

DEPARTMENT OF ENVIRONMENTAL QUALITY
PERMITTING & COMPLIANCE DIVISION

Community Services Bureau
Waste Management Section

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June 25, 1998

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QUALITY COUNCIL**

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Environmental Quality Council, Capitol Complex, Helena, MT 59620
Documents Section, State Library, Capitol Complex, Helena, MT 59620
State Historic Preservation Office, 225 N. Roberts, Helena, MT 59620

Ladies and Gentlemen:

Pursuant to the Administrative Rules of Montana, 17.4.607(2) and 17.4.609(2), the following Environmental Assessment has been prepared by the Department of Environmental Quality concerning the proposed Enviro-Tire Class III Resource Recovery Facility and Landfill located in the SE¼ of Section 27, SW¼ of Section 26, Township 23 North, Range 24 West, M.P.M., Sanders County, Montana. Generally, the site is located approximately two (2) miles west of Lonepine off North Hill Road, or ten (10) miles north of Hot Springs.

The purpose of the Environmental Assessment (EA) is to inform all interested governmental agencies, public groups, and individuals of the proposed action and to determine whether or not the action may have a significant effect on the human environment. This EA will be circulated for a period of thirty (30) days at which time a decision will be made as to our future action.

If you care to comment on this proposed action, please do so in writing, within the allotted time.
Also, in order to solicit public input on the proposed action, a public meeting will be held on Monday,
July 13, 1998, at the Lonepine Grange Hall, from 7:00 pm to 9:00 pm.

Sincerely,


Rick Thompson
Solid Waste Licensing Program

Encl: Environmental Assessment

Path: a:\enviro.ea
File: Proposed Enviro-Tire Class III Resource Recovery Facility and Landfill/Sanders County

DEPARTMENT OF ENVIRONMENTAL QUALITY
PERMITTING & COMPLIANCE DIVISION
Lee Metcalf Building, Helena, Montana 59620
(406) 444-4400

ENVIRONMENTAL ASSESSMENT (EA)

Division/Program: Permitting and Compliance Division/Solid Waste Licensing Program.

Project or Application: Messrs. Lynn Tripp and Tom Allen, private individuals, have made application for a Solid Waste Management System License to operate a Class III Tire Monofill and Resource Recovery Facility. The proposed facility will be utilized for the disposal of tires only (a Group III waste). Tire will be hauled to the facility by the operators, licensed haulers, and tire retailers. The proposed facility will be a privately operated landfill and resource recovery facility, and will not be open to public access.

Description of Project:

Site Location: The proposed 140.7-acre landfill site is located on private property owned by the applicants. The specific location for the site is the SE¼ of Section 27, SW¼ of Section 26, Township 23 North, Range 24 West, M.P.M., Sanders County, Montana. Generally, the site is located approximately two (2) miles west of Lonepine off North Hill Road, or ten (10) miles north of Hot Springs. (Figure 1. General Location Map, and Figure 2. Site Map).

Operation & Maintenance (O&M) Plan:

General Description of Waste Management System

The only type of wastes to be accepted at the proposed facility will be used or discarded automobile or equipment tires. The tires received at the facility will either be separated and stored for future transportation to a tire retreading facility in Oregon (resource recovery), or disposed of on site. The typical sequence of events for tires arriving at the facility involves:

1. Off-loading and storage.

Typically, the incoming tires will be taken to the holding area upon arrival at the facility (Figure 3. Receiving and stockpiling Area). There they will be stored in 600 square foot piles with each pile containing approximately 500 tires. The stacks will have 50-foot-wide fire lanes around them. A fire break will also surround the entire perimeter of the receiving area.

The sorting and storage of the incoming tires for retreadable tire casings will also be done at this stage. The retreadable tires will subsequently be stored in the on-site storage building until a sufficient quantity has been accumulated for shipment to Oregon.

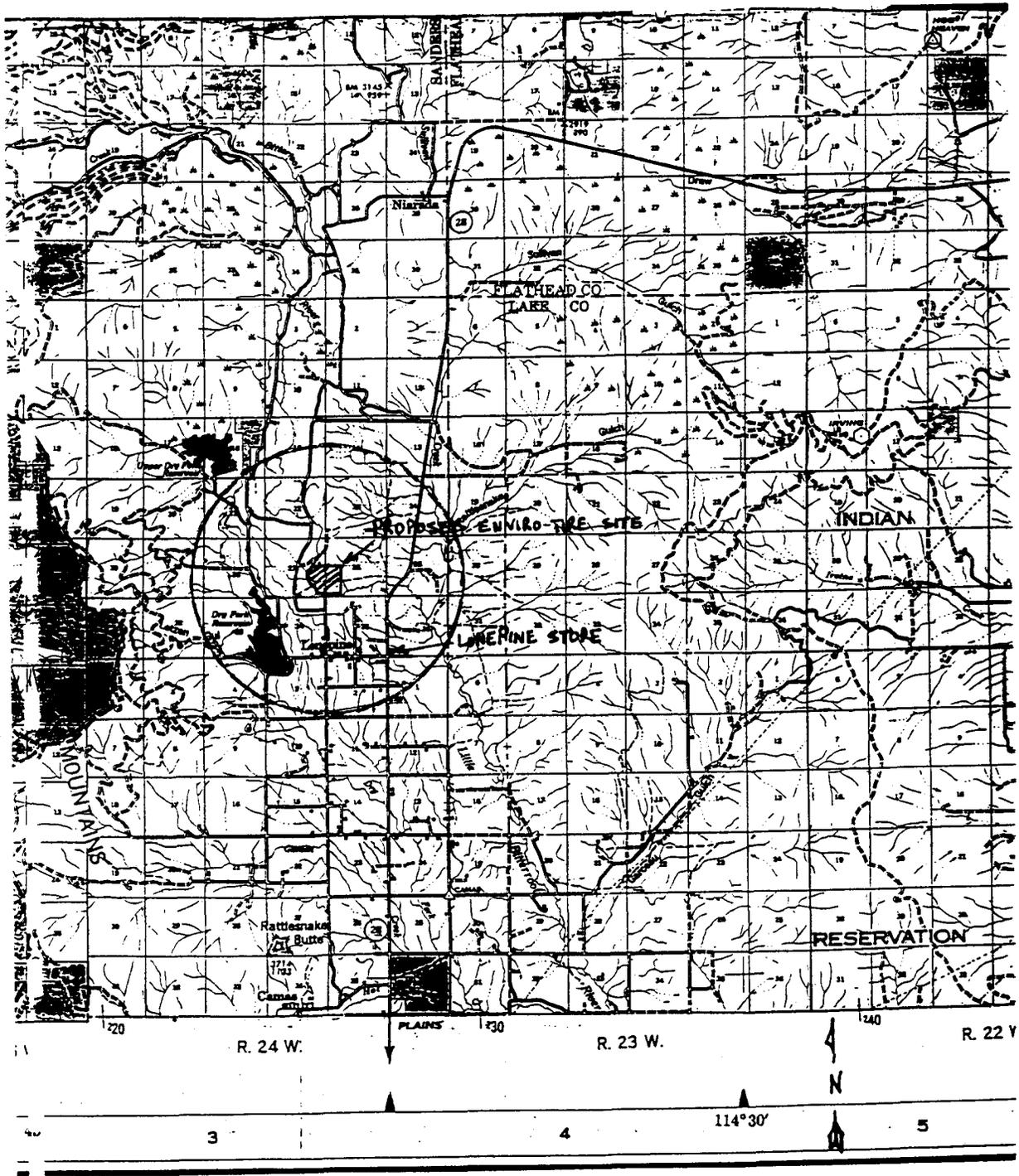


Figure 1. General Location Map (Enviro-Tire Application 1998)

ENVIRO-TIRE SITE

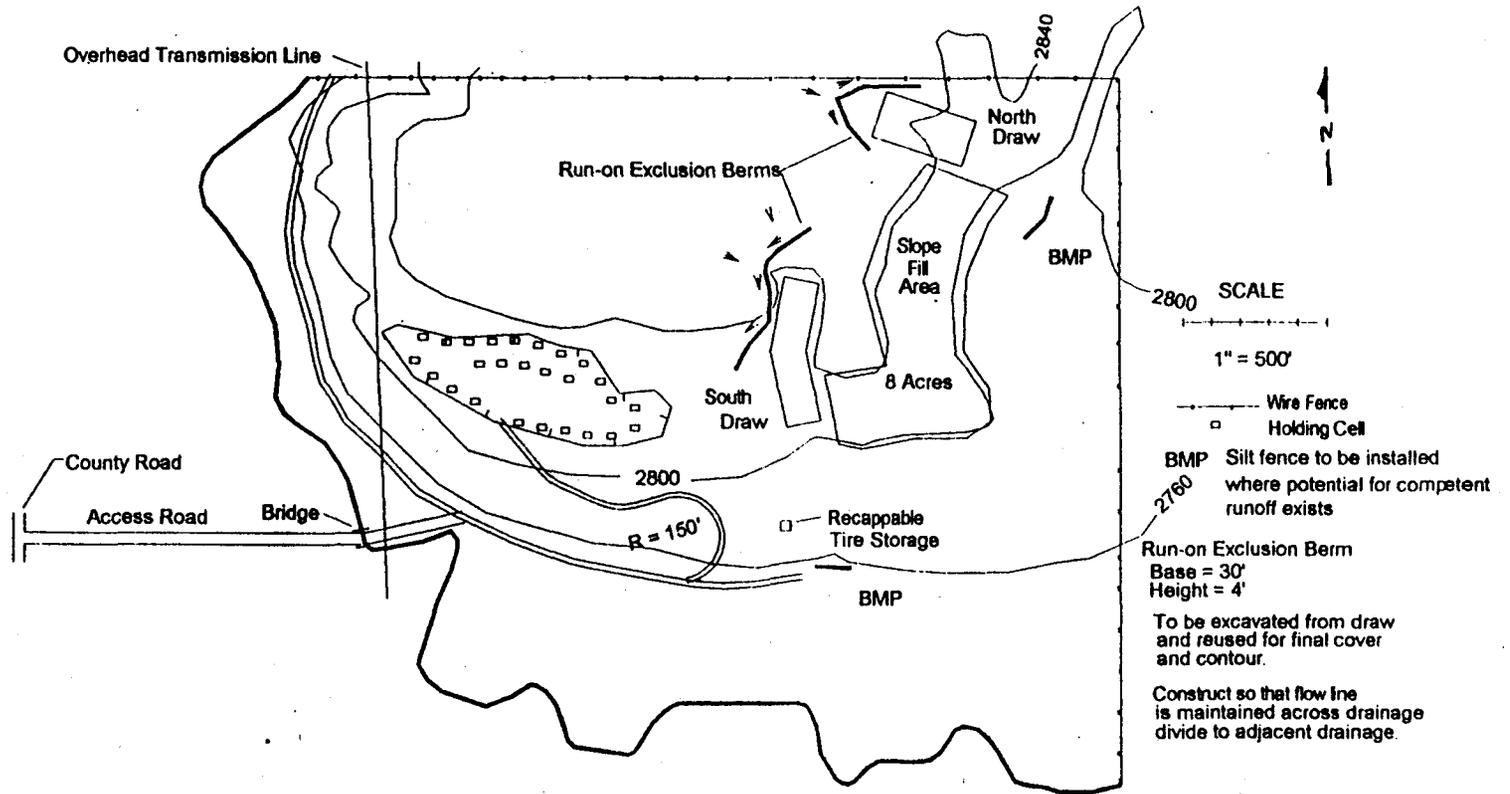


Figure 2. Site Map (Enviro-Tire Application 1998)

Receiving Area Detail

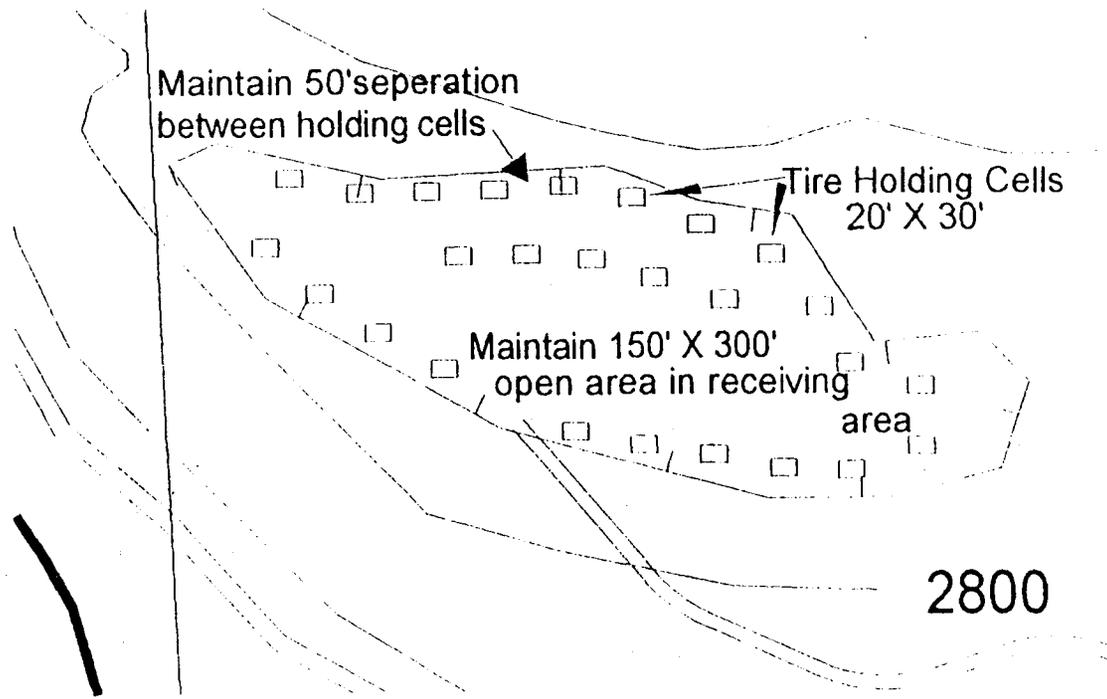


Figure 3. Receiving & Stockpiling Area (Enviro-Tire Application 1998)

2. Shipment

After a per-determined quantity has been accumulated, the applicants will transport them to Prineville, Oregon for retreading on a monthly basis..

3. Disposal

Typically, tires will be buried when 1,000 cubic yards or 10,000 tires have been collected in the holding area, or at a minimum every 90 days regardless of the number tires in the holding area. On-site disposal will consist of two methods which are referred to by the applicants as either 'slope' and/or 'draw' filling. In the eventuality that a viable resource recovery application can be found, the tires will be covered prior to burial with a separation geotextile. The geotextile material to be used for this application is the Amoco Style 4552. By covering the tires, soil will be prevented from entering the voids and. Dirty tires are of little value for future resource recovery as the soil contaminated tires significantly increases wear on processing equipment. Also, by covering the tires prior to burial, subsidence of the covered areas is expected to be reduced.

The 'slope fill' method will be conducted by notching trenches into the sides of existing slopes along the contour. The sequencing for the excavation for each new cell will be tailored to produce cover material for the previously filled trench. Each trench will be kept small to reduce the amount of open area exposed to precipitation and to ultimately reduce mosquito proliferation. (See, Figures 4a. Slope Fill Cross section; 4b. Slope Fill Sequence; and 4c. Slope Fill Cell Dimensions.)

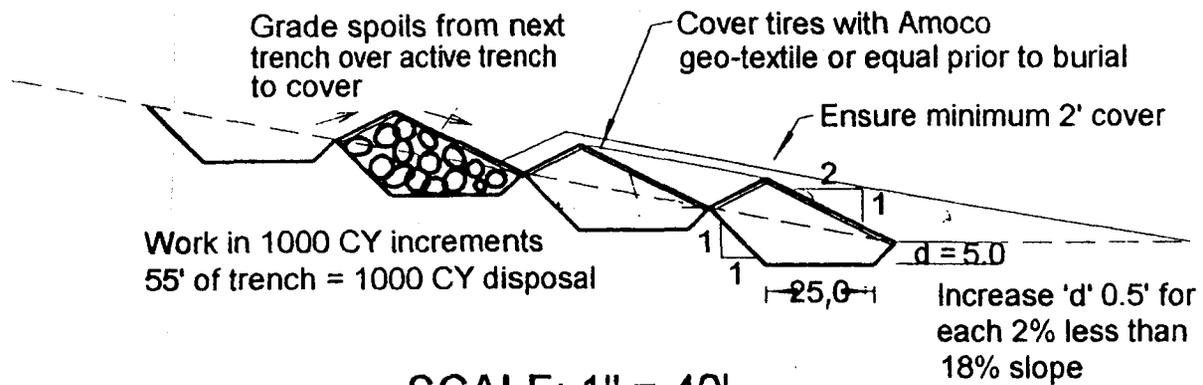
The 'draw fill' method will involve the use of two large draws on the property. They will be developed prior to use by excavating material from them to build up gradient berms for run-on controls. The excess excavated material will be used as quarterly and final cover material. (See, Figure 2.) All disturbed areas on the facility will be revegetated each spring and fall.

Site Access and Control

The facility will be operated as a private landfill and no public access will be allowed unless authorized by the applicants. The number of workers on site will not typically exceed three persons, who for the most part, will be the applicants conducting the operations outlined in the submitted operation and maintenance plan. The Salish and Kootenai Tribal Sanitarian will also have a key to the facility to conduct random inspections or to respond to emergencies, if necessary. The site will receive tires once per week; however, no set operating hours were committed to in the application.

Access to the site is via a private road off North Hill Road and a bridge that crosses the Little Bitterroot River on to the site. This road will be improved and maintained by the applicants to accommodate all-weather traffic. The existing bridge, designed to handle 24,000 pounds axle load, will be improved to increase its strength to handle heavier loads. The improvements to the bridge include improving the abutments, as well as removing the existing abandoned bridge which is presently in place under the bridge in use. A Tribal Shoreline Permit was applied for to carry out the bridge improvements. The permit was granted.

SLOPE METHOD FOR TIRE BURIAL



SCALE: 1" = 40'

Figure 4a. Slope Fill Cross section (Enviro-Tire Application 1998)

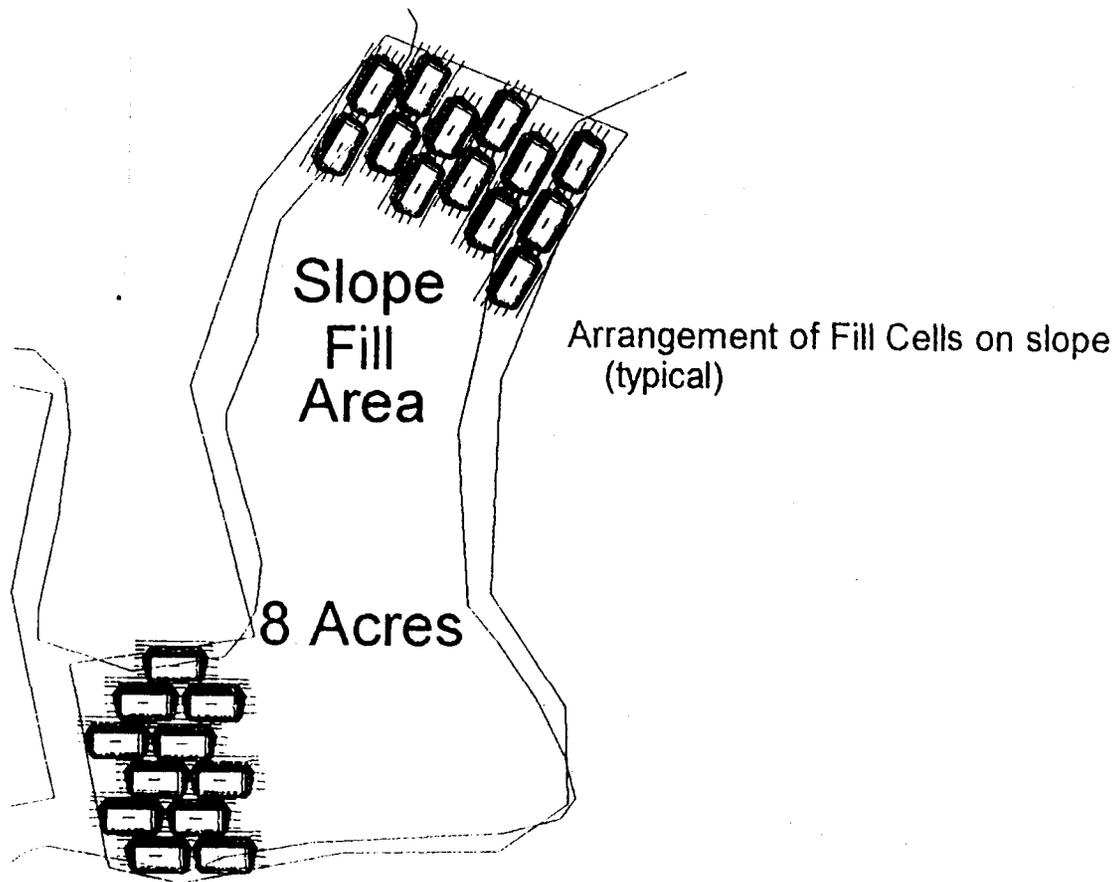


Figure 4b. Slope Fill Sequence (Enviro-Tire Application 1998)

Fill Pit Detail

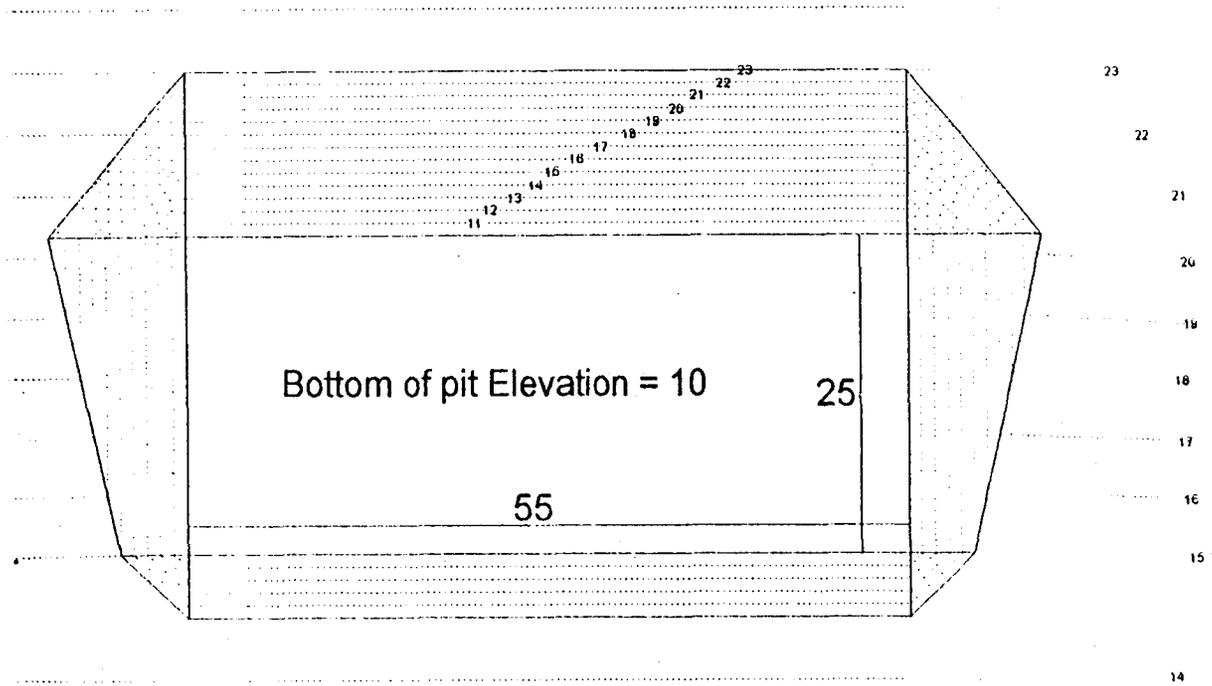


Figure 4c. Slope Fill Cell Dimensions (Enviro-Tire Application 1998)

Presently, the entire landfill site is fenced with a five-strand barb wire fence, with a locked cattle gate at the junction of the North Hill Road and the private access road. The gate will be signed accordingly to prohibit non-facility personnel from entering. Prior to the commencement of operations at the facility, the applicants will replace the present gate at North Hill Road with a more secure one. A lockable gate will also be placed on the east side of the bridge as an added security measure for preventing access to the facility. Cattle guards may also be added at the North Hill Road access.

Aside from the fire prevention methods discussed above, the applicants will place a dry hydrant, at the request of the Hot Springs Fire Department, close to the property to supply the needed water in the eventuality of a fire. This hydrant will also serve neighboring residences. The Hot Springs Fire Department also has the foam capability to fight a tire fire, but not enough to handle a potential fire at the facility. The applicants have committed to supplying the added foam to the Department to meet the requirements of a tire fire at the facility. As per a new law passed by the 1997 Legislature, all owners or operators of tire resource recovery facilities and/or tire landfills will have to financially assure the cost of fire suppression at their facilities. This involves the setting aside of an adequate amount of money to cover the cost of extinguishing and to undertake any remedial action if necessary after the fire. The applicants will have a bond in place prior to the final licensure of the proposed facility.

Closure Plan: Closure at the facility will be an ongoing process. As mentioned in the operation and maintenance plan, cover soils will be applied after the filling of each cell. The cover material will come from on-site sources. The depth of cover will be the minimum required two (2) feet.

The closed cells will be seeded each spring and fall with a seed mix equivalent to the Westland Seed Company's "Northern Dryland Pasture Mix with Brome. The mix consists of 25% each, Russian white rye, smooth Brome, pearlescent wheat grass, and crested wheat grass. The seed mix will be broadcast at a rate of 12 pounds of live seed per acre and harrowed in along the contour. Cattle manure will also be applied to the closed cells and tilled in.

Erosion will be controlled by re-establishing the vegetation as quickly as possible. The existing steep slopes will be attenuated during the landfilling process. The closed areas will also be monitored during the post-closure life of the site for erosion. Any areas showing signs of erosion will be repaired immediately. After the final reclamation of the property, it will be used as cattle pasture.

Benefits and Purpose of Proposal:

According to the United States Environmental Protection Agency, approximately 242 million tires are discarded each year in the United States. This is equivalent to approximately one waste tire per person per year. (Markets for Scrap Tires, United States Environmental Protection Agency - Office of Solid Waste, October 1991). For the State of Montana, with an approximate population of 854,000 people, this estimate equates to 854,000 waste tires discarded per year.

Presently the options for recycling and disposal of discarded tires in the State are limited to retreading, landfilling and one resource recovery facility. The retreading industry in the State, although viable, is very limited, and is restricted to semi-tractor trailer tires. In some instances it is more costly to purchase retreads than new tires. Landfilling has been the primary means of disposal for many years. However, whole tires have the tendency to "float" and ruin the daily and intermediate covers of landfills. Landfill managers have now begun to refuse tires at their facilities or are charging fairly substantial rates for tire disposal. These actions may result in tires once again littering the country side or a proliferation of illegal disposal sites, as citizens are finding it difficult to pay the extra charge for tire disposal.

The applicants have proposed that the Enviro-Tire Class III Resource Recovery Facility and Landfill will provide:

- 1) A viable and safe option for the permanent disposal of used tires from the north western and west central regions of the state.
- 2) Better pasture than is presently available on the site, as the existing steep slopes on the property will be attenuated and reseeded upon final closure.
- 3) Imparting some cost savings to the users of the Flathead County, Lake County, BFI-Missoula, and Lincoln County landfills, as valuable space will be saved at those facilities.
- 4) More efficient tire disposal in the above-mentioned regions of the state, as competition with the other two tire disposal facilities in Polson and Kalispell should bring the cost per tire disposal rate down.

Description and analysis of reasonable alternatives whenever alternatives are reasonably available and prudent to consider:

It is not within the jurisdiction of the Department to select potential sites for solid waste management facilities. This is a task for the applicants to complete prior to the application being made. The local county planning board, county planner, or tribal authorities have the final authority over whether or not the location of the site violates any local zoning ordinances. The Department may not issue a license that violates local zoning ordinances. According to Section 75-10-224, Montana Code Annotated (MCA), the department may deny a license under limited conditions. "... The decision to deny or revoke a license may be made only after a finding that a solid waste management system cannot be operated or is not being operated in compliance with this part or a rule or order issued pursuant to this part. . . ." Also, according to Section 75-10-223(1), MCA, "The local health officer may only refuse to validate a license issued under this part upon a finding that the requirements of this part and the rules implementing this part cannot be satisfied. . . ."

Alternative 1. Denial of the license application due to site restrictions.

The Department may deny the license based on findings of fact which indicates that significant environmental degradation may result from the proposed facility. Due to the inert nature of the

wastes to be land filled, the location of the site, and present use of the site, it appears that the operation of the site can be conducted in conformance with the Montana Solid Waste laws and rules.

Alternative 2. The Department could require the applicants to submit an application for an alternative site.

The applicants did express to the Department that alternative sites were considered prior to the selection of the current site. The proposed site was selected based on its proximity to Kalispell, as one of the co-applicants needed a cost effective disposal facility for the used tires generated at his service station. Other factors taken into consideration in selecting the proposed site include:

- a. Land area. The site had to be large enough to provide longevity of operations, and situated so that neighbors are minimally impacted.
- b. Centralized location. A central location was desirable so the facility will be convenient to Flathead, Lake, and Sanders Counties.
- c. The existing vegetation. The grasses and low brush on the site will require minimal clearing and grubbing prior to the excavation of each cell. Brush piling and burning associated with wooded locations will not be necessary.
- d. Previous site disturbances. Almost all portions of the site that will be affected by the proposed activities at the facility have been previously disturbed. The anticipated disturbance of the native flora and fauna is expected to be minimal.
- e. Low precipitation area. The location of the site is one of the lowest precipitation areas of the state receiving less than 9 inches of rainfall per year. The lack of precipitation will reduce the amount of run-on and run-off from the site, as well limit the proliferation of mosquitoes in the tires.
- f. Low economic value. The site has a low agricultural value and is not desirable for housing or commercial development.

Alternative sites considered by the applicants include:

- a. The Marion area west of Kalispell. The sites considered there had poor access and the soil conditions were poor.
- b. Lincoln County. The sites were not centrally located enough to benefit most of the northwestern counties

Alternative 3. The tires collected by the applicants could be disposed of at the existing solid waste management facilities in the region.

Currently there are two (2) Class III used tire monofills in located in Lake and Flathead Counties. There are also Class II landfills located in Lincoln and Missoula Counties in addition to the above-mentioned counties.

The applicants did consider using those facilities; however, the Tire Depot located near Polson does not accept all types of used tires, and Rasmussen Class III Landfill located near Kalispell is nearing capacity.

The Class II landfills mentioned are resistant to accepting large quantities of tires as it has become more costly to construct new units at those facilities. Tires are a bulky item which, in large quantities quickly consumes valuable air space.

Alternative 4. Permitting the proposed facility.

By permitting the facility at the proposed site, another facility for the disposal and recycling of used tires in the north west and west central area of the state will become available to citizens and businesses in the region. The addition of another facility would increase competition with the other facilities thereby reducing the cost for disposal to customer. This should aid in increasing the number of tires going to properly licensed and operated facilities in the region as well as in the State.

A listing and appropriate evaluation of mitigation, stipulations and other controls enforceable by the agency or another government agency:

The proposed facility must meet the minimum requirements of the Montana Solid Waste Management Act and the Administrative Rules promulgated under that Act. The applicants must also meet the following requirements:

1. Tires only in the landfill.
2. No open or naked flames in or near the main disposal areas of the site.
3. All requirements of the Hot Springs Fire Department.
4. Wastes must be covered periodically (90 days maximum), with clean soil material and graded for positive drainage. (The cover soils and surrounding borrow areas must be monitored for signs of excessive erosion).
5. Access to the site must be controlled at all times (operating and non-operating hours).
6. Control dust emissions from the site.
7. If necessary, take the appropriate actions to reduce the proliferation of disease vectors such as mosquitos, rodents, and skunks..

8. All the stipulations of the Shore Line Improvement Permit (No. 98-2621-210), issued by The Confederated Salish and Kootenai Tribes.

Recommendation:

The recommendation of the Montana Department of Environmental Quality is to request input from the public regarding the proposal. In the absence of adverse public comment indicating environmental problems or impacts which have not been heretofore identified, the Department proposes to license the landfill as a Class III Solid Waste Management System.

If an EIS is needed, and if appropriate, explain the reasons for preparing the EA:

No EIS is needed.

If an EIS is not required, explain why the EA is an appropriate level of analysis:

The Department finds that the operation of the proposed facility will not significantly affect the quality of the human environment. Due to the inert nature of the materials to be land filled at the proposed site, the Environmental Assessment is an adequate document to address the potential impact of the proposed operation.

Other groups or agencies contacted or which may have overlapping jurisdiction:

Sanders County Commission and Health Department, The Confederated Salish and Kootenai Tribes of the Flathead Nation - Shore Line Protection Board and Historic Preservation Office, Hot Springs Fire Department, U.S. Army Corp of Engineers, U.S. Environmental Protection Agency, Sanders County Conservation Office, U.S. Fish and Wildlife Service, MT Department of Fish, Wildlife and Parks, and the Bureau of Indian Affairs.

Individuals or groups contributing to this EA: Enviro-Tires Class III Resource Recovery and Landfill Application, Tom Allen, Lynn Tripp and Bret Birk, April 1998; Hot Springs Fire Department, Chief Randy Woods, U.S. Department Agriculture - Natural Resource Conservation Service, Sanders County Soil Survey.

EA prepared by: Rick Thompson, Solid Waste Licensing Program.

Date: June 12, 1998.

Table 1. POTENTIAL IMPACT ON PHYSICAL ENVIRONMENT

| | Maj | Mod | Min | None | Unkn |
|---|-----|-----|-----|------|------|
| 1. Terrestrial and Aquatic Life and Habitat | | | XXX | | |
| 2. Water Quality, Quantity, and Distribution | | | XXX | | |
| 3. Geology and Soil Quality, Stability and Moisture | | | XXX | | |
| 4. Vegetation Cover, Quantity and Quality | | | XXX | | |
| 5. Aesthetics | | | XXX | | |
| 6. Air Quality | | | XXX | | |
| 7. Unique, Endangered, Fragile or Limited Environmental Resources | | | | XXX | |
| 8. Demands on Environmental Resources of Water, Air, and Energy | | | | XXX | |
| 9. Historical and Archaeological Sites | | | | XXX | |

*Maj = Major; Mod = Moderate; Min = Minor; Unkn = Unknown; Att = Attached
 CUMULATIVE AND SECONDARY IMPACTS: The overall impacts of the proposed facility on the physical environment are anticipated to be minor, due to: 1) the inert nature of the wastes, 2) the previous disturbances of the site, 3) the low flora and fauna populations of the area, and 4) the detailed O&M plan.

Table 2. POTENTIAL IMPACT ON HUMAN ENVIRONMENT

| | Maj | Mod | Min | None | Unkn |
|--|-----|-----|-----|------|------|
| 1. Social Structure and Mores | | | | XXX | |
| 2. Cultural Uniqueness and Diversity | | | | XXX | |
| 3. Local and State Tax Base and Tax Revenue | | | | XXX | |
| 4. Agricultural or Industrial Production | | | | XXX | |
| 5. Human Health | | | XXX | | |
| 6. Access to and Quality of Recreational and Wilderness Activities | | | | XXX | |
| 7. Quantity and Distribution of Employment | | | | XXX | |
| 8. Distribution of Population | | | | XXX | |
| 9. Demands for Government Services | | | XXX | | |
| 10. Industrial and Commercial Activity | | | XXX | | |
| 11. Locally Adopted Environmental Plans and Goals | | | | XXX | |

*Maj = Major; Mod = Moderate; Min = Minor; Unkn = Unknown; Att =
Attached

CUMULATIVE AND SECONDARY IMPACTS: The proposed site is located in a predominantly farming and ranching area, but will not be easily visible to passersby or from the majority of by near by residences. Valuable space will also be saved at regional landfills. Increased disposal options for used tires in the region should reduce the potential for illegal disposal.

POTENTIAL IMPACT ON PHYSICAL ENVIRONMENT

1. Terrestrial and aquatic life and habitats.

4. Vegetation cover, quantity and quality.

The site for the proposed landfill is located in a rolling grassland type environment. Specifically, the proposed site is located south, facing the abandoned terrace of the Little Bitterroot River which bordered the property on the south and west sides. Vegetation found on or in the vicinity of the proposed site consists of dryland range grasses and sagebrush. Upper bench of site was tilled and reseeded to crested wheat grass. There was also an occasional ponderosa pine on the upper bench.

Currently, the proposed site and vicinity are being utilized for livestock grazing or wildlife range. The fauna in the area consists primarily of deer, rodents, and rabbits.

Potential Impacts: The anticipated effects on wildlife and corresponding habitats in the area from the proposed landfilling activity are expected to be minor. The proposed final reclamation of the site will include attenuating relatively the steep slopes in some areas, as well as and reseeding with a suitable seed mixture to return the site to a natural condition.

2. Water quality, quantity and distribution.

The area under the site and vicinity is underlain by a confined aquifer and artesian wells are common. A flowing artesian well is located 2,000 feet to the north of the proposed site. The depth of this well is 157 feet below the ground surface (bgs). It can be inferred from the submitted well logs from surrounding properties within a mile radius of the proposed facility that ground water is greater than 150 feet bgs.

The major surface water resource in the vicinity of the site consists of the Little Bitterroot River which bounds the facility to the west and south. Other surface water bodies with two (2) miles of the proposed facility are the Dry Fork Reservoir and Camas Canal irrigation system.

Potential Impacts to Water Resources: Impacts to the surface and ground water resources are anticipated to be minimal as Group III wastes are essentially inert and not water soluble. The operation and maintenance plan submitted by the applicants indicates that run-off from the site will be directed around the draws by berms while they are being actively filled. Also, silt fences will be placed down gradient to reduce the any increased sediment load. The slope method of excavation and fill is designed to prevent any run-off from leaving the active trenches. The low permeability and high run-off characteristic of the on-site soils should significantly reduce the possibility of ground water contamination. Also, the great depth to ground water below the site and the presence of a confining layer are factors which reduces the possibility of ground water contamination from the proposed activity.

3. Geology and soil quality, stability, and moisture.

Generally, the Lonepine area of Sanders County, as was much of western Montana is underlain by fine-grained metamorphic rocks (the Belt Supergroup) deposited in the late Precambrian age. The soils developed on the Belt Supergroup tend to fine loamy sands to loam in texture with many rock fragments. During the last 10,000 years (Wisconsin Ice Age) most of west central Montana was either partially or completely submerged by Glacial Lake Missoula as a result of the Cordilleran Ice Sheet advancing south into the State. Lacustrine deposits resulted in many areas including the proposed site.

According to the United States Department of Agriculture - Natural Resource Conservation Service (NRCS), soils in the vicinity of the site are classified in the Moiese, Bolack, Lonepine, Kerrdam subgroups. Typical to all the above soils is fine grained texture with some coarse materials. These soils are generally found on nearly level to moderately steep terraces. A typical profile in the area reveals a loamy or silt loam transition to a fine grained sand, silt or clay soil.

The overall permeability for these soil types is low, and run-off can be rapid. Thus, the risk of erosion from water is high and moderate to high from wind action on dry, bare soil. The water bearing strata in the area is generally found below 150 feet bgs.

Potential Impacts: to soil quality and moisture at this site are anticipated to be minimal due to the inert nature of the waste material. The application of quarterly soil cover to the site, will also aid in the reduction of surface water percolation through the wastes. Also, due to the potential for severe soil erosion, the applicants will be required to monitor the quarterly and the final cover as well as the areas excavated for cover soils, to ensure that unabated soil erosion does not take place. If there is erosion to the above-mentioned areas, the applicants must take the appropriate corrective action(s).

5. Aesthetics.

The site for the proposed landfill is presently being used as rangeland for the applicants' livestock. The operation of a Class III Landfill at the site will not be in conformance with the present farming and ranching land use of the area; however, it will not conflict with any local zoning or land use ordinances.

Potential Impacts: Operations at the proposed site are anticipated to present a minor visual impact if any. The remote location site and the topography will aid in reducing the visibility of the tires to the general public. The submitted operation and maintenance plan indicates that the tires will be removed from the sorting and storage area and buried on a timely basis. Closure and reclamation of the disturbed areas will be an on-going process during the life and post-closure life of the facility to reduce any lasting visual impacts. Therefore, aesthetic impacts from the site are anticipated to be minor.

6. Air Quality.

Permitting this site may have minor effects on the air quality of the surrounding environment. The impact may be in the form of fugitive dust emissions on windy days when cells are being excavated or cover material is being applied to the site. The applicants will be required to visually monitor and control dust emissions from the site.

8. Demands on environmental resources of water, air, and energy.

Permitting this site will have a positive effect on environmental resources because it will reduce the amount of fuel used for waste hauling, as the tires will be collected by the applicants from local tire dealers. This action will reduce the number of individual vehicles making trips to the proposed site or the regional landfills and will subsequently reduce the amount of wear and tear on local roads. Also, the space demands on the regional Class II landfill will be reduced.

9. Historical and archaeological sites.

A cultural resource survey of the site conducted by Tribal authorities resulted in no finds of historical, archeological, or cultural significance. However, if there are any historical sites discovered, the applicants must notify the proper authorities and the necessary steps will be taken to protect and preserve them.

POTENTIAL IMPACT ON THE HUMAN ENVIRONMENT

5. Human health and safety issues

The most common threat to human health and safety issues from the siting of tire disposal facilities, is the proliferation of disease bearing vectors. Vectors may include, but are not limited to, mosquitos, skunks, and rodents. Another potential human health and safety issue is potential for fire, whether by natural causes or by arson.

Potential Impacts: This impact is anticipated to be a minor one due the remoteness and aridity of the site. The applicants will be required, in the license conditions for the facility, to monitor the collection of water in the tires during the wetter periods of the year and to take steps to reduce the proliferation of mosquitos in them. The application of cover soils on a more frequent basis during the wetter periods of the year may be one such mitigating action. The planned operation of the facility is anticipated to reduce the potential of a fire. By storing the tires in relatively small discreet piles surrounded by 50 foot wide fire lanes, ignited fires will be limited. In addition, timely burial of the tires will reduce the potential of fires at the facility.

9. Demands for governmental services.

The proposed landfill will require periodic inspections by Department personnel, the Sanders County Sanitarian, and Tribal Sanitarian, as well as the Tribal shoreline personnel. The solid waste management license for this facility must be renewed annually.

10. Industrial and commercial activity.

The proposed landfill will be used for the disposal of tires (a Group III waste) generated by tire dealers and their customers in the north west and west central regions of the State. The landfill will, therefore, be a private facility with no public access. The cost savings generated, although minor, may have a positive impact on local tire dealers and their customers.

11. Locally adopted environmental plans and goals.

The use of this site, as proposed, is in accordance with local government zoning.

References

Montana Bureau of Mines and Geology.

Enviro-Tires Class III Resource Recovery and Landfill Application, Bret Birk, April 1998.

MT Agricultural Experiment Station, MT State University, and the U.S. Department of Agriculture - Natural Resource Conservation Service, Soils of Montana; November 1982.

United States Department of Agriculture - Natural Resource Conservation Service (Soil Conservation Service), Soil Survey of Sanders County, Montana.