



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

County PRAIRIE

April 28, 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\CULVERT_REPAIRS_4MIEAST_FALLON_CN 5958

Attachment



Montana Department of Transportation

Jim Lynch, Director
Brian Schweitzer, Governor

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PO Box 201001
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ENVIRONMENTAL

MASTER FILE
COPY

FHWA
MONTANA DIVISION

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

Subject: Project Number IM 94-5(33) 189
Project Name - Culvert Repairs - 4 Miles E. of Fallon
Control Number: 5958

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 (PFR) 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).

		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"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	This proposed project involves one (or more) of the following situations where:				
A.	Right-of-Way, easements, and/or construction permits would be required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

		<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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"/>
3.	There is a high rate of commercial growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 this would affect 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 water body(ies) considered as "waters of the United States" or similar (e.g.: "state waters").	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	A 124SPA Stream Protection permit would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>
	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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c.	South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	In accordance with <i>Section 7</i> of the <i>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"/>

		YES	NO	N/A	UNK
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 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 it.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Interference to local events(e.g.: festivals) would be minimized to all possible extent.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
	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 (ARM 16.20.1314), 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 County Noxious Weed Control Act (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"/>

		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.	<input type="checkbox"/>	<input checked="" 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 (7 USC 4201, et seq.)</i> .	<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) (42 USC 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	and/or				
B.	"Non attainment" 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 type="checkbox"/>	<input checked="" 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"/>

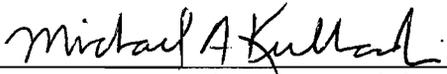
The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

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: 4/27/05'
Thomas L. Hansen, P.E.
MDT Environmental Services
Glendive District

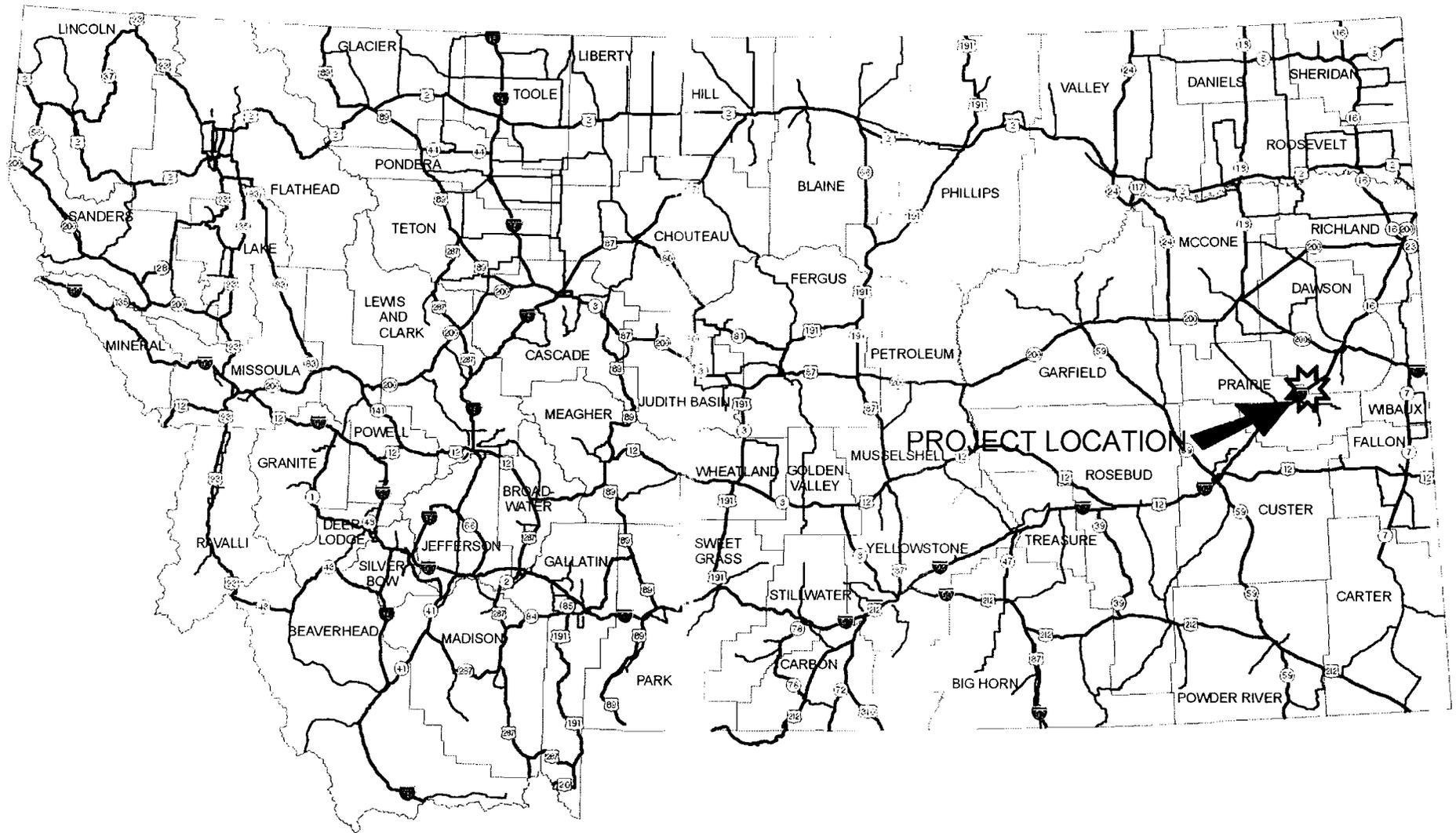
Concur 
_____, Date: 4/27/05
Federal Highway Administration

s:projects/glendive/ {control number}/{control number}envpce.doc

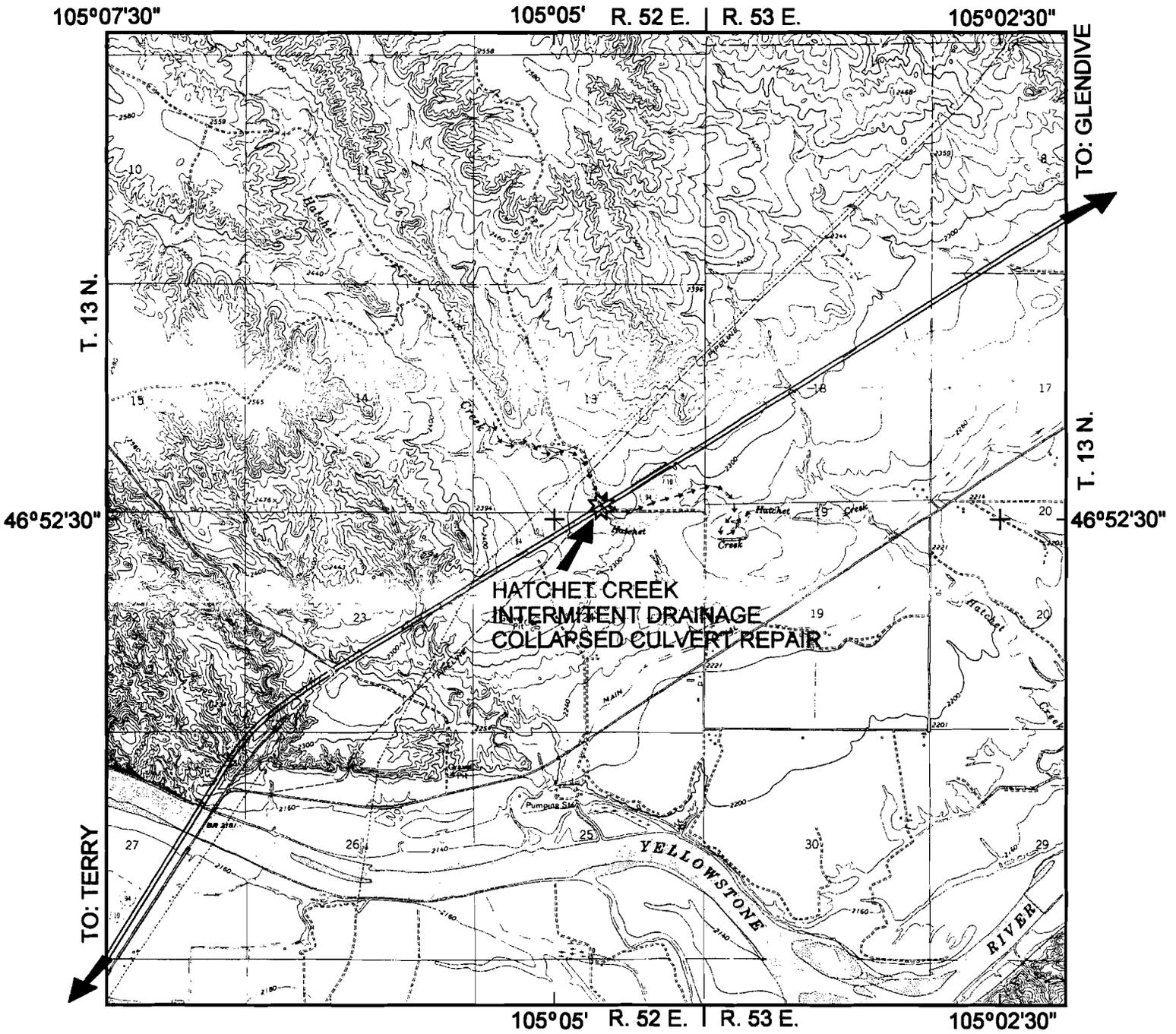
Attachments

cc: Loran Frazier, P.E. ---- Chief Engineer
Jim Walther, P.E. ---- Preconstruction Engineer
Ray Mengel ----- Glendive District Administrator
Kent Barnes, P.E. ---- Bridge Engineer
Paul Ferry, P.E. ----- Highway Engineer
John H. Horton ----- Right-of-Way Bureau Chief
Suzy Althof ----- Contract Plans Section Supervisor
David W. Jensen ----- Fiscal Programming Section Supervisor
Jean Riley, P.E. ----- Environmental Services Bureau Chief
Project File

HACHET CREEK
STATE LOCATION MAP
COLLAPSED CULVERT REPAIR



HATCHET CREEK
COLLAPSED CULVERT REPAIR



**Montana Department of Transportation
Helena, Montana 59620-1001**

Memorandum

To: Paul Ferry, P.E.
Highways Engineer

From: Damian Krings, P.E.
Road Design Engineer

Date: April 27, 2005

Subject: IM 94-5(33)189
Culvert Repair – 4 miles East of Fallon
Control No. 5958

We request that you approve the Preliminary Field Review/Scope of Work Report for the subject project.

Approved: _____ Date _____
Paul Ferry, P.E.
Highways Engineer

Preliminary Field Review/Scope of Work Report

Introduction

On April 21, 2005, a portion of a large structural plate pipe culvert arch (SSPPA) located on Interstate 94 at RP 189.33 collapsed causing the closure of the westbound lanes of the highway. WB traffic has been detoured to the EB lanes.

The intent of this project is to remove the entire existing pipe including the portion under the eastbound lanes and to install a new structural plate pipe. The new pipe will be equivalent to the existing pipe.

Interstate 94 is the major east/west route for eastern Montana. It is a crucial part of the national transportation network connecting local and interstate population and commerce centers. As such, having all four travel lanes functioning as soon as possible is essential

The existing horizontal and vertical alignments will be used in place and the existing finished top width will be perpetuated. The project will not require the acquisition of new right-of-way and will not have utility involvement.

The project will be designed in the Helena Road Design Section in U.S. Customary units.

A ready date has not been established for this project. However, as this is an emergency we would like to let this project to contract as soon as possible. We anticipate that it will be ready to let to contract before the end of April.

Project Location and Limits

Location: Interstate 94 in Prairie County.

Begin/End: RP 189.33 (approximately 3 miles from the Prairie/Dawson County Line)

Length: Approximately 250 feet

Physical Characteristics

The existing roadway was constructed under a single contract – I-IG 94-5(14)181 - in 1976. The geometric features on this segment of the roadway meet the criteria for Interstate highways.

Traffic Data

Traffic data is not needed for this project, as the work is limited to a pipe replacement.

Scope of Work

Design Speed & Geometric Features

The design speed and the existing geometric features will not be affected by this project.

Replacement Culvert

The existing pipe is a 20'-4" span x 17'-9" rise SSPPA. It serves both as the drainage structure for Hatchet Creek and as a vehicular underpass. The size of pipe necessary to meet the vehicular requirements is greater than what is necessary to convey the design flows.

The landowner who uses this pipe has indicated that the new pipe must provide similar height and width clearances.

Hatchet Creek drains an area of 14 square miles. We have estimated that an 18' SSPP would be necessary to convey the 50-year flood event without overtopping the drainage divide to the east.

We prefer to replace the existing pipe with a round SSPP rather than replacing in kind. A round pipe has greater structural capacity than the existing arch. The new pipe will be installed at the same location as the existing pipe. We anticipate that the length of the new pipe will be equal to or less than the length of the existing pipe.

Pipes of this size require 3 to 6 weeks for delivery. To reduce delays the department will purchase the pipe and have it delivered to the site. Although culvert excavation is typically included in the cost of the new pipe and since we are supplying the pipe, culvert excavation will be paid separately.

A new concrete slab will be placed on a gravel base in the bottom of the new pipe to provide for vehicular access.

A drop inlet will have to be replaced as the result of the pipe removal.

No other existing drainage or irrigation structures will be affected by the project.

There are no delineated floodplains within the project limits.

Surfacing and Typical Section

The roadway width will match the existing 38-foot finished top width. The replacement surfacing will match the following in-place surfacing:

0.70' Plant mix Surfacing; Non-volumetric Grade S (3/4" aggregate)
1.00' Crushed Aggregate Course
1.70'

The surfacing inslopes will be 6:1.

Seal and cover will not be included in this project

Grading

The project will be limited to the grading necessary to remove the existing pipe and backfill the new pipe.

The excavation for culvert removal and the backfill for the new pipe will be included in the payment for Culvert Excavation.

Geotechnical Considerations

No geotechnical problems were discovered at the time of the review. Due to the presence of high quality in-place foundation material we anticipate that standard bedding will be used for this pipe.

The use of flowable fill is being considered to expedite construction.

Traffic & Geometric Considerations

There are no unique traffic or geometric concerns on the project.

New pavement markings will be accomplished by MDT Maintenance personnel.

Miscellaneous Features

The existing guardrail will be reset after the new pipe is installed.

Exceptions to Standards

Design exceptions will not be needed for this project.

Right-of-Way & Utilities

The acquisition of new right-of-way will not be necessary. Temporary construction permits will be required for the installation of the new pipe. In addition a new agreement will be needed with the landowner, since the original agreement specified the size of the existing pipe.

A buried fiber optic line is located in the vicinity of the project but will not be in conflict.

The project should have no other utility considerations and no railroad involvement.

Environmental Issues

The proposed scope of work, culvert replacement constitutes modernization of the highway. In addition, the review did not identify any significant environmental effects, issues or cumulative effects of the proposed work. Therefore, we anticipate that a Categorical Exclusion will provide a sufficient level of documentation for the proposed project in accordance with the guidelines of 23 CFR 771.117.

The project should have no effect on any threatened or endangered species. Hatchet Creek does not support fisheries and no wetlands will be affected by the project..

No hazardous waste sites were in evidence.

The project should have no cultural resource impacts since the construction will not extend beyond the area of the original construction. The project will have no 4(f) or 6(f) involvement.

Field Survey

A field survey has been performed for the project.

The department will also do the construction staking.

Traffic Control

Median crossovers have been constructed to detour traffic from the westbound lanes to the eastbound lanes, which are now acting as a two-lane, two-way roadway..

The new pipe will be installed through the use of part-width construction. The culvert under the WB lanes will be replaced and the roadway will be repaired. Traffic will then be detoured to the WB lanes and the EB portion of the pipe will be replaced. The use of sheet piles may be necessary to prevent impact to the EB lanes during the replacement of the WB portion of the pipe. The median crossovers will have to be expanded to allow traffic to be detoured to the WB lanes after that section of the pipe is installed.

All signing, flagging, etc. will be in accordance with MUTCD.

Public Involvement

A detailed news release describing the accelerated project development and letting process will be submitted.

Cost Estimate

The estimated cost of the project is \$600,000 including the Construction Engineering.

Distribution: (all with attachment)

R. E. Mengel	J. A. Riley
D. M. Krings	W. Scott
M. A. Goodman	K. S. Barnes

D. E. Williams
J. Horton
K. S. Barnes
J. A. Walther
P. R. Ferry
FHWA (HOP-MT)

B. A. Larsen
M. A. Wissinger
R. Jackson
S. Straehl

cc: D. W. Jensen, w/attachment
G. Larson, "
File, w/attachment

pf