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DRAFT STATE DOCUMENTS

ENVIRONMENTAL IMPACT STATEMENT

PURSUANT TO SECTION 102(2) C, P.L. 91-190

PROJECT F-65(7)

STATE DOCUMENTS COLLECTION

FAIRFIELD-EAST & WEST

JUL 2 1981

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PREPARED BY

MONTANA HIGHWAY COMMISSION

PRECONSTRUCTION DIVISION

FOR

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

ENVIRONMENTAL IMPACT STATEMENT FAIRFIELD-EAST & WEST (Draft)  
Project F-65 (7)

DRAFT ENVIRONMENTAL STATEMENT

I. PURPOSE

Project F-65 (7) Fairfield-East and West is a 9.6 mile section of Highway Number 89 located in Teton and Cascade Counties.

The existing highway was constructed in 1921 and improved in 1932. The roadway width is 24 feet and the surface width is 20 feet. Data from our 1969 Sufficiency Rating for this section of Primary highway is as follows:

1. Foundation - Maximum of 10 - rated at 0
2. Surface - Maximum of 30 - rated at 10
3. Drainage - Maximum of 10 - rated at 4
4. Safety - Maximum of 20 - rated at 2
5. Capacity - Maximum of 30 - rated at 27

With the exception of capacity, the above ratings are very low indicating that this highway is structurally in very poor condition and with the present sharp curves is a dangerous highway. The average daily traffic for this section of highway is 800 vehicles per day with the projected future traffic of 1600 vehicles per day in 1990. Therefore, the purpose of this project is to reconstruct this section of highway to provide a better and safer highway in this farming community.

## II. DESCRIPTION OF PROJECT

This project begins at Freezeout Lake, approximately four miles northwest of Fairfield on U.S. Highway 89. The proposed project leaves the P.T.W. approximately 500 feet from its beginning point and crosses the C.M.St.P.&P. Railroad approximately 2000 feet from the point of beginning. From here it parallels the C.M.St. P.&P. Railroad until it connects to the existing highway at the intersection of Fourth Avenue North and Parkway North in Fairfield. It then follows Parkway North and the railroad until it intersects with a county road approximately 2 miles southeast of Fairfield and follows the county road until it intersects with the existing highway. It then follows the existing highway for approximately  $1\frac{1}{2}$  miles to its termination point.

This highway will consist of a 34 foot two-lane two-way rural section, except through Fairfield, which will consist of a 44-foot two-lane, two-way urban section. These sections will utilize two 12-foot driving lanes with two 5-foot shoulders on the rural section and two 10-foot parking lanes on the urban section. A separation will be constructed over a county road near the Teton Dairies Inc., Farm Buildings and bridges will be constructed over the major Greenfield Irrigation Canals. A new storm sewer will be constructed through Fairfield to take care of the highway storm runoff.

III.4 DESCRIPTION OF EXISTING ENVIRONMENT

A. HUMAN RESOURCES - Fairfield is a small farming community with a population of 861 people. The business places of Fairfield are typical of any farm community. A small fertilizer mixing plant is established in Fairfield which employs some of the Fairfield residents.

B. PHYSIOGRAPHY AND GEOLOGY - This area consists of irrigated farm and hay land. In general this area consists of a sandy silt soil.

Freezeout Lake is located off of the beginning of this project and is a Fish and Game waterfowl refuge. The Greenfield Irrigation District has a large irrigation canal through this area that feeds many small canals to irrigate the land.

C. LAND USE - The land in this area consists of irrigated farm and grazing land. Freezeout Lake is located off of the beginning of this project and is a Fish and Game waterfowl refuge.

D. FISH AND WILDLIFE - Freezeout Lake is a waterfowl game management area controlled by the Montana Fish and Game Department.

E. VEGETATION RESOURCES - The vegetation in this area consists of grain, grass, and scattered trees used as shelter belts.

F. CLIMATE - The average temperature in this area is 44° F. The temperature normally varies from an

average temperature of 67° F. in July to an average temperature of 20° F. in January. In 1970, the highest temperature recorded was 95° F. in August and the lowest temperature recorded was -21° F. in January.

The average annual precipitation in this area is approximately 11.7 inches. The most precipitation occurs in June with a normal of 3.14 inches.

- G. TRANSPORTATION SYSTEMS - U.S. Highway 89 is generally used by the local people for transportation of farm commodities to market. It gets some tourist traffic as it is a shortcut from Great Falls to Glacier National Park.

The C.M. St. P. & P. Railroad has a line through Fairfield, which is normally used once a week, Saturday only, except during the grain season. It is then used daily for approximately three weeks.

Fairfield does have a small unimproved airport owned by the City and Teton County. This is generally used by private aircraft and no commercial airflights are scheduled.

- H. UTILITY SYSTEMS - The Three Rivers Telephone Co-op provides telephone service in the area. Montana Power provides the community with natural gas. The R.E.A. serves the area with electricity. The City of Fairfield has its own water and sanitary sewer system.

IV. EVALUATION OF ENVIRONMENTAL IMPACT

A. ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

1. Human Resources - The proposed project will result in the relocation of one family.
2. Land Use - Some irrigated land will be taken out of production, as most of the new highway will be new location. The land will not be cut into small sections because the C.M.<sup>d</sup>St.P.<sup>d</sup> &P.<sup>d</sup> Railroad will be paralleled.
3. Fish and Wildlife Resources - This project will have no effect on wildlife in this area as we are not involved with the Freezeout Lake area.
4. Vegetation Resources - This project will take some farm and grazing land out of production.
5. Water and Air Resources - A drainage system will be designed, including a storm drain through Fairfield. Care will be taken so as not to pond water in one area or pollute any streams or lakes.

This project will cross many irrigation canals, which will be perpetuated.

6. Geologic Resources - This project, to our knowledge will not disturb any geologic resources.
7. Transportation Systems - This project will have an at-grade crossing on the C.M.<sup>d</sup>St.P.<sup>d</sup> &P.<sup>d</sup> Railroad, but should not interfere with railroad operations.

This project is adjacent to the Fairfield Airport and FAA concurrence in this plan has been obtained.

This project will provide a better transportation system for automobiles, trucks, and busses.

8. Utility Systems - This project will require the relocation of some power and telephone lines.

B. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOID-  
ED.

1. Human Resources - In order to provide an adequate highway facility, new right-of-way will have to be required which will involve the relocation of at least one family.
2. Land Use - Again in order to provide an adequate highway facility, some irrigation land will have to be taken out of production.
3. Fish and Wildlife Resources - There should be no adverse effects on fish or wildlife in this area.
4. Vegetation Resources - Some farming and grass-land will be taken, but should not adversely effect the area.
5. Water and Air Resources - There should be no adverse effect on water and air resources.

6. Geologic Resources - There should be no adverse effect on any geologic resources.
7. Transportation Systems - There should be no adverse effect on any transportation systems.
8. Utility Systems - There should be no adverse effect on any utility systems.

C. ALTERNATIVES

1. Route Alternatives - Other routes were studied and were eliminated because of the cost, they would adversely cut farmland, and consisted of two additional at grade railroad crossings. It is felt that the present alignment does the least amount of damage because it generally parallels the long established C.M., St. P. & P. Railroad and provides an adequate highway alignment.

D. RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

Farming can be considered a long-term operation for many generations to come. At the same time, we assume that the future generations will have to depend on highways. Therefore, it is essential to design the alignment and width of our present highways so that they can be used by future generations even though they may have to be resurfaced in 20 years. With this in mind, it appears that long-term productivity of the farming along this route will benefit even though some of the land will be taken for right-of-way.

E. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land taken for right-of-way will result in taking some farmland out of productivity and relocation of at least on family. Neither should effect the community.

V. BENEFITS

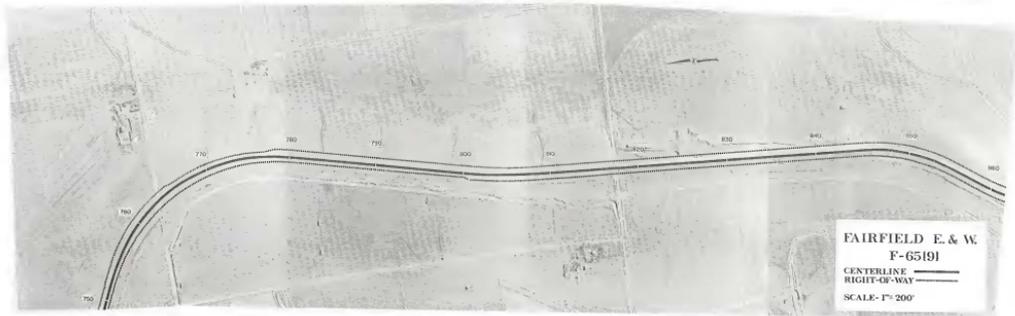
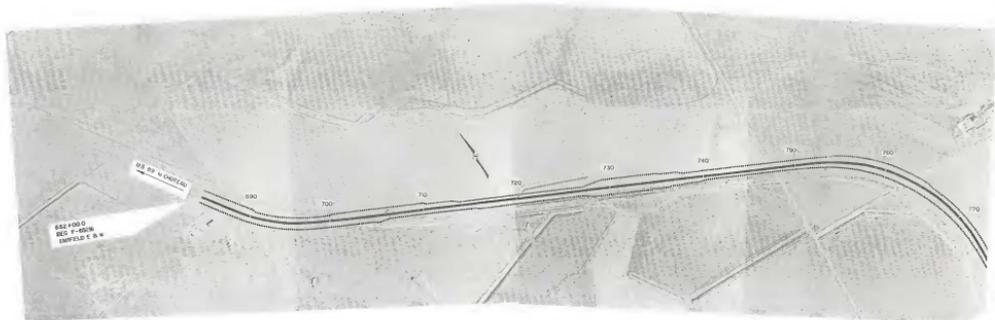
- A. COMMUNITY - This project will benefit the community by giving them a better transportation facility for them to haul their products to market.
- B. STATE - This project will benefit the State by giving a better Primary highway so that any business in the area will not be hindered by a dangerous highway.
- C. NATION - This project will benefit the Nation by giving a shorter and safer route to any tourist that may use this highway to reach Glacier National Park.

VI. AGENCIES SELECTED FOR REVIEW OF STATEMENT.

1. Mayor  
City of Fairfield  
Fairfield, Montana 59436
2. Director  
Montana Fish & Game Dept.  
Helena, Montana 59601
3. Soil Conservation Service  
4930 Ninth Avenue South  
Great Falls, Montana 59401
4. Council on Natural Resources and Development  
425 Sam W. Mitchell Building  
Helena, Montana 59601
5. Department of Planning and Economic Development  
Capitol Post Office  
Helena, Montana 59601
6. Teton County Commissioners  
Choteau, Montana 59422
7. Cascade County Commissioners  
Great Falls, Montana 59401
8. Montana Aeronautics Commission  
P.O. Box 1698  
Helena, Montana 59601
9. Fairfield School Board  
Fairfield, Montana 59436
10. Corps of Engineers  
7410 U.S. Post Office and Courthouse  
Omaha, Nebraska 68102
11. Federal Water Quality Administration  
Northwest Region  
Room 501, Pittock Block  
Portland, Oregon
12. Bureau of Sport Fisheries and Wildlife  
State Supervisor  
Division of Wildlife Services  
Billings, Montana 59103
13. Department of Housing and Urban Development  
616 Helena Avenue  
Helena, Montana 59601
14. Rural Electrification Administration  
Montana Associated Utilities  
Rainbow Western Hotel  
Great Falls, Montana 59401

VI. AGENCIES (CON'T)

15. Agricultural Stabilization and Research Service ,  
112 West 13th Avenue  
Helena, Montana 59601
16. Bureau of Reclamation  
Region Six  
Billings, Montana 59103
17. U.S. Geological Survey  
Federal Building  
Helena, Montana 59601
18. Economic Development Administration  
415 First Avenue North  
Seattle, Washington 98109
19. Environmental Protection Agency  
Denver Federal Center  
Denver, Colorado 80225
20. U.S. Department of Transportation  
Federal Highway Administration  
Helena, Montana 59601
21. Postmaster  
Fairfield, Montana 59436





FAIRFIELD  
FOR 38 - 100 00000  
CITY LIMITS

