potential effects of construction activities.	No

Controversy on Environmental Grounds	There is no known controversy on environmental grounds.	No impact.	No
Other: <u>Cumulative</u>	<p>MDT's IM 25(68), I-15 Frontage Road-Helena, CN: 5588002 project is currently under construction and is expected to be completed by July 2011.</p> <p>MDT has the following two proposed projects north of this location in the near future:</p> <p style="text-align: center;">IM-MT 15-4(107)193 Custer Interchange-Helena CN: 5588000</p> <p style="text-align: center;">BR 5801(14) Helena Valley Canal Br-Custer Ave. CN: 7261000</p> <p>The anticipated letting date for the above two projects is August 25, 2011.</p>	No significant cumulative impacts are anticipated since the majority of the impacts are temporary, construction related impacts that will occur at different times.	No

Conclusion

The proposed project does not preclude the development of projects identified in the Final Environmental Impact Statement and Record of Decision for the Interstate 15 Corridor.

No significant extraordinary circumstances were identified with the proposed project. In accordance with ARM 18.2.261(e), this pending action does not individually, collectively or cumulatively require the preparation of an environmental assessment or an environmental impact statement. No further review is required.

MEPA Documentation Prepared By:

Eric Thunstrom Date: 3/3/2011
 Eric Thunstrom
 Environmental Services Bureau
 Great Falls District Project Development Engineer

Heidy Bruner Date: 3/3/11
 Heidy Bruner, P.E.
 Environmental Services Bureau
 Engineering Section Supervisor

electronic copies:

Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Michael P. Johnson	Great Falls District Administrator
Paul Ferry, P.E.	Highways Engineer
Jake Goettle, P.E.	Value Analysis Engineer
Rob Stapley	Right-of-Way Bureau Chief
Dawn Stratton	Fiscal Programming Section
Suzy Price	Contract Plans Bureau Chief
Steve Prinzing, P.E.	Great Falls District Engineering Services Supervisor
Alan Woodmansey, P.E.	FHWA Operations Engineer
Eric Thunstrom	Environmental Services Bureau Project Development Engineer
Montana Legislative Branch Environmental Quality Council (EQC)	

copies:

File	Environmental Services Bureau
------	-------------------------------

CAPITOL INTERCHANGE PEDESTRIAN ACCESS-HELENA

SCOPE OF WORK ITEMS

- East end connection to existing 10' path in front of Walmart
- Crosswalk and ADA ramps at Gibbon St.
- 10' shared use path from Gibbon to crosswalk at Ramp C5
- Path conflicts with Sign Bridge post – path meanders around post – DO NOT relocate post
- 200' retaining wall at Highway Patrol building – 3-10 foot height
- Crosswalk with Hawk Pedestrian Signal across Ramp C5
- Pedestrian actuation buttons on each side of Ramp C5
- 10' path on north side of US 12 to existing widened area from old off ramp – reset guard rail to south – path is behind guard rail
- Include pin down curb in area without guard rail to separate path from mainline traffic
- Flare path to the north to offset pedestrian bridge – offset adequate distance from existing structure to facilitate future replacement of Capitol Interchange bridges
- 300' Pedestrian Bridge – 2 span prefab pony truss or other options
- Flare path to the south to shoulder of US 12
- 10' path to Ramp C3
- Crosswalk and ADA ramps across Ramp C3 and diagonal across US 12
- Median refuge and crosswalk to south side of 11th Ave to accommodate ped/bike traffic in both directions
- Continue 10' path to Washington separated from mainline adjacent to r/w fence
- Include 30" CSP to perpetuate drainage in ditch north of US 12
- Terminate 10' path at Washington
- Construct ADA ramps, crosswalk and sidewalk to connect to existing sidewalk east of Fee
- Provide eastbound access on the north side of 11th ave from Fee to C3/C4 light with 10' path
- West end connection to existing sidewalk east of Fee St.

Utilities

- Pedestrian Bridge will have to be located to avoid existing 20-inch water main.
- Existing utility crossings under proposed path at Highway Patrol property (6" steel gas, FO 2-1900 pr., MDT FO, water).
- Existing utility crossings under proposed path West of C3 Ramp (10-inch San. Swr. 10' deep, 8-inch steel gas 5' deep)

ATTACHMENT C - AERIAL PHOTO

- 5 FOOT SIDEWALK
- CROSSWALK
- 10 FOOT SHARED USE PATH
- 2 SPAN PEDESTRIAN BRIDGE

