

Office Copy

THOMAS L. JUDGE
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

July 30, 1975

IN REPLY REFER TO:

RF-260 (20)
Essex - Summit on U. S. 2

RECEIVED

AUG 1 1975

ENVIRONMENTAL QUALITY
COUNCIL

Handwritten notes:
J. J. O'Neil
2/20/75

Environmental Quality Council
Capitol Station
Helena, Montana 59601

Gentlemen:

Attached, for your information, are two (2) copies of the Agency Impact Determination for the above project, as approved by the Federal Highway Administration.

Very truly yours,

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

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

32-SCK:KFS:mg
Attachments

cc: K. F. Skoog

GEORGE VUCANOVIĆ, CHAIRMAN
HELENA

W.H. M. KESSNER, VICE CHAIRMAN
BLACK EAGLE

G. R. COONEY
BUTTE

P. L. BACHELLER
BILLINGS

JAY LA LONDE
SIDNEY

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

J. ANDERSON
DIRECTOR OF HIGHWAYS

July 17, 1975

IN REPLY REFER TO:

RF-260 (20)
Essex - Summit
on U. S. 2

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

08 30.22 A1

Gentlemen:

This is to request your concurrence that neither an Environmental Impact Statement nor a Negative Declaration is required for the subject project and that this Agency Determination is appropriate.

The project is located on U. S. Highway 2 (see attached map) near the south edge of Glacier National Park between the Java Underpass and Summit. In this area, U. S. 2 is located immediately adjacent to Bear Creek and actually crosses the creek several times. In June of this year, disastrous flooding occurred on Bear Creek resulting in considerable damage and in some places, complete destruction of U. S. 2. The damage is scattered throughout the 13+ mile section of highway with the damaged areas totaling about 3 of the 13 miles. The remaining 10+ miles were not seriously affected by the flood.

The work to be performed will consist of returning the roadway to its pre-flood condition with some additional work being done to help prevent future flood damage. The eroded areas will be backfilled, new gravel surfacing and pavement will be placed, riprap will be placed wherever required, and the area will be dressed up. Several slight alignment changes are being considered to help reduce the impact of future floods and provide adequate room to place riprap without constricting the channel too much.

The project is not a major action since it essentially consists of just repairing the existing roadway and it is our opinion that the effect upon the environment will be insignificant. There will be no alteration of land use or traffic flow patterns.

The project will not have any air quality impact and noise standards are not applicable to this type of work. Since the project is located adjacent to Bear Creek, some water pollution will undoubtedly occur, however, it will be kept to a minimum by requiring the contractor to adhere to all applicable state and National Laws pertaining to this matter. Also, the Montana Department of Highways Standard Specifications contain items concerning the minimization of water pollution.

GEORGE VUCANOVICH, CHAIRMAN
HELENA

W. A. ... CHAIRMAN
... ..

G. R. COONEY
... ..

P. L. BACHILLER
... ..

JAY ...
... ..

No acquisition of new right-of-way is anticipated for the project.

We are also at this time requesting your approval to waive the requirements for public hearings and location and design approval.

Very truly yours,

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

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

32-SCK:KFS:GLL:mg
Attachment

cc: J. R. Beckert
R. E. Champion
J. J. Keithley
D. D. Anderson
K. F. Skoog

Concur H. Stewart
Federal Highway Administration

Date JUL 22 1972

