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THOMAS L. JUDGE
GOVERNOR

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STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

January 9, 1975

IN REPLY REFER TO:

I 94-6 (15) 216
Wibaux Co. Line West

Environmental Quality Council
Room 366, State Capitol Building
Helena, Montana 59601

RECEIVED
JAN 10 1975
ENVIRONMENTAL QUALITY
COUNCIL

Gentlemen:

Enclosed herewith for your information and files are two copies of the Negative Declaration for the above project as approved by the FHWA Division Engineer.

Very truly yours,

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

By: *Gerald L. Anders*
Gerald L. Anders, P.E., Supervisor
Consultant Design Section

39-GLA:JGS:dt
attachment

cc: G. L. Anders

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**MONTANA DEPARTMENT
OF HIGHWAYS**

J. Jahnke

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STATE OF MONTANA

DEPARTMENT OF HIGHWAYS

December 20, 1974

39-JGS

I 94-6(15) 216
Wibaux Co. Line West

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

Gentlemen:

This is to request your concurrence in the following Negative Declaration for the above project.

Reassessment of this project was approved by the Federal Highway Administration on August 19, 1971 but due to a policy change, reassessments no longer suffice for projects which have not yet gone to contract.

Design approval was received January 28, 1971.

1. LOCATION AND DESCRIPTION OF PROJECT

The proposed project begins about 2 miles east of Glendive and extends 16.98 miles easterly to the Dawson-Wibaux County Line.

It is to add 2-lanes parallel to the existing 2 lane Interstate with a horizontal separation of 70 feet between centerlines of roadways. The roadway would consist of 2-12 foot driving lanes with a 10 foot outside shoulder and a 4 foot inside shoulder. Plant mix surfacing and plant mix base with appropriate underlying gravel base courses is proposed.

Some new frontage and access roads and the old highway will serve to provide local access.

Two interchanges, Griffith Creek Interchange and Hodges Road Interchange, will be constructed to provide access to and from the Interstate.

A grade separation will be provided near the beginning of the project to allow a frontage road crossing at this point.

Another grade separation is proposed approximately a mile west of the end of the project to perpetuate existing access on each side of the Interstate.

A new bridge will be constructed over Griffith Creek, while a large structural plate arch pipe will be extended to accommodate Krug Creek.

A new rest area is proposed to serve motorists using the new 2-lane interstate. An

existing rest area now serves the people using the present 2 lanes. Abandonment of this area is being considered with the possibility of constructing a dual rest area at the Griffith Creek Interchange.

Stockpasses and combination stockpass-drains will be provided at appropriate locations. Most of the drainages are normally dry.

Present and future traffic volumes are 1515 ADT for 1967 and 4700 ADT for 1992. Most of the right-of-way was secured for the original 2 lane project and about 204 acres will be purchased for this project.

The economy of the area consists primarily of stock ranching and dry land crop farming. Glendive is the major population center with a 1970 population of 6305. The terrain is generally rolling to flat.

Access will be controlled throughout the project.

2. PURPOSE OF THE PROJECT

The purpose of the project is to complete a 4-lane link in the Interstate System on Route 94, thus eliminating the hazards associated with a 2-lane section of interstate highway. It will also fulfill a requirement of law as it relates to the Interstate and Defense Highway System.

3. PROBABLE IMPACT OF THE PROPOSED PROJECT

The project lies in a rural area and will have no effect on urbanization.

The land is presently used for grazing and some dry land crop farming. It is expected to remain in the same usage should the project be implemented.

Mail and school bus routes will not be significantly affected.

Access to health, education and religious facilities should be enhanced due to the increased safety and efficiency which the project will introduce. The same applies to access for fire protection and other emergency services.

Some utility moves will be involved, but are not significant because they are not extensive and will be of short duration.

Employment should not be affected except for a possible increase during the construction period.

There are no known archaeological resources within the project limits. However, the Statewide Archaeological Survey is contacted relative to all highway projects for their study and recommendations concerning archaeological sites approximately one year before the project is let to contract.

No parks and recreation lands, waterfowl and wildlife refuges nor historical or natural landmarks are involved. Attached is correspondence with the State Historic Preservation Officer relative to historic places.

There will be no displacement of people or businesses, nor replacement housing associated with the project.

Aesthetics throughout the proposed project will not be significantly altered.

The project would not adversely affect fish or wildlife.

4. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Noise, air and water pollution are adverse effects which cannot be totally avoided. During construction, water and air pollution will be more pronounced, but will be minimized by measures provided for in the Standard Specifications and Special Provisions.

Noise pollution will probably increase due to the increased traffic but will not be significant due to the sparse population of the area. A nomograph analysis shows the noise levels will be within acceptable limits of 75 dBA for land use Category C as set forth by the FHWA.

The contractor will be required to prevent construction operations or the results of construction operations from silting streams and impoundments. The construction of planned drainage facilities and the performance of other contract work that will help control siltation shall be done as soon as is practicable. The siltation control measures will be continued until the permanent drainage facilities have been constructed.

The contractor will shape the subgrade on road beds in the immediate vicinity of streams or impoundments prior to any lengthy suspension of construction operations. Shaping will be done in a manner that will permit runoff waters to be intercepted along the outer edges of the subgrade and drainage from the subgrade by temporary slope drains. The temporary slope-drains will be located along fill slopes at 500 foot intervals, approximately, and will be paved or covered with water-proof materials.

Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage and other harmful wastes will not be discharged into or alongside of streams, impoundments, or into natural or manmade channels leading thereto. The contractor will meet the requirements of the applicable regulations of the State Fish and Game Department, State Board of Health and other State or Federal regulations relating to the prevention or abatement of water pollution.

Section 69-4806 R.C.M. provides that it is unlawful to place any wastes in a location where they are likely to cause water pollution.

The design of highways can be an effective tool in reducing the air pollution concentrations in the air. Good design improves the operational characteristics of a transportation system, and thus reduces the emissions from motor vehicles; it can also be used to minimize the concentrations of air pollution to which people, vegetation, and structures are exposed.

The smooth operation of transportation systems is one of the most important means of reducing air pollution. Vehicles cruising at a constant speed on an uncongested highway emit relatively fewer pollutants than does traffic operating under congested conditions. Emissions during idling, acceleration, and deceleration are many times higher than those during constant speed conditions. Measurements show that the emission rate is 1.5 times the cruising rate when vehicles are idling and 9 times the cruising rate when vehicles are decelerating. Further, such increase in route speed accelerates the mixing of all the pollutants and prevents zones of intense concentration from forming in sensitive areas.

Even though air pollution reduction is not one of the objectives of the project, it is an important by-product of improved traffic flow. Actions such as reducing grades, flattening curves, and reducing congestion, improve traffic flow and a comparable decline in air pollution can be expected for the operating system.

The contractor will inform himself of all applicable Montana State Board of Health requirements and similar State or Federal requirements pertaining to control of or abatement of air pollution. He will provide such air pollution control measures as are required to comply with the minimum standards established by such agencies. All plant-mix plants will be equipped with a dust collector constructed to waste or return uniformly to the hot elevator all or any part of material collected as directed. Scrubbers or similar devices will be used when required by the State Board of Health.

When burning is permitted by the contract, the contractor must have a permit from the Director of Air Pollution Control and Industrial Hygiene, Montana Department of Health. The permit will stipulate the conditions and method of burning. Burning must be accomplished under the constant care of competent watchmen.

The provisions for air quality controls are not in conflict with the State Implementation Plan as prepared by the Department of Health and Environmental Sciences. The project is not in an air quality maintenance area nor does it exceed EPA guidelines.

There may be an increase in noise levels following construction due to larger volumes of traffic; however, future legislation will undoubtedly contribute to the control of traffic-generated noise problems at the source. However, until quieter vehicles can be designed, manufactured, and the present noisier vehicles outlive their usefulness, highway design techniques can be utilized to minimize the impact of traffic-generated noise on adjacent areas. Such things as flattening curves, reducing grades, and improving traffic flow all tend to minimize noise generation.

Vegetation and top soil will be removed as required for construction. Such areas will have the top soil replaced and will be seeded, thus minimizing erosion. The project plans will provide special facilities such as embankment protectors and rip rap to control erosion at other problem areas. Temporary erosion control measures (such as slope drains and backfilling depressions with free draining material, etc.) will be taken during construction.

5. ALTERNATIVES TO THE PROPOSED PROJECT

One alternative would be not to construct the project. However, this would leave a section of 2 lane Interstate, thereby not complying with the intended purpose of a national network of 4 lane Interstate. In turn, this would result in an unsafe stretch of road and for these reasons it is felt the no-build alternate should not be considered further. -AW

The proposed alignment is pretty much dictated by the route selected for the original 2 lane at which time other alternates were studied. This is a matter of record in the original location study.

6. RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

The short term and long term effect of construction will not significantly change the farming and ranching operations taking place in the area. As time goes on, highways

February 14, 1974

39-JGS

I 94-3(20)114
Hathaway E. & W.
I 94-7(15)216
Wibaux County Line-West

Mr. Ashley C. Roberts
Administrator, Recreation and
Parks Division
Montana Department of Fish & Game
Sam W. Mitchell Building
Helena, Montana 59601

Dear Mr. Roberts:

The Department of Highways is in the process of preparing Negative Declarations for the above projects.

The Hathaway East and West project lies in Rosebud County. It begins approximately 25 miles west of Miles City and proceeds easterly 5.6 miles to the Rosebud-Custer County Line. It will be an added 2-lane parallel to the existing 2 lane Interstate highway.

The Wibaux County Line West project will be located in Dawson County, approximately 16 miles in length, from east of Glendive westerly to the Wibaux County Line. It too is an add 2 lane parallel to the existing 2-lane Interstate.

We would appreciate a letter from you identifying any properties in the project areas which may be eligible for nomination to the National Register of Historic places. To our knowledge there are none presently listed in the Register.

Thank you for your assistance in this matter.

Very truly yours,

H.J. ANDERSON,
DIRECTOR OF HIGHWAYS

39-SCK/GLA/JGS/dm

By Stephen C. Kologri, P.E.,
Supervisor-Preconstruction Sect.

