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15-6(2)305

PLEASE RETURN

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

PREPARED BY

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

FINAL ENVIRONMENTAL STATEMENT

FOR

STATE DOCUMENTS

PROJECT I 15-6(2)305

TETON RIVER - NORTH & SOUTH

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

H.J. ANDERSON, DIRECTOR OF HIGHWAYS

Date 1-4-72 By [signature]
ACTING ADMINISTRATOR,
ENGINEERING DIVISION

REVIEWED FOR CONTENT AND ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

Date_____ By_____

F.H.W.A. REGIONAL ADMINISTRATOR

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ENVIRONMENTAL STATEMENT TETON RIVER - NORTH & SOUTH (final)
Project I 15-6(2) 305

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HELENA, MONTANA 59601

LEWIS N. CHILTON
STATE HIGHWAY ENGINEER

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

January 4, 1972

IN REPLY REFER TO
=
39-JGS
I 15-6(2)305
Teton River-North-South

U.S. Department of Transportation
Federal Highway Administration
Helena, Montana 59601

Gentlemen:

Enclosed are 18 copies of the Final Environmental Statement for the subject project which has been prepared in accord with Public Law 91-190, Section 102(2)(C).

The draft statement was distributed on May 24, 1971. Comments received from various agencies and disposition of these comments are included in the Final Statement.

Very truly yours,

H.J. ANDERSON,
Director of Highways

By Grover O. Powers
Grover O. Powers, P.E.,
Supervisor, Preconstruction Section

39-GOP/JGS/lk

cc: Fletcher Newby w/2 attach.
Fish & Game w/attach
Perry Roys "
I.B. Jensen "
J.T. Sullivan "
R.E. Champion "
S.C. Kologi "
Mail & File "
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INTRODUCTORY NOTE

This document is the Final Environmental Statement for Interstate Route 15 Project I 15-6(2)305. It has been compiled and prepared by Menasco-McGuinn Associates, design consultants, for the Montana Highway Commission in accordance with Section 102(2)(C) of the National Environmental Policy Act of 1969. This final statement is being submitted subsequent to and is the product of the Draft Environmental Statement distributed for inter-agency review in May of 1971. The written comments received from interested Federal, State, and local agencies with regard to the draft statement are incorporated herein.

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SUMMARY

1. ADMINISTRATIVE ACTION

Action: Final Environmental Statement.

2. DESCRIPTION

This statement concerns 7.113 miles of Interstate Route 15 located in Teton County, Montana. The project begins 2.2 miles north of the farm community of Dutton and terminates approximately one mile south of the Teton-Pondera County line. In addition to a four-lane divided highway, the project provides full control of access with appurtenant local access system and appropriate safety rest areas.

3. ENVIRONMENTAL IMPACT

The area affected by this project, being ideally suited and totally dedicated to agriculture, is not expected to experience any significant impact due to the proposed improvement. While the safety and efficiency of transportation to and from the area will be greatly increased, the immediate land use patterns and local standard of living should remain unchanged. The local environment will suffer unavoidable short-lived pressure and injury during construction and the irrevocable commitment of some 346 acres of productive farm land. While the long range benefits of the completed Interstate System go without saying, it is important to note that construction regulations, permanent erosion controls, and appropriate roadside development are integral parts of the project, specifically intended to minimize adverse effects and maintain the high quality environment inherent to the area in question.

4. ALTERNATIVES

An alternate route over the first half of the project, to a point just north of the Teton River, was considered at one time. This alignment followed the present

traveled way, utilizing the existing structure over the Teton River for the northbound lanes. It also required an additional diamond interchange and the total acquisition of the Hemstad farm buildings. The designed alignment was chosen on the basis of lower construction costs, significant savings in annual costs, and a superior local access system whereby the P.T.W., including its existing river bridge, comprise a large part of a continuous frontage road between the Dutton and Collins Road Interchange.

5. INTER-AGENCY REVIEW OF DRAFT STATEMENT

The following Federal, State, and local agencies were supplied copies of the Draft Environmental Statement but did not return comments thereto:

Economic Development Administration
415 First Avenue North
Seattle, Washington 98109

Environmental Protection Agency
ATTENTION: Mr. Charles Fabricant
Director of Impact Statements Office
1626 K Street N.W.
Washington, D.C. 20460
(address has since been changed)

Soil Conservation Service
4930 Ninth Avenue South
Great Falls, Montana 59401

U.S. Forest Service
Federal Building
Missoula, Montana 59801

Department of Health, Education & Welfare
Environmental Health Service &
National Institute of Environmental Health & Sciences
7 West 6th Avenue
Helena, Montana 59601

Montana Department of Planning and Economic Development
ATTENTION: Mr. Perry Roys, Executive Director
Capitol P.O. (1716 9th)
Helena, Montana 59601

Montana Council of Natural Resources and Development
ATTENTION: Mr. Richard E. Mayer, Landscape Architect
Mitchell Building - Room 420
Helena, Montana 59601

State Council of Natural Resources
ATTENTION: Mr. George T. McCaffick, Coordinator
Sam W. Mitchell Building
Helena, Montana 59601

Mrs. Muriel S. Reiquam
Superintendent of Schools
Teton County
Choteau, Montana 59422

Honorable James J. Dellwo
Mayor
Choteau, Montana 59422

Honorable Martin N. Olson
Mayor
Dutton, Montana 59433

Teton County Soil & Water Conservation Service
Choteau, Montana 59422

Agricultural Stabilization & Research Service
112 West 13th Avenue
Helena, Montana 59601

The following agencies were supplied copies of the Draft Environmental Statement and acknowledged receipt without specific comments, or made comments as summarized:

Letter #1
U.S. Department of the Interior
Geological Survey - Water Resources Division
P.O. Box 1696
Helena, Montana 59601

Comment: "We find no reason to anticipate adverse lasting effects to the water resources of the area from the project as proposed." (Signed: George M. Pike, District Chief).

Letter #2
Department of Housing and Urban Development
Region VIII
Federal Building
19th and Stout Streets
Denver, Colorado 80202

Comment: "Our review has revealed no basis for reservations with regard to any adverse impact which this project may have on the environment." Letter also suggests that future statements include a more comprehensive map of the project. (Signed: Robert J. Matuschek, Special Assistant).

Letter #3

U.S. Department of the Interior
Bureau of Reclamation
Regional Office - Region 6
P.O. Box 2553
Billings, Montana 59103

Comment: Acknowledges review of Draft Statement but makes no applicable statement because current plans include no development in their Sun-Teton Division. (Signed: Assistant Regional Director).

Letter #4

U.S. Department of the Interior
Geological Survey - Water Resources Division
Denver Federal Center
Denver, Colorado 80225

Comment: "We find no reason to anticipate adverse lasting effects to water resources of the area from the project as proposed." (Signed: Hugh H. Hudson, Staff Hydrologist).

Letter #5

Department of the Army
Omaha District - Corps of Engineers
7410 U.S. Post Office and Court House
Omaha, Nebraska 68102

Comment: 'This project would have no effect on the existing or contemplated Corps of Engineers projects. Its crossings of the Teton River and other area streams could increase flood hazards unless adequate flow ways are provided." (Signed: R. G. Burnett, Chief, Engineering Division).

Discussion: Additional hydraulic information has been included in the Final Statement concerning the effect on the adjacent flood plain. (See: Section II, pp. 1.).

Letter #6

U.S. Department of Transportation
Federal Highway Administration
H. N. Stewart, Division Engineer
Helena, Montana 59601

Comment: The comments comprised a list of additions and corrections to the Draft Statement which the F.H.W.A. felt necessary in preparing the Final Statement. Included were comments concerning area maps, terminology, clarifying certain statements, and the addition of certain pertinent information.

Discussion: All of the comments were well taken and are reflected in the Final Statement.

Letter #7
U.S. Department of Transportation
Office of the Secretary
Assistant Secretary for
Environmental & Urban Systems

Comment: There were no specific comments made concerning the Draft Statement. The letter expressed interest in future review of the Final Statement and comments from public agencies and the general public. (Signed: Herbert F. DeSimone, Assistant Secretary).

Letter #8
State of Montana
State Department of Health
Helena, Montana 59601

Comment: The letter acknowledges review of the Draft Statement and expresses their approval. (Signed: Claiborne W. Brink, Director, Division of Environmental Sanitation).

Letter #9
Montana Water Resources Board
Sam W. Mitchell Building
Helena, Montana 59601

Comment: "It appears, from the provided information, that the project will have minimal adverse effects with long-term productivity; which is the overall desired outcome." The letter also made appropriate suggestions concerning future statements as to more comprehensive maps and hydraulic data. (Signed: Leonard R. Saunders for Douglas G. Smith, Director).

Letter #10
State of Montana
Department of Fish & Game
Helena, Montana 59601

Comment: Letter acknowledges review of the Draft Statement by their district personnel. The game manager had no recommendations concerning the project and the fish manager noted the erroneous listing of the Dolly Varden Trout among the species found in the Teton River. (Signed: Ralph W. Boland, Assistant Chief, Environmental Resources Division).

3 P. 21
Letter #13

ANA ... COMMISSION
RECEIVED
JUN 29 1971
HELENA, MONTANA

UNITED STATES POST OFFICE

IN REPLY REFER TO

Mrs. Alice Bellamy
Postmaster
Dutton, Montana
59433
Teton River Environ Report

Lewis M. Chittim
State Highway Engineer
Helena, Montana
59601

Dear Mr. Chittim:

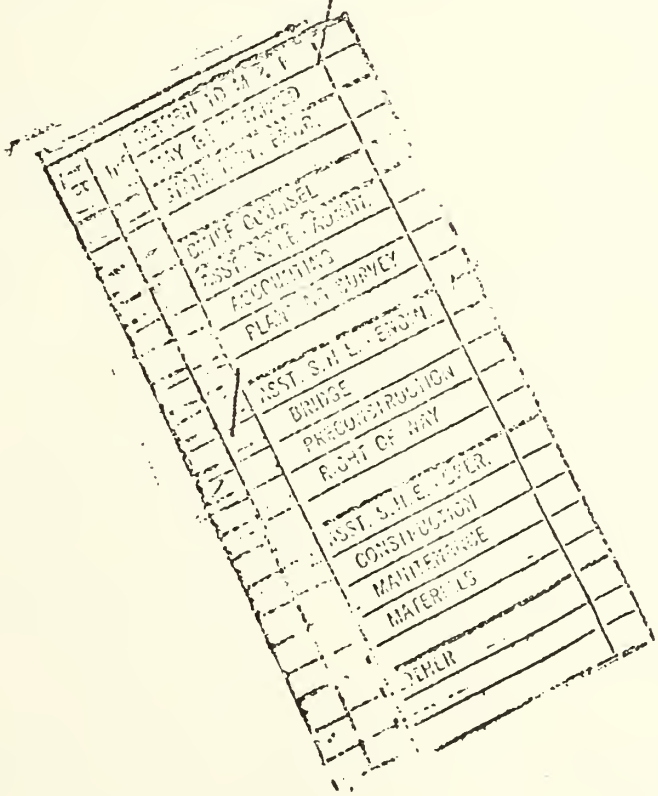
In reply to your request for comments (39-JGS). I feel that the report adequatly covers all phases of concern in the area.

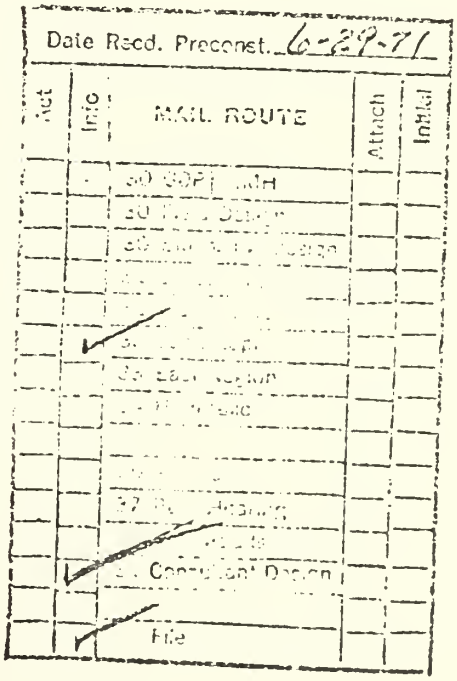
From the view of the Post Office - our greatest concern in this matter is the frontage road system. This portion of the road does not change our mail route. However, part II Project description states that the project begins three miles North of Dutton- yet a grade seperation structure will be constructed approximatly two miles North of Dutton. Two miles North is the point at which our mail route crosses the highway from the East going West. If there is no means of crossing the highway at this point, then construction of a frontage road would be nesessary to get back to Dutton to cross the Highway to take the frontage road on the west (the present highway). If this is in your plans - all is well for the needs of the Postal Service.

Yours truly,

Alice Bellamy

Alice Bellamy





	RETURN TO M.R.F.
	MAY BE REVIEWED
	STATE HWY. ENGR.
	CHIEF COUNSEL
	ASST. S.H.E. AUDIT.
	ACCOUNTING
	PLANNING SURVEY
	ASST. S.H.E. ENGIN.
	BRIDGE
	PRECONSTRUCTION
	RIGHT OF WAY
	ASST. S.H.E. OPER.
	CONSTRUCTION
	MAINTENANCE
	MATERIALS
	OTHER

Date Recd. Preconst. 6-29-71

Act	Info	MAIL ROUTE	Attach	Initial
		30 SOP		
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		35 East Region		
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		51 Consultant Design		
		File		

Discussion: The above-noted error has been corrected in the Final Statement.

Letter #11
State of Montana
State Soil Conservation Committee
Capitol Station
Helena, Montana 59601

Comment: The letter compliments the Draft Statement and the project in general. Particular mention is made to the stockpiling and utilization of topsoil to reclaim and reseed the roadside area. They were also pleased that the Draft Statement noted the irrevocable loss of productive farm land and acknowledged that the project's planning considered every alternative to minimize this loss. (Signed: O. M. Ueland, Executive Secretary).

Letter #12
Teton County
Office of County Commissioners
Choteau, Montana 59422

Comment: Acknowledges review of the Draft Statement and offers no objections. (Signed: Martin Shannon, Chairman; Roy Goodell and Bud C. Olsen, Members).

Letter #13
Mrs. Alice Bellamy
Postmaster
Dutton, Montana 59433

Comment: Expresses concern for the local access system with respect to the mail route.

Discussion: From Mrs. Bellamy's letter, it is evident that a clearer presentation of the proposed frontage road scheme is required. The Final Statement includes a comprehensive map showing the proposed local access system.

6. SUMMARY OF PUBLIC HEARINGS

A. Location Public Hearing

The Location Public Hearing was held in Dutton on February 12, 1970, at which time the alignment, including the two alternatives up to the Teton River, were presented and comments received from the local residents. Those

directly affected by the route which did not follow the P.T.W. objected because of the triangulation and severance caused by this alignment. Other local residents favored the direct route because it maintained the P.T.W. across the river and provided superior local access overall.

Following the Location Public Hearing, the F.H.W.A. concurred in the State Highway Commission's decision to proceed with design based on the direct alignment west of the P.T.W.

B. Design Public Hearing

The Design Public Hearing was held in Dutton on July 7, 1971. Objections were heard again from those owning property triangulated by the project. Also present were those who favored the freer access provided by the designed alignment, particularly those hauling water from the well on the Aaberg property.

Subsequent to the Design Public Hearing, 3,500 feet of dozer trail at an estimated cost of $2,300 was added to the project to provide access to a severed parcel just north of the grade separation.

7. AVAILABILITY OF DRAFT STATEMENT

The Draft Environmental Statement was mailed for inter-agency review on May 24, 1971.

I. PURPOSE

The Teton River North and South Project represents a segment of I-15 between Great Falls and the international boundary at Sweetgrass, Montana. This project is part of the overall programmed Interstate System as delineated under the Highway Act of 1956. The intent of this program is to provide a modern highway system to serve the ground transportation needs of the nation as a whole.

II. PROJECT DESCRIPTION

The Teton River North and South, I 15-6(2)305 project begins two miles north of Dutton, a small farming community in eastern Teton County. The project is 7.113 miles in length, terminating approximately one mile south of the Pondera County line. The project involves the construction of a four-lane divided highway to interstate standards including one vehicle underpass, one major stream crossing, one full diamond interchange, appurtenant frontage roads, and two safety rest areas.

The terrain covered by the project is flat and rolling, being highly productive agricultural land. The area does not have significant recreational or historical value and there are no Section 4(f) lands effected by the project.

Traffic volumes through the project area were projected from an ADT of 1,618 vehicles in 1965 to an estimated ADT of 5,000 vehicles in the design year 1991. Anticipated trips generated by the improved facility were not assessed for this project specifically, but should be in line with those generated by the completion of the Interstate System as a whole. Local use should remain consistent with the local growth.

The new facility will replace 7.5 miles of U.S. 91 presently serving the area. However, 5.1 miles of this present traveled way (P.T.W.), including a relatively new 28' x 346' structure over the Teton River, will be retained as part of the local access system. The local access system will consist of one grade separation 1/2 mile west of the Hemstad property, one full diamond interchange at Collins Road, and some eight miles of frontage roads.

In addition to the underpass structures required for the grade separation and interchange, dual structures are to be constructed over the Teton River for the opposing north and south bound lanes. These structures are to be 41.5' x 433.0' using standard prestressed concrete beam construction. Preliminary design is based on three center spans of 97' each and two end spans of 71' each. Two of the required piers will be in the river with the other two on opposite river banks. A comprehensive hydraulic study has been completed at the structure location. An existing 5-span, 4-pier bridge built in 1964 is located about 1/2 mile downstream from the project location and provided valuable hydraulic data. Embankment encroachment on the flood plain adjacent to the river is expected to raise design flood stage (50 yr.) some five feet and increase the stream velocity at the proposed structures from 3.00 fps to 11.0 fps at flood stage. Extensive riprapping is called for to prevent erosion at piers and embankments.

The gross right-of-way required for the project is 460 acres. With 114 acres being existing right-of-way on the P.T.W., the net new right-of-way to be acquired is 346 acres. Nearly all of the new right-of-way is taken from productive land. The entire project will have full controlled access and will be fenced accordingly. The only conflict with existing public utilities occurs near the northerly end of the project, requiring the relocation of a few telephone and power poles.

This project includes the construction of separate safety rest areas for north and south bound traffic, to be located immediately north of the Teton River. To enhance the aesthetics of these facilities, a diversion dam will be employed to maintain a controlled flow through a former meander channel adjacent to the rest areas.

Other project features included complete signing and delineation, erosion control where warranted, and complete replacement of topsoil with seeding of native grasses throughout all construction limits.

III. ALTERNATES STUDIED

The alignment was originally intended to follow the present U.S. 91 over the project's entire length. The final designed alignment is the result of a comparative

analysis between it and the P.T.W. route from the beginning of the project to just beyond the Teton River. The decision to take the straight line approach through this area was based primarily on lower construction costs, significant savings in annual operating costs, and a superior local access system. The designed alignment retains the existing two-lane structure over the Teton River thus providing continuous frontage road access between the Dutton and Collins Road Interchanges. The rejected alignment required considerable out-of-direction travel to area residents due to the lack of a river crossing on the local access system.

While the amount of productive land take was nearly the same on both alternates, the chosen alignment results in extensive triangulation and severed parcels. To minimize the adverse effect, access to all isolated parcels of land is assured throughout the project.

A "do-nothing" alternate is a possibility but since this section of highway represents a link in the overall Interstate System, it was not considered further.

IV. DESCRIPTION OF THE EXISTING ENVIRONMENT

A. Human Resources

(1) Population

The entire project is located in Teton County, the county seat being Choteau. The population of Teton County was 6,053 as of the 1970 Census. This population projected to the year 1990 is 6,316, representing a 20-year projected growth of 4.34 percent. The overall population density was 2.75 persons per square mile as of 1970.

(2) Educational Level

In the 1969-1970 school year, 32 percent of the county's population was enrolled in various levels of education. 1,680 students were enrolled between kindergarten and the 12th grade with the four-year high schools graduating 115 students in June, 1970. There were 254 students from Teton County enrolled in the University System of which 54 were freshmen, 190 were undergraduates, and 10 were graduate students. As a whole, the county is above the state average in educational enrollment.

(3) Health

From the Dutton area, the closest hospital facility is 24 miles west at Choteau. Most generally, however, medical services are obtained in Great Falls some 32 miles southeast of Dutton.

To many rural residents in the area, the only source of suitable drinking water is a well located some six miles north of Dutton near the Teton River. This well supplies Dutton itself via an 8-inch supply line along the P.T.W. Health problems related to the environment are not significant in the project area.

(4) Employment and Economic Situation

Agricultural activities constitute the entire economic base of the Dutton area. Typical of agricultural areas, a certain percentage of the labor force is engated in retail activities. The overall labor force in Teton County has 44% engaged in agricultural industry with 20% employed in providing services and finance, and 18% involved in commercial trade.

Cash receipts from the sale of livestock and crops between 1964 and 1967 totaled over 15 millon dollars for the county as a whole.

B. Physiography and Geology

The area lies in the most western extremity of the Great Plains of the United States. It is predominantly flat with some rolling hills. The Teton River is the only significant drainage in the project area and surface water is non-existent. In general, the area is dominated by deep, well drained, moderately dark and light colored loam and clay soils lying on nearly flat to rolling glacial till and glacial meltwater deposits. (Source: USDA, Soil Conservation Service).

C. Land Use Patterns

The land affected by the project is mostly privately owned and committed to agriculture. The State of Montana owns 520 acres which are intersected by the project, but this land is leased and also committed to agriculture. The area is well maintained and developed. Fencing is kept at a minimum, found only where livestock is grazed. Grazing is generally confined to the river drainage.

D. Fish and Wildlife Resources

Stream fishing is available in the Teton River with the most pressure occurring closer to its headwaters in the mountains to the west. The greater percentage of the game fish are Rainbow Trout with lesser percentages of Brown and Cutthroad Trout.

Small numbers of Mule Deer and Antelope are found west and south of Dutton, but the region is not considered a highly productive big game area. The area is inhabited by many small animal species including fox, coyote, rabbit, badger, porcupine, beaver, and muskrat.

E. Vegetation

Native grasses and shrubs are the predominant vegetation in the area. While Cottonwoods grow naturally along drainages, most trees in the area are planted as shelter belts by local residents.

F. Climate

Temperatures in the area may range from 35° below zero in the winter to 100° + in the summer. On an average, 149 days annually will record temperatures below freezing. Winter warming spells, accompanied by "chinook" winds are common. The average annual precipitation ranges between 11 and 14 inches with highest recordings made in May and June. Measurable precipitation (over 0.01 inches) occurs an average of 99 days annually. An average snowfall of nine inches per month occurs between November and March. The moisture content of this snow is quite low and it does not tend to remain on the ground due to frequent warming spells. Annual averages show the sun is visible 234 days a year and the relative humidity to be 60 percent. Winds in the area average 13 mph and the dry land farmers have adopted strip land patterns to reduce soil erosion. Because the area is sparsely populated, heavy industry is non-existent, and winds prevail much of the time, the quality of the air is very high and free from harmful pollution.

G. Water Resources

The Teton River, with its headwaters in the eastern slopes of the Continental Divide some 65 miles west of Dutton, is the only major drainage in the project area. Records from U.S.G.S. Gaging Station No. 6-1080, located some ten miles northwest of Dutton, indicate the average annual discharge in the area to be 250 cfs. The maximum recorded discharge was recorded during the 1964 flood (300 year flood) at 71,300 cfs. Continuous flow is maintained throughout the year with the lowest recorded discharge being 20 cfs in January, 1957. Some flooding usually occurs during the high run-off months of May and June, but is rarely a significant problem.

The Dutton area is basically dry land farms and irrigation is very limited. While the Teton River provides for watering livestock, resident needs are satisfied totally from ground water wells. Further development of ground water resources is high on the list of priorities in planning the area's future.

H. Transportation

(1) Road System

The area is served by an adequate county and secondary system with all roads being maintained and open year-round. Interstate I-15 will provide excellent service for the local area, for access to Great Falls, and to the major Canadian cities of Calgary and Edmonton, Alberta.

(2) Railroad System

The Burlington Northern Railroad provides rail service to Great Falls and connections on the main east-west line at Shelby. At the present time, the line does not provide passenger service.

During harvest seasons, a high percentage of the wheat and barley are transported over this trackage to eastern terminals at Minneapolis and St. Paul.

(3) Air System

The only air service available to the area is located at Great Falls International Airport. This terminal is served by Northwest Orient, Western Airlines, Frontier Airlines, and Air West.

The flying time from Great Falls to Seattle is approximately two hours; thus indicating the accessability of the area to the West Coast.

V. EVALUATION OF ENVIRONMENTAL IMPACT

A. Probable Impact of the Proposed Project

In the broadest sense, the environmental impact attributed to this specific project is that which is attributed to the National System of Interstate and Defense Highways as a whole. The far-reaching effects of the completed system have been discussed in length and detail throughout its development and require no elaboration. It is sufficient to say, that being a necessary link in the total system, the project will contribute to the safe and efficient transportation of people and goods for the benefit of the area, the State, and the Nation as a whole

Locally, various environmental effects; good and bad, short-lived and permanent, will be attributed to the project. Whereas the project requires no displacement or relocation of local residents and provides an excellent system of local access roads, the effect of the completed project should be of no major consequence and require but minor adjustments in the daily habits of those directly affected. The area will generally benefit from the vastly improved access to major trade centers as well as from the greatly increased safety provided by the total separation of the mainline traffic from the local access system.

B. Probable Adverse Environmental Effects

It is to be expected that any project of this magnitude will cause unavoidable noise and dust pollution and disrupted local and through traffic movement. Every measure will be taken to ensure the safety of the public during construction and reduce permanent damage to the environment. So far as possible, every effort will be made to restore to their natural state any physical features damaged during construction that are not a permanent part of the project. The Teton River will be subjected to unavoidable soil and sand pollution during construction. However, upon completion of the required structures, extensive riprapping will be placed to insure that further pollution does not occur from erosion at the piers or embankments.

C. Short-Term Use vs. Long-Term Productivity

The project will cause practically no changes in the short-term use of the environment involved. There is no conflict with existing man-made features other than the present highway which will be either maintained as part of the local access system or obliterated and the land restored to its natural state. Aside from the actual right-of-way taken for the project, there are no natural features or resources changed or affected in any way. Up to the Teton River, the alignment causes extensive triangulation of existing cultivated lands. Access will be provided to all severed parcels and actual land use will remain the same. During construction, additional demands will be made on the local environment due to an influx of workers, but existing housing, schools, and health facilities are considered sufficient to handle the increased demands.

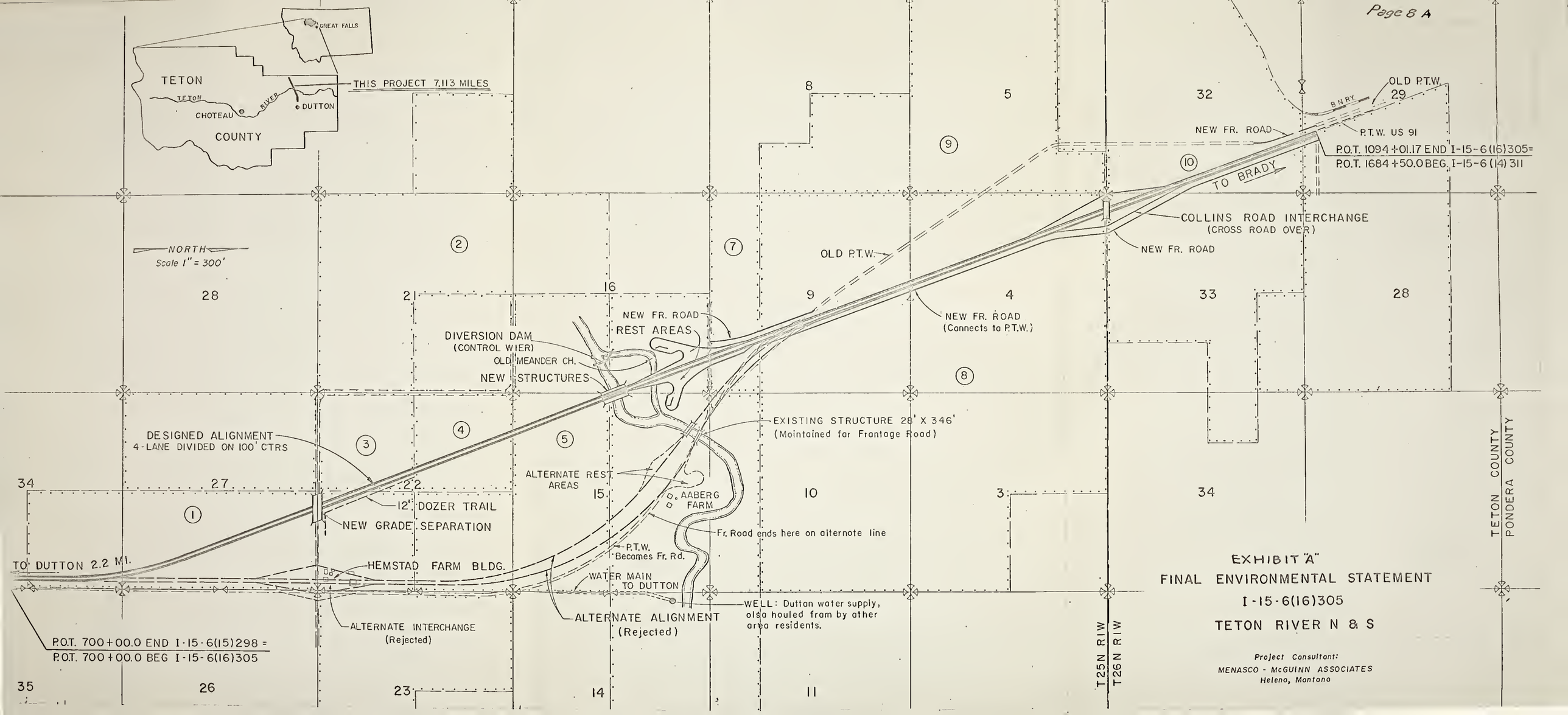
While the long-term productivity of the area will suffer slightly from the loss of productive acres, it will be sufficiently enhanced by all those attributes associated with the Interstate Highway System as a whole.

D. Irreversible and Irrevocable Commitment of Natural Resources

The project will require the irreversible commitment of 346 acres of now productive farm land. By its nature, being suited for and presently committed to agriculture, the land is not expected to experience any significant growth or change due to the completion of the Interstate; certainly not to the extent requiring further commitment of its natural resources for some time to come.

E. Minimized Harm

Various procedures to prevent or repair damage to the environment have been mentioned within the foregoing text. In every phase throughout the development of the project, from location through design, the question of its effect on the environment has been a consideration. The final consideration will be to cover the entire construction corridor, from sub-grade to control-of-access fence, with four inches of topsoil to be planted with suitable native grasses. This is but the last of many ways the project has been designed to become a beneficial part of man's environment.


GREAT FALLS
TETON
TETON RIVER
CHOTEAU
DUTTON
COUNTY
THIS PROJECT 7.113 MILES
NORTH
Scale 1" = 300'
OLD P.T.W.
B N RY
P.T.W. US 91
NEW FR. ROAD
P.O.T. 1094+01.17 END I-15-6(16)305=
P.O.T. 1684+50.0 BEG. I-15-6(14)311
TO BRADY
COLLINS ROAD INTERCHANGE
(CROSS ROAD OVER)
NEW FR. ROAD
OLD P.T.W.
NEW FR. ROAD
(Connects to P.T.W.)
NEW FR. ROAD
REST AREAS
DIVERSION DAM
(CONTROL WIER)
OLD MEANDER CH.
NEW STRUCTURES
EXISTING STRUCTURE 28' X 346'
(Maintained for Frontage Road)
DESIGNED ALIGNMENT
4-LANE DIVIDED ON 100' CTRS
ALTERNATE REST AREAS
AABERG FARM
12' DOZER TRAIL
NEW GRADE SEPARATION
Fr. Road ends here on alternate line
P.T.W. Becomes Fr. Rd.
TO DUTTON 2.2 MI.
HEMSTAD FARM BLDG.
WATER MAIN TO DUTTON
WELL: Dutton water supply, also hauled from by other area residents.
ALTERNATE INTERCHANGE
(Rejected)
ALTERNATE ALIGNMENT
(Rejected)
P.O.T. 700+00.0 END I-15-6(15)298 =
P.O.T. 700+00.0 BEG I-15-6(16)305
T25N R1W
T26N R1W
TETON COUNTY
PONDERA COUNTY
EXHIBIT "A"
FINAL ENVIRONMENTAL STATEMENT
I-15-6(16)305
TETON RIVER N & S
Project Consultant:
MENASCO - McGUINN ASSOCIATES
Helena, Montana

Grover Farmers
Letter #1

United States Department of the Interior

GEOLOGICAL SURVEY
Water Resources Division
P.O. Box 1696
Helena, Montana
59601

MONTANA HIGHWAY COMMISSION
RECEIVED
JUN - 3 1971
HELENA, MONTANA

June 2, 1971

Lewis M. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

The environmental statement accompanying your letter of May 24, 1971, regarding project I-15-6(2)305, Teton River - N&S, which includes construction of about 7 miles of interstate highway, has been reviewed by this office. We find no reason to anticipate adverse lasting effects to the water resources of the area from the project as proposed.

Sincerely,

George Pike

George M. Pike
District Chief

cc: Chief Hydrologist, Washington, D.C.,Code 4000 000
Attn: Mr. George Davis

Date Recd. Freeman
Act | Info | MAIL ROUTE | Attach | Initial
30 Field Design
30 Surveying Design
31 Office Engineers
32 Landscape
33 East Region
34 Hydraulic
35 Contract Design
File

Letter #2

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL BUILDING, 19th AND STOUT STREETS
DENVER, COLORADO 80202

REGION VIII

June 3, 1971

IN REPLY REFER TO:
8SDA

Teton - N.E.S. ?

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Powers:

Subject: Draft Environmental Impact Statement - Construction of a Segment of Interstate Highway I-15, Teton County, Montana

We have reviewed the subject draft Environmental Impact Statement which was transmitted to us by your letter of May 27, 1971.

This draft Environmental Impact Statement provides adequate information to enable us to generally evaluate the urban environmental impact of the proposed project.

Our review has revealed no basis for reservations with regard to any adverse impact which this project may have on the environment. However, I suggest that your future Environmental Statements more clearly identify the nature and location of the proposed activity. Maps or drawings should be a part of the Statement. They should clearly identify at least the proposed new road, the existing roads (portions to remain and those to be obliterated), and the location of alternatives considered.

Sincerely,

Robert J. Matuschek

Robert J. Matuschek
Special Assistant

Date Recd. Preconst. 6-7-71

Initial	Attach	MAIL ROUTE	Initial
		30 Gen. Admin	
		30 Field Design	
		30 Surveys & Design	
		31 Office Engineers	
		32 West Region	
		32 Lands Sec.	
		33 East Region	
		34 Hydraulic	
		36 Traffic	
		37 Pub. Hearing	
		38 Sec. Roads	
		39 Consultant Design	
		File	

Letter #3

United States Department of the Interior

BUREAU OF RECLAMATION
Regional Office, Region 6
P. O. Box 2553
Billings, Montana 59103

IN REPLY REFER TO: 205

JUN 4 1971

State Highway Commission
Attention: Mr. Grover O. Powers
Helena, Montana 59601

Gentlemen:

We appreciate the opportunity to review and comment on your environmental statement for I 15-6(2)305, Teton River-N & S.

Since our Teton Slope Unit is no longer being considered in our current plans for the development of the Sun-Teton Division, we will not have applicable comments to make on your environmental statement. We have no transmission lines in this area.

Sincerely yours,

Martin H. Olsow Jr.

ASSISTANT Regional Director

Date Recd. Preconst. 6-7-71

Act	Info	MAIL ROUTE	Attach	Initial
		30 GOP | RMH		
		30 Field Design		
		30 Surveying Design		
		31 Office Engineers		
		32 Landscape		
		33 East Region		
		34 Hydraulic		
		36 Traffic		
		37 Pub. Hearing		
		38 Geo. Roads		
		39 Consultant Design		
		File		

Letter #4

United States Department of the Interior

GEOLOGICAL SURVEY
Denver Federal Center
Denver, Colorado 80225

Water Resources Division

IN REPLY REFER TO:

Your ref:
I 15-6(2)305
Teton River-N & S

June 16, 1971

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Powers:

We have reviewed the environmental impact statement on Teton River North and South transmitted with your letter of May 24, 1971, and we find no reason to anticipate adverse lasting effects to the water resources of the area from the project as proposed.

Yours very truly,

Hugh H. Hudson
Staff Hydrologist

cc:
G. H. Davis, WRD, Washington, D.C.
Code 4300 0016

JUN 18 1971
HELENA, MONTANA

Letter #5 P.13

DEPARTMENT OF THE ARMY
OMAHA DISTRICT, CORPS OF ENGINEERS
7410 U.S. POST OFFICE AND COURT HOUSE
OMAHA, NEBRASKA 68102

MROED-DC

2 July 1971

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Powers:

I refer to your letter of 24 May 1971 regarding Project I 15-6(2)305, Teton River, N and S.

This project would have no effect on existing or contemplated Corps of Engineers projects. Its crossing of the Teton River and other area streams could increase flood hazards unless adequate flow ways are provided.

Sincerely yours,

for M G Ellis
R. G. BURNETT
Chief, Engineering Division

Date Recd. Preconst. 7/7/71
MAIL ROUTE
Initio
Attach
Act
Info
File

Letter #6 P.14

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

JUL 6

Memorandum

TO : State Highway Commission
Helena, Montana
39-JGS

DATE: July 2 1971

In reply refer to: 08-24.2 DA3

FROM : H. N. Stewart
Division Engineer
Helena, Montana

SUBJECT: Montana I 15-6(2)305--Teton River North and South

The Regional Environmental Committee has reviewed the draft environmental statement for the subject project. The following comments are offered for your review and consideration in preparing the final environmental statement:

(1) The map is too small to show in any detail the alternate routes considered and the relationship of the proposed location with the present traveled way (PTW).

(2) The existing U.S. 91 should be discussed in PROJECT DESCRIPTION, since this 7.1 mile segment of 4-lane 1-15 will leave the PTW intact. If the PTW is to be a part of the frontage road system, this should be mentioned.

(3) Page 5, IV A: The impact of taking highly productive agricultural land is not discussed. How many acres, of the 200± total acreage, will be lost? Also, the impact on wildlife is not discussed. Comment should be made on project effects to large game animal movement, such as mule deer and antelope. If any known crossings of such wildlife have been identified, this information should be considered in design of such facilities as undercrossings to facilitate free passage back and forth across the proposed right of way.

(4) Pages 5-6, IV C: Only one alternative is discussed. The reference to PTW should be clarified for those who will review the environmental statement as meaning "present traveled way." If this is U.S. Route 91, it should be so stated.

(5) Page 6,IV D: A long-term effect that should be discussed is the foreseen change in land use resulting from the construction of the highway. Short-term uses of the natural environment, including the taking of natural features (trees, grassland, productive farmland, etc.) and man-made features (farm buildings, fences, shelterbelts, etc.) should be evaluated and compared to the long-term effects.

- more -

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901.614

(6) Page 6, IV E: The sentence, "The amount of acreages involved are such that any impact upon the local environment will be of a momentary nature," should be deleted. The taking of highly productive agricultural land for highway purposes should be recognized as an irreversible and irretrievable commitment of a resource.

(7) We assume there is no displacement of residents resulting from the proposed alignment. If there are none, this should be so stated.

(8) The Environmental Protection Agency in Denver, Colorado should be provided with copies of the draft environmental statement.

Date Recd. Preconst. 7/6/71

Act	Info	MAIL ROUTE	Attach	Initial
		20 CGM [illegible]		
		30 Field Design		
		30 State [illegible] Design		
		31 [illegible]		
		32 [illegible] Region		
	✓	32 Landscape		
		[illegible]		
		[illegible]		
		[illegible]		
		37 [illegible]		
		[illegible] Roads		
✓		38 Consultant Design		
	✓	File		

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MONTANA HIGHWAY COMMISSION
RECEIVED
JUL 21 1971
HELENA, MONTANA

TO State Highway Commission
Helena, Montana 33:SCK

DATE: July 21, 1971

In reply refer to: 08-24.2 DA

FROM H. N. Stewart, Division Engineer
Helena, Montana

By: E. B. Erickson
District Engineer

SUBJECT: Montana I 15-6(2)305, Teton River North & South
Draft Environmental Impact Statement

* Attached is a copy of our response from the DOT Assistant Secretary for Environmental and Urban Systems.

* Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

3

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

DATE: JUL 12 1971

In reply refer to: TFU-12

SUBJECT: Draft Environmental Impact Statement: Montana Project I 15-6(2)305, Teton River - North and South

FROM: Assistant Secretary for Environment and Urban Systems

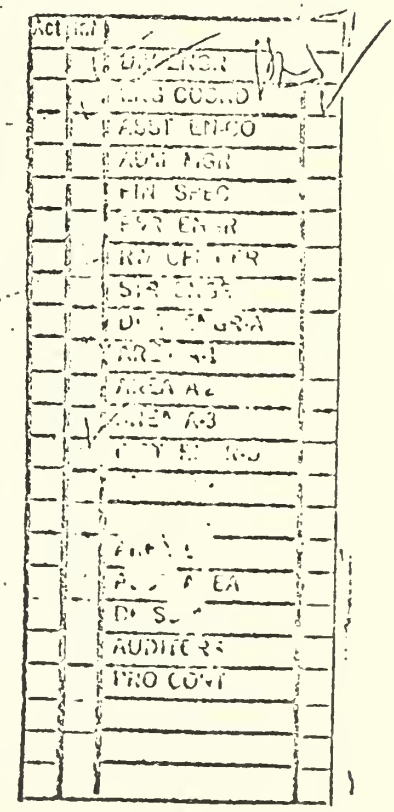
TO: H. N. Stewart
Division Engineer

We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.

Herbert F. DeSimone
Assistant Secretary

CC: Ralph M. Phillips
Regional Federal Highway Adminstrator
Portland, Oregon



P.10
Letter #8

State of Montana

State Department of Health

JOHN S. ANDERSON M.D.
EXECUTIVE OFFICER

HELENA, MONTANA 59601

To Becker

May 28, 1971

Lewis H. Chittim, P.E.
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

We have reviewed the environmental impact statement for the Teton River N & S project. This statement meets with our approval.

Sincerely yours,

Claiborne W. Brinck

Claiborne W. Brinck, P.E., Director
Division of Environmental Sanitation

CWB/DGW/pb

Date Recd. Preconst. 6-3-71

Act	Info	MAIL ROUTE	Attach	Initial
		30 Const. Staff		
		30 Field Design		
		30 Surveying Design		
		31 Office Engineers		
		32 West Region		
		32 Landscape		
		33 East Region		
		3[illegible] Materials		
		3[illegible]		
		3[illegible] Planning		
		3[illegible] Roads		
	✓	Consultant Design		
	✓	File		

MONTANA WATER RESOURCES BOARD

SAM W. MITCHELL BUILDING
HELENA, MONTANA
59601

Letter #9

GOVERNOR FORREST H. ANDERSON, CHAIRMAN

WILBUR WHITE, VICE CHAIRMAN AND SECRETARY, TWODOT
HOMER C. BAILEY, CORVALLIS
RILEY OSTBY, WOLF POINT

DOUGLAS G. SMITH, DIRECTOR, HELENA
EVERETT REDEEN, FORSYTH
JOSEPH B. KEBER, HELENA

MONTANA HIGHWAY COMMISSION
RECEIVED
JUL 6 1971
HELENA, MONTANA

July 2, 1971

In reply refer to: Water Resources Division

RETURN TO M & P	MAY BE RETAINED	STATE HWY. ENGR.	CHIEF COUNSEL	ASST. S.H.E. - ADMIN.	ACCOUNTING	PLANNING SURVEY	ASST. S.H.E. - ENGIN.	BRIDGE	PRECONSTRUCTION	RIGHT OF WAY	ASST. S.H.E. - OPER.	CONSTRUCTION	MAINTENANCE	MATERIALS	OTHER
Act. Int.															

Mr. Lewis M. Chittum
State Highway Engineer
Highway Building
Helena, Montana 59601

Dear Mr. Chittum:

We thank you for the opportunity to comment on this draft environmental impact statement. Our Environmental Committee has reviewed the draft and agrees on the following observations.

PROJECT: TETON RIVER - NORTH AND SOUTH

It appears, from the provided information, that the project will have minimal adverse effects with long-term productivity; which is the overall desired outcome.

We would like to remind, that interstate highways establish barriers to the natural movements of wildlife. Because of physical and biological needs, many animals attempt to cross these highways and are killed in the process. We feel that, when possible, streams and depressions should be spanned and not filled, so as to provide an access for this movement.

Another item that comes to mind is the 50 year flood plain; we feel fills and pilings should be so constructed as to have the least encroachment upon this flood plain. Any encroachment decreases the flow area, and increases velocity and potential erosion.

We would like to request more information on the length and height of bridges and distances between their columns in future statements, if that information would be available.

Only one area map was provided in the plan, and it proved to be totally inadequate for our needs. It definitely de-

graded the impact statement. We feel a comprehensive map coverage is very important in being able to review and evaluate environmental impact statements.

We hope these comments will be of help.

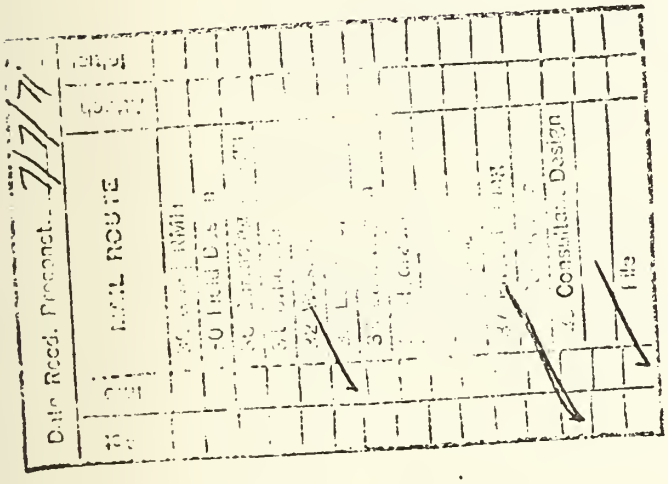
Sincerely,

MONTANA WATER RESOURCES BOARD

Leonard R. Saunders

for: Douglas G. Smith
Director

DGS/LRS/lk



P. 10

STATE OF MONTANA

Letter #10

MONTANA HIGHWAY COMMISSION
RECEIVED
JUL 8 1971
HELENA, MONTANA

DEPARTMENT OF
FISH AND GAME

Helena, Montana 59601
July 7, 1971

Date Recd. Preconst. 7-8-71

Mr. Grover O. Powers
Preconstruction Engineer
Montana Highway Department
Helena, Montana 59601

Dear Grover:

The draft Environmental Impact Statement for Project I 15-6(2)305, Teton River-North and South has been reviewed by our district personnel.

The game manager has no recommendations to make on this project.

The fish manager makes the following comment: "Under the heading, Description of Existing Environment, section D, Fisheries Resources, Dolly Varden are listed as being found in the Teton River. There are no Dolly Varden in the Teton River east of the divide to my knowledge."

Sincerely,

FRANK H. DUNKLE
STATE FISH AND GAME DIRECTOR

R. W. Boland

By

RALPH W. BOLAND, ASSISTANT CHIEF
ENVIRONMENTAL RESOURCES DIVISION

RWB/sd

cc: Nels Thoreson

Letter #11

STATE OF MONTANA

STATE SOIL CONSERVATION COMMITTEE

CAPITOL STATION
HELENA, MONTANA
59601

MEMBERS
TORLIEF C. AASHEIM
BOZEMAN, MONTANA
J. A. ASLESON
BOZEMAN, MONTANA
XXXXXXXXXXX
LEO HACKLEY
CULBERTSON, MONTANA
DEAN A. HANSON
GILDFORD, MONTANA
A. B. LINFORD
BOZEMAN, MONTANA
GEORGE LACKMAN
HELENA, MONTANA
XXXXXXXXXXX

STATE SOIL CONSERVATION COMMITTEE - MONTANA
SEAL

OFFICERS
DEAN A. HANSON
CHAIRMAN
XXXXXXXXXXX
VICE-CHAIRMAN
O. M. UELAND
EXECUTIVE SECRETARY
ROOM 224
MITCHELL BLDG.
HELENA, MONTANA
PHONE 449-2608

July 8, 1971

Mr. Lewis M. Chittim
State Highway Engineer
Montana Highway Commission
Helena, Montana 59601

Dear Mr. Chittim:

Reference your 39-JGS

I have reviewed the draft environmental impact statement pursuant to section 102(2)(c), P.L. 91-190, Project I 15-6(2) 305, Teton River North and South, May 24, 1971, prepared by Montana Highway Commission, Preconstruction Division for Department of Transportation, Federal Highway Administration.

In my opinion this is an excellent statement and is quite comprehensive in evaluating the impact on natural resources.

I believe you people should take more credit for enhancing the environment that the highway brings about in serving the natural resources and the economy, and the culture of the people. Good highways are a thing of beauty.

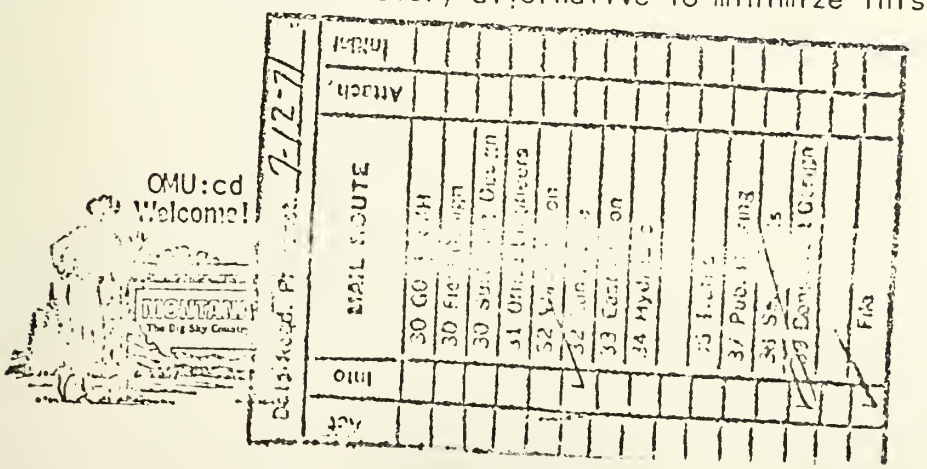
As the state agency primarily concerned with soil conservation I know you have provided for the stockpiling and utilization of topsoil to reclaim and reseed your barrow and roadside areas and prevent the spread of noxious plants. I believe you should take credit for this. This topsoil that you save will enhance the environment and be there for future generations to use.

I am pleased to note that you have made note of the observations of a Soil and Water Conservation District Supervisor that valuable farm land would be taken out of production, and as a result in your planning you have taken into consideration every alternative to minimize this loss.

Sincerely,

O. M. Ueland
Executive Secretary

OMU:cd



Letter #12

TETON COUNTY

Office of County Commissioners
PHONE 466-2151

STATE OF MONTANA
CHOTEAU
59422

MARTIN SHANNON
FAIRFIELD, MONTANA 59436
~~XXXXXX~~ HOME 467-2743
~~XXXXXX~~ BUSINESS 467-2414

ROY GOODELL
DUTTON, MONTANA 59433
463-2121 HOME

BUD C. OLSON
CHOTEAU, MONTANA 59422
466-2045

July 14, 1971

Mr. Grover O. Powers
Preconstruction Engineer
State Highway Commission
Helena, Montana 59601

Re: I 15-6(2)305
Teton River - N & S

Dear Mr. Powers:

This is to advise that we have reviewed the Draft Environmental Statement for the above-referenced project, and offer no objections.

Very truly yours,

Martin Shannon

Martin Shannon, Chairman

Bud C. Olson

Bud C. Olson, Member

Roy Goodell

Roy Goodell, Member

Date Recd. Preconst. 7-16-71

MS:mnb

Initial
Match
Mail Route
Info
Act
Consultant Design
File