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THOMAS L. JUDGE
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

Called
5-30

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

May 27, 1975

IN REPLY REFER TO:

RS 239 (5)
21.4 Miles North
of Nashua - No.
Secondary

08-30.22-B2

Environmental Quality Council
Capitol Station
Helena, Montana 59601

RECEIVED
MAY 27 1975

Gentlemen:

Attached, for your information, are ^{ENVIRONMENTAL QUALITY COUNCIL} (2) copies of the Agency Impact Determination for the above project, as approved by the Federal Highway Administration.

Very truly yours,

MONTANA DEPARTMENT OF HIGHWAYS

By Stephen C. Kologi
Stephen C. Kologi, P.E., Chief -
Preconstruction Bureau

32:SCK:KFS:JG:mn
Enclosure

cc: K.F. Skoog

GEORGE VUCANOVICH, CHAIRMAN
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
BI SGP LARGE

G. P. DOONEY
BUTTE

F. L. BACHELLER
BILLINGS

JAY LA LONDE
SIDNEY



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

May 8, 1975

IN REPLY REFER TO:

08-30.22-B2

Reply requested by: 5/16/75

RS 239 (5)
21.4 Miles North
of Nashua - No.
Secondary

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

RECEIVED
MAY 27 1975
ENVIRONMENTAL QUALITY
COUNCIL

Gentlemen:

This Agency Impact Determination is being submitted for your approval on Project RS 239 (5), Secondary Route 438 in Valley County as required under the National Environmental Policy Act and the Montana Environmental Policy Act.

1. Location and Description of the Proposed Improvement and Its Surroundings

The proposed project is located on Secondary Route 438 in Valley County. It begins approximately 21.4 miles north of Nashua at the end of the bituminous surfaced highway and continues northerly approximately eight (8) miles toward Glentana and Secondary Route 248.

The project will in general follow the existing graveled road with deviation for better horizontal alignment. The existing bridge over the East Fork of Porcupine Creek will be replaced by a new structure.

The existing road was constructed by Valley County forces with an eighteen foot roadway width. The new highway will have an initial 30.8 foot wide bituminous surface consisting of two-12 foot driving lanes and a 3.4 foot shoulder on each side.

The proposed work will consist of grading, drainage, structures, aggregate surfacing, bituminous base surfacing, top soiling, seeding, striping, signing, some fencing and utility moves. A type of fence which will allow passage of antelope will be given consideration.

The existing road where not incorporated into the new highway, or needed for local access, will be obliterated and the areas revegetated.

The land adjacent to the road is either cultivated or used for livestock grazing. Not all of the existing right-of-way has been fenced.

GEORGE VUCANOVICH, CHAIRMAN
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
BLACK EAGLE

G. R. COONEY
BUTTE

P. L. BACHELLER
BILLINGS

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SIDNEY

2. Probable Impact

This project will provide a safer and more efficient highway as compared to the existing road. This project is located in a rural area, and therefore, will not have any effect on urbanization in the area. The land use has not changed since the homestead days although ownerships have increased in size.

Mail routes and school bus routes would not be changed. Secondary Route 438 is the only highway through this portion of Montana.

No parks, recreational areas or historical sites are located along this project. Section 4 (f) is not involved.

Relocation assistance will not be required. There will not be any major social or economical impact. The access will not be controlled, since this is a Secondary Route in a rural area.

Health, education, and religious facilities should benefit from a safer highway for travel. Fire protection should benefit from an improved highway as far as the elapse of time in getting to a needed place.

This project traverses lands within the Fort Peck Indian Reservation and as such the provisions of 25VFR 161 apply to any new rights across these lands.

No large irrigation ditches are involved.

Some utility moves may be necessary. Utilities are owned by Nemont Telephone Co-op, Inc., Scobey, Montana and Northern Electric Co-op, Inc., Opeim, Montana.

Long run employment opportunities will not be changed by the project. A slight enhancement will be felt during the construction.

The Department of Fish & Game has no objection to the project.

Probable Adverse Environmental Effects Which Cannot be Avoided.

Approximately 58 acres of right-of-way were taken for the county road. One hundred twenty eight acres will be required for the new highway.

Approximately 2/3 of the land in the corridor is grazing land and 1/3 of the land is cultivated. Of the 70 additional acres needed for right-of-way 23 acres will be cultivated and 47 acres will be grazing.

One of the attached letters is from the Bureau of Indian Affairs. The procedure in obtaining Indian land is outlined in an attachment to the letter.

Air, noise and water pollution are adverse effects which cannot be totally avoided. Air and water pollution will be more pronounced during the construction period but will be minimized by measures provided in the standard specifications and special provisions.

Temporary erosion control measures during construction will be used wherever and whenever it is deemed necessary.

Some of the existing vegetated areas will be disturbed during the construction. These areas will be topsoiled and seeded.

Noise pollution will not be a factor on this project. The nearest farmhouse is located 461 ft. right of the proposed centerline. This is a greater distance than the existing farmhouse is located from the existing graveled road. A shelter belt around the house absorbs some traffic noises.

The traffic data for this project is as follow: ADT (1975) = 45; ADT (1980) = 54, ADT (2000) = 100; DHV = 20; D = 55-45%; T = 15.6%; and all trucks = 53.4%.

The projected traffic figures for this project are based on an assumption of the natural growth irrespective of the type of facility. In other words, upgrading the present facility is expected to have little influence on the volume of traffic using the road. On this basis, no significant long-term adverse impact on air quality would be expected as a direct result of the project.

Paving the road should improve air quality because the dusty, gravel road would be eliminated.

The requirements for review of projects as established by the Environmental Protection Agency are an indication of the minor amount of the air pollution that would be produced by traffic using this route. Their concern for air quality generally begins when the 10-year projected traffic estimates show an increase of 10,000 vehicles per day or exceeds 20,000 vehicles per day. This is about 400 times the volume of traffic expected on this project.

Air pollution will not be a major problem on this project, although some will probably occur during construction. Implementation of this project is not expected to have a significant air quality impact. The Montana Department of Health and Environmental Sciences, the State Air Pollution Control Agency, has informed us that Montana's Implementation Plan does not contain a section on transportation control strategy since Montana does not have a serious pollution problem caused by vehicles.

This project is not in conflict with the state's Implementation Plan for achieving federal ambient air quality standards.

The actual construction of the project would have a short-term detrimental effect on air quality. Dust will be added to the air even though preventive actions are taken. Exhausts from construction equipment will add to vehicle caused pollution. Emissions from cars will increase due to the slower operating speeds and the occasional holdup of traffic while construction activities take place.

A Letter of Intent has been sent out covering this project. Copies of the replies are attached.

4. ALTERNATIVES

The existing road is the only one through this portion of Montana. For the most part, the horizontal alignment is good and the vertical alignment is fair considering level to rolling terrain. Rebuilding along or near the existing highway has been the only route considered.

Any routing in the same vicinity would mean considerably more right-of-way taken from a ranching and farming area, be out of direction, and result in two parallel highways in the same area.

NO - BUILD ALTERNATIVE

The existing road, constructed by Valley County forces is an 18 foot gravel surfaced roadway. This is the only north-south routing in this area.

Under the new functional reclassification plan this Secondary Route will be a major collector.

5. RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

Since this is a farming and ranching region with stabilized ownerships, the short term and long term effects of construction will not significantly change the operations as conducted in the area. The improvement of the farm-to-market road system should increase the economic potential of the area.

6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

No resources other than money, labor, road and bridge building materials and energy will be irretrievably committed to this project. The land used for right-of-way would be irreversible and irretrievable unless there are changes in the land use.

The project is estimated to cost \$1,200,000.00 including right-of-way expenditures.

It is estimated that 150,000 gallons of fuel would be consumed during construction of the project.

7. Coordination with Others

The attached Letter of Intent was sent to all persons and agencies that were considered to have a vital interest in the project. The mailing list is included in the letter. Following the Letter of Intent are copies of the replies received.

BASIS FOR AGENCY IMPACT DETERMINATION

Based on the foregoing, it is felt that the proposed project is not a major action and will not significantly affect the environment and therefore an Agency Impact Determination is appropriate.

Very truly yours,

H.J. ANDERSON
DIRECTOR OF HIGHWAYS

By Stephen C. Kologi
Stephen C. Kologi, Chief -
Preconstruction Bureau

32:SCK:KFS:JG:mn
Attachments

- cc: J.R. Beckert w/attch.
- D.D. Anderson "
- R.E. Champion "
- S.C. Kologi "
- V.D. Borden "
- K.F. Skoog "
- D.S. Johnson "
- Mail & File "

I Concur Stewart
U.S. Department of Transportation
Federal Highway Administration

Date Recd. Preconst. <u>5-20-75</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Traffic Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<u>Borden</u>		
		36 Traffic		
		37 Pub. Hearing		
		38 Sec. - Urban		
		39 Consultant Design		
		File		

MAY 19 1975

Date