



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

Counties CASCADE & LEWIS AND CLARK

April 11, 2005

RECEIVED

APR 12 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\2002\FENCING_NECRAIG_CN5383

Attachment



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

RECEIVED

MAR 31 2005

FHWA
MONTANA DIVISION

March 30, 2005

RECEIVED

APR 08 2005

ENVIRONMENTAL

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

MASTER FILE COPY

Subject: STPHS 15-4(102)240
2002 - Fencing - NE of Craig
CN 5383

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 (PFR) Report (9/2/04), PFR Amendments Report (10/14/04), 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.

| | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</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 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 <i>1966 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 type="checkbox"/> | <input checked="" 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 <u>33 CFR Parts 320-330</u> 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 (EO) #11990, and their proposed mitigation would be coordinated with the Montana Inter-Agency Wetland Group. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. A 124SPA Stream Protection permit 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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"/> |

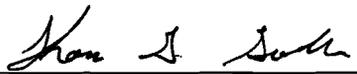
| | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</u> |
|---|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| The designated National Wild & Scenic River systems in Montana are: | | | | |
| a. Middle Fork of 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 , <i>et seq.</i>). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 " <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"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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 (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 USC 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.


_____, Date: 3/30/05
Tom Gocksch P.E. – Environmental Area Engineer
MDT Environmental Services Bureau


_____, Date: 3/30/05
Concur Tom Hansen, P.E. - Engineering Section Supervisor
Environmental Services Bureau


_____, Date: 4/6/05
Concur Federal Highway Administration

TLH:tgg S:\PROJECTS\GREAT-FALLS\5383\5383ENCED001.DOC

Attachments

cc: Michael P. Johnson - District Administrator-Great Falls
Paul R. Ferry, P.E. - 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
Jean A. Riley, P.E., Chief - Environmental Services Bureau
Tom Gocksch P.E. – Environmental Services Bureau
Environmental Quality Council
File

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



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

MASTER FILE

RECEIVE

Return To Bill When "Initials Column" Completed By 9-16-04

SEP 13 2004

ENVIRONMENT

Memorandum

To: Paul R. Ferry, P.E.
 Highways Engineer

From: Damian M. Krings, P.E. *DMK*
 Road Design Engineer

Date: September 2, 2004

Subject: STPHS 15-4(102)240
 2002 - Fencing - NE of Craig
 Control Number: 5383
 Work Type 310 - Roadway and Roadside Safety I

| Comments? | Y | N | Initials/Date |
|------------------------|-------------------------------------|-------------------------------------|--------------------|
| Biological | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <i>Eng 9/15/04</i> |
| Cultural | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <i>Jan 9/13</i> |
| Haz Mat <i>Doug</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <i>DCC 9/14/04</i> |
| Erosion Control | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <i>JA 9/16</i> |

Eng

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

Emailed commu

Approved *Larry Quil* Date 9/3/04
 for Paul R. Ferry, P.E.
 Highways Engineer

We are requesting comments from those on the distribution list. We will assume their concurrences if no comments are received within two weeks of the Engineering Information Services Section release date: _____

DMK:JJS:CM:TD:server:5383RDPFR001.DOC

Distribution: (all with attachment)

- Mick Johnson, G.F. Dist. Admin.
- Duane Williams, Traffic & Safety
- ~~Mark Wissinger, Construction~~
- Bureau Chief, Materials Bureau
- John Horton, Right-of-Way
- Danielle Bolan, Traffic & Safety
- Mark Goodman, Hydraulics
- Pierre Jomini, Safety Management
- Jere Stoner, Road Design
- FHWA (HOP-MT) - Bob Seliskar
- Access Coord., R/W - Access Management
- Highways File

- Jim Walther, Preconstruction
- Kent Barnes, Bridge
- Jean Riley, Environmental
- Sandra Straehl, Planning
- John Blacker, Maintenance
- Bret Boundy, Geotechnical
- Dave Jensen, Fiscal Programming
- Walt Scott, Utilities
- Mac McArthur, Construction Bureau *(2 COPIES)*
- Ben Juvan, EISS
- Drew Livesay, M.C.S.
- Sue Rowell, EISS

L & C Co. Commissioners
 P.O. Box 1724
 Helena, MT. 59624-1724

Cascade Co. Commissioners
 325 2nd Ave N
 Courthouse Annex Rm 111
 Great Falls, MT. 59403

Cory Loecker
 Wildlife Biologist, MFWP
 4600 Giant Springs Road
 Great Falls, MT. 59405



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

Preliminary Field Review Report

STPHS 15-4(102)240
2002 – Fencing - NE of Craig
UPN 5383

I. INTRODUCTION

This report was developed from information taken from two preliminary field reviews. The first review was held on May 12, 2004, with the following personnel in attendance:

| | | |
|------------------------|----------------------------|-------------------|
| Jere Stoner, P.E. | Area Engineer | MDT - Helena |
| Christie McOmber, P.E. | D.E.S.S. (Project Manager) | MDT - Great Falls |
| Danielle Bolan, P.E. | Traffic Engineer | MDT - Helena |
| Jim Cornell | Traffic | MDT - Helena |
| Teresa Davidson | Road Design | MDT - Great Falls |
| Bob Effinger | Environmental | MDT - Helena |
| Sandie Stiffler | Traffic | MDT - Helena |
| Tom Hanek | Safety Management | MDT - Helena |
| Gary Engman | Maintenance | MDT - Great Falls |

A second field review was held on July 15, 2004 at the request of Quentin Kujala, a FWP Biologist, regarding the north side of Interstate 15. The following personnel attended:

| | | |
|------------------------|--------------------------|-------------------|
| Quentin Kujala | Wildlife Mgmt. Biologist | MT - FWP |
| Christie McOmber, P.E. | D.E.S.S. | MDT - Great Falls |
| Tom Hanek | Safety Management | MDT - Helena |
| Dewey Lonnes | Utilities/RR | MDT - Helena |
| Jeff Applin | Utilities/RR | MDT - Helena |
| Rick Rust | Road Design | MDT - Great Falls |
| Teresa Davidson | Road Design | MDT - Great Falls |
| Mike MacDonald | Maintenance | MDT - Great Falls |

II. PROPOSED SCOPE OF WORK

- A. The proposed project has been nominated as a safety project to construct a woven wire deer fence with escape ramps or “deer jump-outs” due to the high number of animal/vehicle collisions. The first field review held in May selected an 8’ (2.4 m) fence. At the second field review, the F.W.P. Wildlife Management Biologist, Quentin Kujala, recommended a 6’ (1.8 m) fence raised 6” to 8” from the ground. Fisherman access gates at the bridge ends have also been proposed due to the

impassability of the new fence.

1. The 6' (1.8 m) fence is the preferred fence height for this project.
 - a) In most instances a 6' (1.8 m) fence will prevent deer from entering the roadway.
 - b) Use of the 6' (1.8 m) fence instead of an 8' (2.4 m) fence would be a cost savings.
 - c) Due to the scenic character of the project, a 6' (1.8 m) fence is more aesthetically pleasing.
 2. The nominated construction cost, including construction engineering, is \$120,000. This estimate will be updated as the design progresses.
 3. The costs could increase depending on:
 - a) The type and height of fence selected.
 - b) The number and type of fishing access gates at the five bridge ends included in the project.
 - c) The number of deer jump-outs selected.
 - d) The type of deer barrier selected for the interchange ramps (i.e., either widening of the existing cattle guards, or, the use of pavement marking tape to simulate a wider cattle guard).
 - (1) Widening the existing cattle guards requires detours to maintain access during construction, which is costly and could require frequent maintenance.
 - (2) If determined to be functional, the use of pavement marking tape is the preferred alternative for this project.
- B. The second field review identified additional concerns. This field review was organized in order to meet with the FWP Wildlife Management Biologist, Quentin Kujala, to determine the locations for the deer "jump-outs", the type of fencing, and, to generally review the project. Quentin's suggestions are as follows:
1. The natural deer travel paths underneath the interstate bridges should be perpetuated and any MDT fence obstructing these paths removed.
 - a) The new deer fence will be tied to the bridge ends. This would allow the deer use of the natural travel paths they are already using underneath the bridges.
 2. If the Dearborn Rest Areas are kept as "green areas", (the lawn watered) jump-outs should be included in the rest area fences as the green grass is an attractant. Otherwise watering the Dearborn Rest Area lawns should be discontinued in late summer.
 3. The existing fence in the median that attaches to the bridge ends should be left as is. "There is a steep grade behind these median fences that deer can

- jump down but not up, creating an escape route.”
4. Place “jump-outs” in fence corners wherever possible, as that is the most likely place for deer seeking an exit to “end up”.
 5. Include more than four jump-outs. Six or possibly eight would be more effective. Review the project after several years to see if the fence is effective as designed and possibly add more or move the “jump-outs”.
 6. In some areas of gentle terrain, a 6’ fence is adequate. A 6’ fence is more likely to please adjacent landowners and can be raised 6” to 8” off the ground to allow small animal movement. Although the industry standard advocates an 8’ fence, the 6’ fence would be a cost savings.
 - a) The rest areas are also of concern pertaining to the fence and people with their pets. If the fence is raised 6” to 8” from the ground, should we put a walk through gate at the rest areas to the adjacent land in order for people to retrieve their wayward pets? It was suggested that the fence in the rest areas be a 6’ fence flush with the ground.
- C. The project begin point was discussed and it was decided that the project should be extended to the bridge end just south of the rock wall. This will eliminate deer accessing the roadway from a steep coulee between the rock wall and the bridge end on the left side of the interstate.
1. This will extend the project approximately 813’ south to tie to the Missouri and B.N.R.R. bridge end.
 2. The fence will tie to the rock wall on both ends of the wall and then tie to the bridge ends.
 - a) Using the wall as a natural barrier will be a cost savings to offset extending the project.
 - b) Tying to the bridge ends will funnel the deer safely under the highway.
- D. No deer jump-outs will be located adjacent to the railroad track.
1. Although this portion of railroad track is not in use at this time, future use is intended.

III. PROJECT LOCATION AND LIMITS

- A. The proposed project is located on Interstate 15 in Cascade and Lewis & Clark Counties, beginning at RP 239.4± (as-built station 1218+01 on I 15-4(33)229) and continuing north 2.5 miles (4.0 km) to RP 241.9± (as-built station 1332+16 on I 15-5(35)230).
1. There is an 1763.74’ equation between project I 15-4(33)229 and project I 15-5(35)230. Station 1200+37.51 on I 15-5(35)230 = Station 1218+01.25

on I 15-4(33)229.

2. The project begins at the bridge crossing the Missouri River and B.N.R.R. bridge end, RP 239.4, includes the Dearborn Interchange which also crosses the Missouri River, a second bridge that crosses the river and ends at a third bridge end, RP 241.9.
 3. According to the 2003 MDT Roadlog, the Lewis & Clark/Cascade County line is at RP 239.959.
 4. This 2.5 mile project is located in T16N, R2W Sections 19, 20 &21.
 5. The project includes the Dearborn Interchange, which allows access to the small community of Dearborn and scattered residences along the Missouri River.
- B. As-built plans were used to determine the Reference Posts for this project, and may not match the image viewer.

IV. PHYSICAL CHARACTERISTICS

- A. The proposed project traverses rolling terrain through rural grazing lands.
1. The project crosses the meanders of the Missouri River, a scenic area with abundant wildlife, primarily mule deer.
 2. The existing roadway is a four lane Interstate separated by an open median. From the beginning of the project to RP 239.75±, concrete barrier rail separates the northbound lanes from the southbound lanes.
 3. The project begins and ends at bridge ends and includes two bridges, the Dearborn Interchange and another structure approximately 0.5 mile north of the Dearborn Int., all crossing the meanders of the Missouri River.
 4. The Dearborn Rest area is located within the project limits.
 5. A B.N.S.F. railroad track runs through the project on the west side of the roadway for a portion of the project.
- B. The section of roadway comprising the project was built in 1968 and 1972 under projects I 15-4(33)229 and I-15-5(35)230, respectively, and improved in 2000 under project IM 15-4(82)229.
- C. **Horizontal alignment:** The existing horizontal alignment meets current design standards. No changes are proposed with this project.
- D. **Vertical alignment:** The existing vertical alignment meets current design standards. No changes are proposed with this project.

V. TRAFFIC DATA

2003 ADT = 3520 (Present)

| | | | |
|-------------|---|-------|----------------|
| 2005 ADT | = | 3720 | (Letting Date) |
| 2025 ADT | = | 6450 | (Design Year) |
| DHV | = | 790 | |
| T | = | 18.4% | |
| EAL | = | 509 | |
| Growth Rate | = | 2.8% | (Annual) |

VI. ACCIDENT ANALYSIS

- A. The accident analysis for this project was taken from January 1, 1994 to December 31, 2003, between reference point 239.800 and 241.700.
1. This section of roadway had 84-recorded crashes between January 1, 1994 and December 31, 2003, 37 of these crashes were vehicle-wild animal collisions with 31 of the 37 crashes occurring under dark not lit conditions.
 2. The average accident rate of 3.79 for this roadway is **above** the statewide average of 1.10 for rural interstate system roads.
 3. The severity index is 1.55, below the statewide average of 2.02.
 4. The severity rate of 5.87 is **above** the statewide average of 2.20.
 5. **Accidents: 84 Total**
 6. **Clusters:**
 - a) In 1995 the section between **RP 239.7 and 240.0** was identified as an accident cluster area, no feasible countermeasures to address a specific crash trend were identified.
 - b) In 2002 the section between **RP 239.8 and 240.8** was identified as an accident cluster area, a recommendation to place a high deer fence from the south end of the rest area to the bridge by reference point 241.8 was made.
 - c) A signing safety improvement project IM 0002(51), UPN 1992, was completed in June 1994. Safety improvements were incorporated in project IM 15-4(79)229 Augusta Interchange-Hardy Creek, UPN 3096.
 7. **Variations From Average Occurrence:**
 - a) 44.0% Wild animal (first harmful event) vs. 18.7% statewide rural Interstate highway system.
 - b) 41.7% Wild animal (most harmful event) vs. 18.5% statewide rural Interstate highway system.
 - c) 67.9% Dry (road condition) vs. 52.8% statewide rural Interstate highway system.
 - d) 52.4% Dark not lighted (light condition) vs. 35.5% statewide rural Interstate highway system.

Remarks: The accident rate for this section is approximately 3.4 times greater than the statewide average for the rural Interstate highway system. The severity rate for this section is approximately 2.7 times greater than the statewide average for the rural Interstate highway system.

This section of roadway had 84-recorded crashes between the dates of 01-01-1994 and 12-31-2003. Thirty-seven crashes were vehicle-wild animal collisions, thirty-one of these crashes occurred under dark not lit conditions. The accident trend in the last ten years has continued to be single vehicle collisions with deer. High fencing in the subject project should reduce the incidence of this type of crash. It is recommended that the Designer check if there are Deer-Xing warning signs on the local roads by the Dearborn Interchange and, if not, add Deer-Xing warning signs as part of this project.

Note that MDT met with Jim Williams of Fish, Wildlife and Parks on February 3, 1999 to discuss the feasibility of a high fence. FWP indicated that they would like the fence only on the west side.

The Great Falls District had indicated that the project IM 15-4(88)240, UPN A320, included a high fence around the Dearborn Rest Area. It is recommended that both projects be coordinated.

VII. MAJOR DESIGN FEATURES

- A. Design Speed is not an applicable design criterion for the given scope of the project. The existing posted speed limit for the interstate is 75 mph.
- B. The proposed project will be designed as a **Safety Project** with a 6' (1.8 m) woven wire deer fence raised approximately six to eight inches from the ground.
 - 1. There will be "jump-outs" built at intervals to allow animals (primarily deer) an escape from the roadway.
 - a) Six to eight jump-outs are proposed.
 - b) The jump-outs will be placed in fence corners at some of the bridge ends and one per rest area.
 - c) The locations of the jump-outs are based on the recommendations of F.W.P. Wildlife Management Biologist, Quentin Kujala.
 - 2. The new fence will replace the existing fencing.
 - a) The existing fence follows the right-of-way.
 - b) The new fence will deviate from the right-of-way at the six bridge ends and at the rock wall on the south end of the project. The fence will tie to the bridge ends, to prevent animals from accessing the roadway.
 - c) The fence will not be raised in the vicinity of the rest areas but will

be constructed flush with the ground to prevent pets from wandering underneath the fence.

3. Fisherman gates are proposed, at several of the bridge ends, where terrain allows, for Public access to the Missouri River.
- C. No changes to the **Horizontal** or **Vertical Alignment** are proposed with this project.
- D. No **Geotechnical** issues were identified at the field review.
- E. No **Hydraulics** issues were identified at the field review.
- F. There are two **Bridges** within the proposed project limits. The project begins at **RP 239.4**, the north end of a structure over the Missouri River and the B.N.R.R. The first bridge within the project limits is the Dearborn Interchange the next structure is located approximately 0.5 miles north and the project ends at the bridge end of the fourth structure, **RP 241.9**. All four bridges cross the Missouri River
- G. **Traffic:** The level of traffic involvement will be determined as the design progresses, although no interruption of traffic flow on I-15 is planned during project construction.

VIII. DESIGN EXCEPTIONS

A formal request for exceptions to design standards is not anticipated at this time.

IX. RIGHT-OF-WAY

- A. Existing right-of-way width varies from 100' to 800' (30.5 m to 243.8 m) from centerline. No new right-of-way will be required by the proposed design.
- B. Interstate 15 is a full access controlled facility.
 1. We propose to perpetuate existing accesses with the fencing on the project. This includes a locked gate for emergency vehicles located on the east side of the interstate at RP 240.65+/-
 2. It was mentioned at the PFR that the local voluntary fire department requested an access at the Dearborn Rest Area. A determination needs to be made if this is feasible.
- C. Construction permits may be required in some areas to construct the fence and/or deer "jump-outs".

X. UTILITIES/RAILROADS

- A. An underground telephone line was observed at the review that follows the project on the left (west). An overhead power line follows the project on the right. An overhead transmission line crosses the project in the first horizontal

curve.

1. Utility locates will be required throughout the project before the start of any construction activities.
 - a) Although not many conflicts are anticipated, coordination will be required between Road Design, Utilities, and Construction once plans are available, to determine if adjustments will be necessary to avoid any underground utilities.
 - b) No preliminary survey is planned for this project. This eliminates the option of ordering a S.U.E. survey.
 - c) The project will be developed completely from as-built plans and site visits.
- B. A Burlington Northern Railroad track is located on the west side of the southbound lanes and runs parallel for a portion of the project at the north end.
 1. There are currently two parallel fences along this segment, which are spaced about one foot apart. One is likely on the RR property and the other is the fence that was constructed with the Interstate.
 - a) We propose to remove both fences and replace with a single deer fence.
 - b) Early coordination will be necessary to determine what agreements, if any, will be necessary from the railroad to perform this work.
 2. It is proposed that no deer "jump-outs" be located in the fence adjacent to the railroad tracks.

XI. ENVIRONMENTAL CONSIDERATIONS

- A. An appropriate environmental evaluation and document will be prepared for this project by Environmental Services.
- B. Close adherence to guidelines put forth by Environmental Services for the abatement of erosion and water, air and noise pollution will be called for in the project plans.

XII. SURVEY REQUIREMENTS

- A. No survey is required at this time as the new fence will follow the existing right-of-way fence and the project can be designed from the as-built plans and site visits.

XIII. PUBLIC INVOLVEMENT

- A. The public involvement plan for the proposed project will include:
 1. A news release for the local media describing the proposed scope of work

- and need for the project.
 2. Personal contacts with government agencies having interest in the project.
 3. Personal contacts with adjacent landowners explaining the design of the project and work to be performed.
- B. The public involvement plan may be adjusted if controversial issues are identified.

XIV. TRAFFIC CONTROL

- A. Local access will be maintained to the maximum extent possible.
- B. Depending on the installation requirements for the selected deer barrier at the cattle guards, the MUTCD will be utilized to guide the application of all traffic control items, as necessary.
- C. At this time, no interruption of traffic flow on I-15 is planned during project construction.

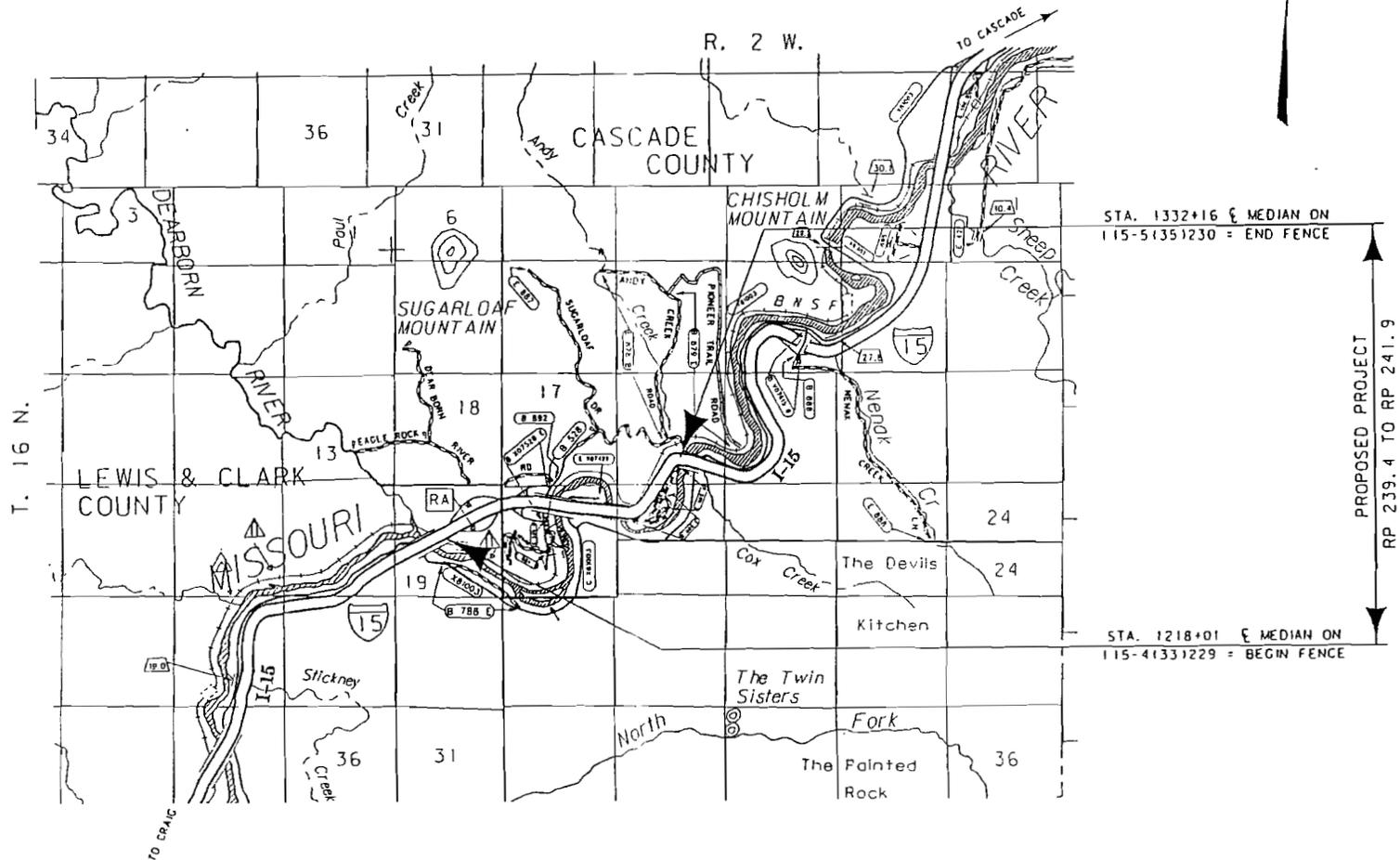
FEDERAL AID PROJECT NO. STPHS 15-4(102)240

WORK TYPE 310: ROADWAY & ROADSIDE SAFETY IMPROVEMENTS

2002 - FENCING - NE OF CRAIG

LEWIS & CLARK / CASCADE COUNTY

UPN 5383





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

7043
 MASTER FILE
 COPY

RECEIVED

OCT 18 2004

ENVIRONMENTAL

Memorandum

To: Paul R. Ferry, P.E.
 Highways Engineer

From: Damian M. Krings, P.E. *DMK*
 Road Design Engineer

Date: October 14, 2004

Subject: STPHS 15-4(102)239
 2002 - Fencing - NE of Craig
 Control Number: 5383
 Work Type 310 - Roadway and Roadside Safety Improvements

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

Approved *Paul R. Ferry* Date 10/15/04
 for Paul R. Ferry, P.E.
 Highways Engineer

DMK:JJS:CM:TD:server:5383RDPFR002.DOC

Distribution: (all with attachment)

Mick Johnson, G.F. Dist. Admin.
 Duane Williams, Traffic & Safety
 Mac McArthur, Construction Bureau (2 copies)
 Matt Strizich, Materials Bureau
 John Horton, Right-of-Way
 Danielle Bolan, Traffic & Safety
 Mark Goodman, Hydraulics
 Pierre Jomini, Safety Management
 Jere Stoner, Road Design
 FHWA (HOP-MT) - Bob Seliskar
 Access Coord., R/W - Access Management
 Highways File

Jim Walther, Preconstruction
 Kent Barnes, Bridge
 ✓ Jean Riley, Environmental
 Sandra Straehl, Planning
 John Blacker, Maintenance
 Bret Boundy, Geotechnical
 Dave Jensen, Fiscal Programming
 Walt Scott, Utilities
 Ben Juvan, EISS
 Drew Livesay, M.C.S.
 Sue Rowell, EISS

L & C Co. Commissioners
 P.O. Box 1724
 Helena, MT. 59624-1724

Cascade Co. Commissioners
 325 2nd Ave N
 Courthouse Annex Rm 111
 Great Falls, MT. 59403

Cory Loecker
 Wildlife Biologist, MFWP
 4600 Giant Springs Road
 Great Falls, MT. 59405

Quentin Kujala
 Wildlife Biologist, MFWP
 P. O. Box 488,
 Fairfield, MT. 59436

Preliminary Field Review Report Amendments

STPHS 15-4(102)239
2002 – Fencing - NE of Craig
UPN 5383

I. PROPOSED SCOPE OF WORK AMENDMENTS

- A. The proposed project has been nominated as a safety project to construct a woven wire deer fence with escape ramps or “deer jump-outs” due to the high number of animal/vehicle collisions. The following changes are proposed for this project from the original Preliminary Field Review and are compiled from comments received. All other items in the original Preliminary Field Review will remain the same.
1. The 8’ (2.4 m) fence is the preferred fence height for this project. The fence will be constructed flush with the ground.
 - a) The Environmental Bureau recommends a minimum fence height of 7’ (2.1 m) although an 8’ (2.4 m) fence is preferable.
 - b) Bob Effinger, Biologist for MDT, requested the fence be constructed flush with the ground as deer have been known to crawl under fences with small gaps left in the bottom.
 - c) Building the fence flush with the ground will eliminate the problem of wayward pets in the rest areas.
 2. All fisherman access gates have been eliminated.
 - a) The interstate is a controlled access roadway.
 - b) A frontage road runs through the project and along with the Dearborn Interchange, allows plenty of safe access to the Missouri River.
 - c) Dave Kelly, Chief of Maintenance for the Great Falls district, requested the fishing access gates be eliminated.
 3. The 2 - 8’ X 24’ (2.4 m X 7.3 m) cattle guards at the Dearborn Interchange will be widened by the addition of another 8’ X 24’ (2.4 m X 7.3 m) cattle guard constructed flush with the existing cattle guard.
 - a) All research done in the early design phase by Bob Effinger, Biologist for MDT and the designer, Teresa Davidson, clearly states that at least 15’ (4.6 m) of cattle guard or grating is needed to keep deer from jumping over.
 - b) Gerald Brown, of the Engineering Oversight Bureau, has stated that the cattle guards can be constructed 12’ (3.6 m) at a time. This will allow access and eliminate the need for a costly detour. Flagmen will be needed for traffic control during installation of the cattle guards.
 - c) Paint striping and/or raised reflective tape has not been proven effective in keeping deer or livestock from accessing the roadway.