

STATE OF MONTANA

DM



DEPARTMENT OF

FISH AND GAME

Helena, MT 59601
February 8, 1979

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ENVIRONMENTAL QUALITY
COUNCIL

Mr. Terry Carmody, Executive Director
Environmental Quality Council
Helena, MT 59601

Dear Terry:

Enclosed are two copies of preliminary environmental reviews covering minor improvements at the following fishing access sites:

- FG-N-98 Willow Creek Reservoir
- FG-N-100 Martinsdale Reservoir ✓
- FG-N-104 Far West Fishing Access Site ✓
- FG-N-106 Cameron Bridge Fishing Access Site

We hope these documents will satisfy the requirements of the Environmental Policy Act. Copies have been sent to the county commissioners where these projects are located. If you have any questions, please feel free to contact me.

Sincerely,


James A. Posewitz, Administrator
Ecological Services Division

sd
Encs

cc: Water Quality Bureau
Department of Highways
Division of Architecture & Engineering
County Commissioners: Lewis & Clark County
Meagher County/Wheatland County
Rosebud County
Gallatin County

PRELIMINARY ENVIRONMENTAL REVIEW

CAMERON BRIDGE

FISHING ACCESS SITE

BELGRADE, MONTANA

FG-N-106

Compiled by: Rich Misplon
Civil Engineer I
Montana Department of Fish & Game

Cameron Bridge Fishing Access Site is located on the Gallatin River approximately four miles southwest of Belgrade, Montana.

Access to the site is made by driving north out of Four Corners or south out of Belgrade on Jack Rabbit Lane until mile post 5 is reached. Then turn west onto the county road.

The site is located to the south of the county road and approximately five hundred feet to the east of Cameron Bridge.

The intent of the project is to improve the access and parking facilities at the Cameron Bridge Site.

Construction consists of installing 185 rods of farm fence, a 20 foot wide cattleguard, one double latrine, five signs, construction of 45,000 square feet of gravel roadway and parking lot, and obliterating and seeding existing dirt roadways.

We do not expect any conflicts with the local residents. There are no home sites adjacent to the property so there should be no direct conflicts with the adjacent property owners. The site has been in use for years with no serious conflicts.

Effects on fish and wildlife in the area should be minimal. The site gets heavy use at the present time. The improvements should increase this somewhat, but not enough to substantially change the site's impact on the fish and wildlife. There may even be some beneficial effects from a reduction in erosion when the road is paved and an increase in ground cover by control of vehicular traffic and stray cattle.

The quality of recreational experience will be improved by the proposed site improvements.

Access to the site will be improved by creating a road that is free from ruts and pot holes, and it will not become treacherous in wet weather.

Parking areas will be provided to relieve congestion in the cul-de-sac.

Esthetics will be improved by the elimination of damage to ground cover by vehicles and stray cattle. The single gravel access road will replace the unsightly dirt tracks that exist on the site now.

Installation of a latrine should end any sanitary problems on the site.

A pack in - pack out trash policy shall be used on this site coupled with periodic cleanup by Fish and Game personnel.

During the construction phase of this project there will be an increase in dust, engine exhaust, and noise pollution. The dust will be kept to a minimum by watering. Engine and noise pollution are unavoidable but are temporary and not considered to be a serious problem.

As visitor use increases auto and noise pollution will increase proportionally. Dust pollution will probably be lower because of the elimination of the dirt

tracts. Noise pollution is unavoidable but will be lessened somewhat by putting speed limits on the access road and posting quiet hours.

There will be an unavoidable increase in auto pollution as visitor use increases.

The air quality in the area is good and the additional pollutants added by the increase in auto traffic should not seriously degrade the air quality.

Visitor use will increase whether this project is undertaken or not. Under a no action plan the increase in vehicular traffic will be uncontrolled. This will result in the destruction of vegetation by vehicles driving indiscriminately on all areas of the site, as is the case now. If the proposed project is undertaken this destruction will be eliminated or greatly reduced by restricting the vehicular traffic to the paved access road.

In general there should be little or no water pollution involved in this project. There is no work contemplated in or near the Gallatin River. During construction there is a chance of some silt entering the river, however, the topography of the land makes this unlikely.

No social problems are expected as a result of these improvements. Any increase in local business due to the project is expected to be insignificant.

The Cameron Bridge site is located in an area that has been part of the West Gallatin River bed in fairly recent times. As a result most of the area is river gravel with a thin layer of topsoil. Any prehistoric remains have long since been washed away.

A survey conducted by Steve Aaberg of the Montana State University turned up no cultural remains. The conclusion was that construction on this site would not disturb any known heritage deposits.

In a physical sense the resources of this site are recoverable. All structures can be removed, torn down, or buried and the land returned to its original condition.

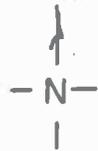
In a political sense the resources expended on this site are not recoverable. Money spent for improvements on this site is not recoverable.

Since Federal funds are to be used for this project Federal Law requires that the site be used for recreational purposes in perpetuity. It cannot be returned to its original use.

The scope of this project and its lack of serious impacts do not justify a full Environmental Impact Statement. Therefore this Preliminary Environmental Review has been prepared.

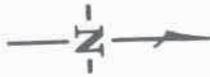
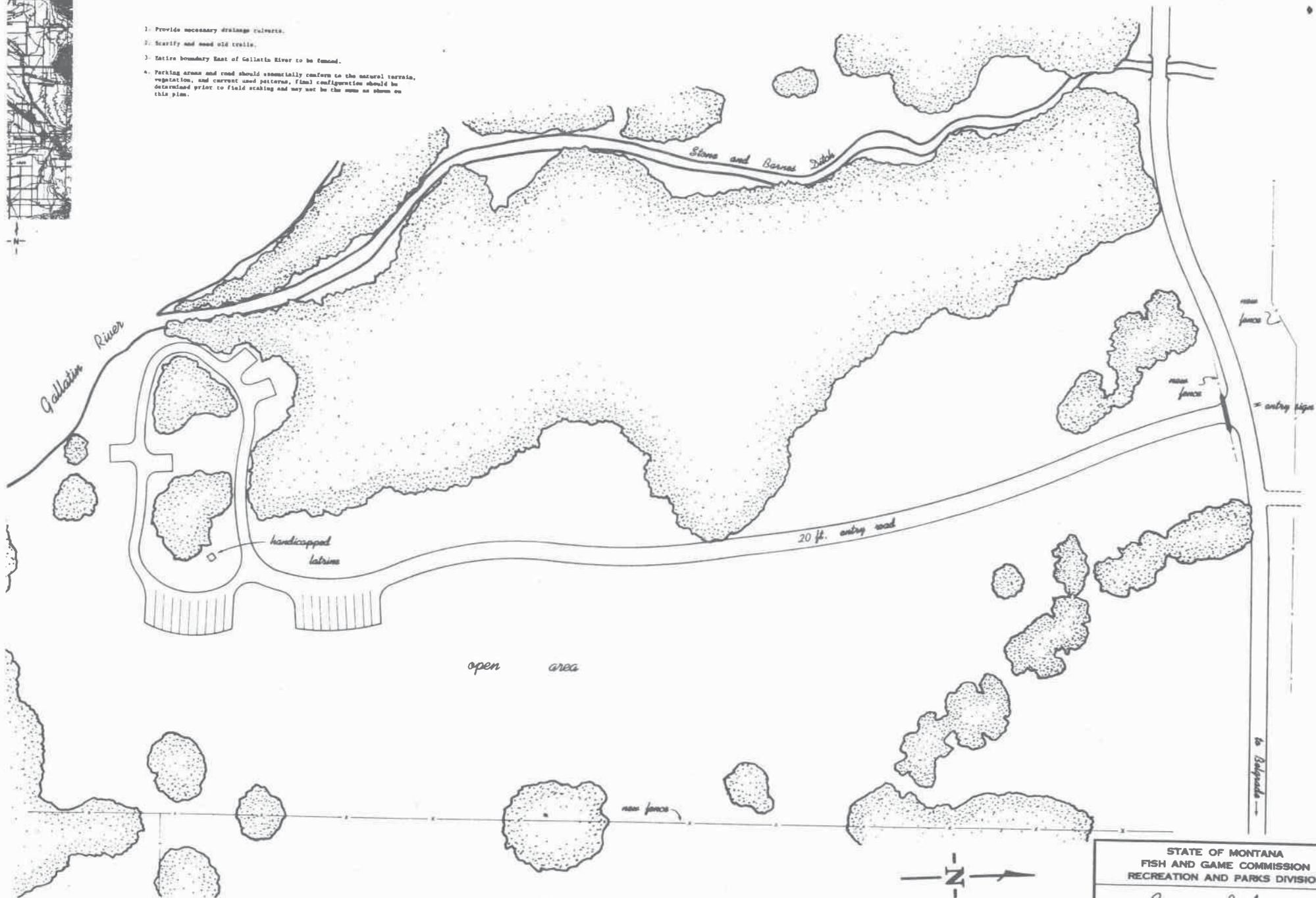


Vicinity Map





1. Provide necessary drainage culverts.
2. Scarify and seed old trails.
3. Entire boundary East of Gallatin River to be fenced.
4. Parking areas and road should essentially conform to the natural terrain, vegetation, and current used patterns, final configuration should be determined prior to field staking and may not be the same as shown on this plan.



APPROVED BY _____ DATE _____
 APPROVED BY _____ DATE _____

STATE OF MONTANA
 FISH AND GAME COMMISSION
 RECREATION AND PARKS DIVISION

*Cameron Bridge
 Fishing Access Site
 Balgrade, Montana*

DRAWN BY <i>JTA</i>	DATE <i>1-77</i>	SHEET
APPROVED BY	DATE	✓