



Montana Department of Transportation

2701 Prospect Avenue
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Helena MT 59620-1001

Lewis + Clark County
9/2/05
Jim Lynch, Director
Brian Schweitzer, Governor

August 16, 2005

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FHWA
MONTANA DIVISION

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

Subject: STPHS 25(53)
2003 - Guardrail - Marysville Road
CN 5860

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 (8/4/05) 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 situations like Right-of-Way, residential growth, commercial growth, and Indian Reservations.

	<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 1965 <i>National Land &amp; 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 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 <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 (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 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"/>

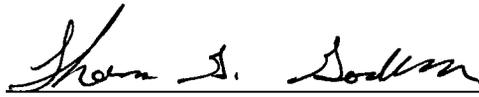
	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. North Fork 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 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</i> ( <b>7 USC 4201</b> , <i>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)</i> ( <b>42 USC 7521(a)</b> ), 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: 8/16/05  
Tom Gocksch P.E. – Environmental Area Engineer  
MDT Environmental Services Bureau

Concur  Date: 8/25/05  
Tom Hansen, P.E. - Engineering Section Supervisor  
Environmental Services Bureau

Concur  Date: 8/29/05  
Federal Highway Administration

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LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

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
- doc copy*

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



Montana Department of Transportation  
Helena, Montana 59620-1001

## Memorandum

TO: Duane E. Williams, P.E.  
Traffic and Safety Engineer

FROM: Ivan B. Ulberg, P.E.  
Traffic Project Engineer  
Traffic and Safety Bureau

DATE: August 4, 2005

SUBJECT: STPHS 25(53), U.P.N. 5860  
2000 – Guardrail – Marysville Road  
Work Type 310 – Roadway and Roadside Safety Improvements

### PFR / SCOPE OF WORK REPORT

This project consists of one location in Lewis and Clark County – Marysville road. The location is strictly guardrail, and will be designed by MSU MDT Design. Project management will be transferred from the Road Design Section in the Traffic Section. Final plans will be submitted to Contract Plans from this office.

The field review for the subject project was held on August 3, 2005 with the following personnel in attendance:

Scott Keller, MSU Design Supervisor, Bozeman  
Ivan Ulberg, Traffic Project Engineer, Helena  
Tom Hanek, Safety Management, Helena

### Proposed Scope of Work

This project is being designed to address single vehicle, off road accidents involving collision with a fixed object or overturning of the vehicle. The proposed scope of work includes installing guardrail on the downhill side for Marysville Road.

Marysville Road – This location is to receive guardrail through a single curve as shown on the attached map. Scott Keller's student design unit in Bozeman will design the guardrail.

This location is included within the project limits of the planned reconstruction of the Marysville Road. The reconstruction project is currently being designed through Consultant Design.

## **Project Location and Limits**

This safety project is located in the Great Falls District, within Lewis and Clark County. A map showing these locations is attached to this report.

Marysville Road – On off-system route L-25501, northwest of Helena, between RP 0.0 and 1.0. The stretch of road is located between the town of Marysville and the turnoff to Ottawa Gulch.

## **Physical Characteristics**

This location is on a gravel roadway, with no as-builts, in a rural area, mountainous terrain and curvilinear alignment. This is a two-lane facility, with limited or no existing shoulder. Side slopes range from 1 ½:1 to 3:1.

## **Traffic Data**

*Note: Traffic data taken from a 2002 PFR for STPHS 25(36), which is directly adjacent to this location. The volumes may be slightly higher at this location based on the additional traffic that may be turning at Ottawa Gulch, but the traffic increase is negligible for the purposes of this report.*

### **Location 3 – Marysville Road**

2002 ADT = 300 (Present)

2003 ADT = 300 (Letting)

2018 ADT = 500 (Future)

DHV = 80

D = N/A

T = 1.0%

ESAL = 2

AGR = 2.5%

## **Accident History**

Between July 1, 1998 and June 30, 2003 there were nineteen (19) investigated accidents. The addressable trend for this location is off road accidents involving the collision with a fixed object or overturning of the vehicle. Eleven (11) of the nineteen accidents were considered addressable with the proposed improvement. Of these, there were no fatal accidents, four injury accidents resulting in six injuries, and seven property damage accidents.

## **Major Design Features**

### **Design Speed:**

The existing roadway traverses mountainous terrain in a rural area. The design speed is 40 mph.

Horizontal Alignment:

The horizontal alignment will not change.

Vertical Alignment:

The vertical alignment will not change.

Grade:

The existing grades will not change.

Surfacing Requirements:

No surfacing will be required.

Guardrail:

W-beam guardrail will be installed with this project. The county will be assuming maintenance responsibility for the installation after construction.

Bridge:

There is no bridge involvement.

Hydraulics:

There is no hydraulics involvement.

Survey:

Scott Keller will be using his students to conduct any survey required for the design.

Right-of-Way:

No new right-of-way is required. No construction permits are anticipated.

Access Control:

Access Control is not being implemented on this project.

Utilities:

No utility involvement is anticipated. The plans will specify that a utility locate should be performed prior to installation of the guardrail, and will be the responsibility of the contractor.

Railroad:

There is no railroad involvement.

Geo-technical:

There is no geo-technical involvement.

ADA Requirements:

There are no ADA requirements.

### Environmental

A Categorical exclusion is anticipated for this project. Final design approval will not be secured until the environmental document is complete.

### Traffic Control

Traffic will be maintained through each location of the project during construction with appropriate signing, flagging, etc. in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

### Public Involvement

Level A public involvement is required. A news release will be published, and should be sufficient for this project.

### Cost Estimate

Note: The original cost estimates and B/C ratios were completed in 2003.

<u>Location</u>	<u>Cost Estimate</u>	<u>Benefit/Cost Ratio</u>
Marysville Road	\$20,500	103.48

The initial cost estimate provided by the Safety Management Section was \$20,500 in 2003. Applying inflation of 3% per year, an updated estimate of \$21,750 for 2005 can be projected. If we apply 10% C.E. and 15% for contingencies, the new estimate would be **\$27,190**.

Traffic control estimates are not included in either cost estimate. These will be secured from the District.

### Letting Date

The letting date has not been established at this time. The STPHS 25(36) project is scheduled for an October 1<sup>st</sup>, 2005 ready date, and a January 25, 2006 letting. We will try and tie these two for construction, so a late 2005 ready date can be anticipated.

IBU:5860SASOW001

