

Office Copy

THOMAS L. JUDGE
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

July 31, 1975

IN REPLY REFER TO:

RF 266 (14)
Scobey - South
Motnana 13

RECEIVED

AUG 1 1975

ENVIRONMENTAL QUALITY
COUNCIL

Handwritten notes:
5-10-75
K
2
1

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:JG:mn
Attachments

cc: K.F. SKoog

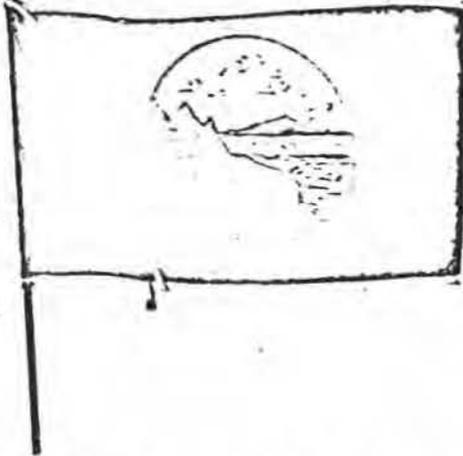
GEORGE VUCANOVICH, CHAIRMAN
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
BLACK EAGLE

G. R. COONEY
BUTTE

F. L. BACHELLER
BILLINGS

JAY LA LONDE
SIDNEY



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

June 30, 1975

IN REPLY REFER TO:

RF 266 (14)
Scobey - South
Montana 13

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

08-30.22-B2 Reply requested by: 7/16/75

Gentlemen:

This Agency Impact Determination is being submitted for your approval on Project RF 266 (14), Scobey - South on Montana 13 in Daniels County as required under the National Environmental Policy Act and the Montana Environmental Policy Act.

1. Location & Description of the Proposed Improvement and its Surroundings.

The basic purpose of the project is to provide a safer and more efficient highway facility to serve the traveling public.

This project begins approximately one-half mile south of the Fort Peck Indian Reservation Boundary and extends northerly 11.4+ miles to the south corporate limits of Scobey.

This project will consist of the reconstruction of the existing highway which was constructed in 1933 and improved in 1935 with a surface width of 20.0 feet and a total width of 24 feet. A slight line change will be made in the vicinity of the Poplar River.

The proposed work will consist of right-of-way, grading, drainage culverts, aggregate surfacing, plant-mix, topsoiling, seeding, signing, striping and fencing. The new roadway width will be 36 feet with 2-12 foot traffic lanes and two 6-foot shoulders. A new bridge will span the Poplar River. Other existing bridges will be replaced by appropriate capacity culverts.

GEORGE VUCANOVICH, CHAIRMAN
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
HELENA

G. R. COONEY
RUTHE

P. L. BACHELLER
BILLINGS

JAY LA LONDE
SPOKANE

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

The land adjacent to the highway is used for growing small grains, producing hay and grazing.

2. Probable Impact

This project will provide a safer and more efficient highway as compared to the existing road. For the most part the project is located in a rural area. For approximately the last half mile past the drive-in theater the property is light commercial and industrial property on both sides of the present highway. The rural portion of this project will not have any effect on urbanization. The portion adjacent to Scobey will probably continue to build up along Montana 13. Procuring limited access will be given consideration.

Some utility moves will be necessary. Montana-Dakota Utilities and Mountain Bell provide services to Scobey. The Nemont Telephone Corporation provides rural telephone service. The Northern Electric and Sheridan Electric Co-ops provide rural electric service.

There is some private flood and pump irrigation from the Poplar River. Some irrigation piping will have to be perpetuated.

Mail routes and school bus routes will not be changed.

No public parks, recreational areas, historical sites, wildlife refuges or water fowl refuges are located along the project. Section 4(f) is not involved.

Several new oil wells which are located east of Scobey have created considerable activity in the area. The economy in the area appears stable and this project would be a benefit to the area.

As far as it is known at this time relocation assistance will not be required.

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.

The first one-half mile of this project is located on the Fort Peck Indian Reservation. Land will be needed from 2 Indian land owners. The Bureau of Indian Affairs sets the policies and procedures for securing such right-of-way. No problems are anticipated in right-of-way procurement.

Drainage crossings will be by culverts or bridges. No channel changes are planned.

Long-run employment opportunities will not be changed.

The proposed project will not have any substantial adverse impacts on fish and wildlife resources. The highway does pass through antelope, deer and upland game bird habitat.

If highway speeds increase after construction there might be a higher rate of road kill of deer, antelope, and other animals. Signs indicating this hazard will be given study and consideration for placing in critical areas to warn motorists.

Probable Adverse Environmental Effects Which Cannot be Avoided.

Approximately 124 acres were taken for right-of-way on the original construction. Approximately 90 acres will be needed for a standard right-of-way width.

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 it is deemed necessary.

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

From the city limits of Scobey for approximately 1,800 feet south on the present highway, Montana 13, the property is light commercial and industrial property on both sides of the present highway. The research of these properties indicate that several new buildings are in the process of being built to conform with our present right-of-way width of 80 feet, 40 feet on each side of the centerline. This project ends at the city limits.

The traffic data for the project is as follows: ADT (1975) = 362; ADT (1984) = ADT (2004) = 850; DHV = 120; D = (55-45%); light trucks = 23.5%, all trucks = 49.6%. Upon using the nomograph for approximate prediction of highway noise levels, the distance would be 70 feet from centerline for a 70 dBA level. At a distance of 40 feet from centerline the noise level is 73 dBA. Although the allowable noise level is only 70 dBA, it would be impractical and almost impossible to lower the 73 dBA level to allowable standards within the urban limits. In the rural area no noise problems are expected. Since this project is mainly a reconstruction of an existing highway, it will be in compliance with PPM 90.2.

The projected traffic figures for this project are based on an assumption of 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.

The requirements for review of projects as established by the Environmental Protection Agency are an indication of the minor amount of 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 shown an increase of 10,000 vehicles per day or exceeds 20,000 vehicles per day. This is about 15 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. See attached letter from the Department of Health and Environmental Sciences.

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 highway was constructed in 1933 and improved in 1935 with a surface width of 20 feet and a total width of 24.0 feet. This highway does not meet present design criteria. The existing pony truss bridge over the Poplar River has a horizontal clearance of 21.0 feet with a length of 185 feet.

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 highway system should enhance the farm to market access.

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 \$2,500,000.00 including right-of-way expenditures.

It is estimated that 300,000 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.

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 "

Very truly yours,

H.J. ANDERSON
DIRECTOR OF HIGHWAYS

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

I Concur H. Stewart
FHWA

JUL 10 1975

Date