



THOMAS D. JUDGE
GOVERNOR

Office Copy

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

September 3, 1975

IN REPLY REFER TO:

RECEIVED

F 90 (8)
Thompson Falls - East

SEP 5 - 1975

ENVIRONMENTAL QUALITY
COUNCIL

10/5/75

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:mg
Enclosures

cc: K. F. Skoog

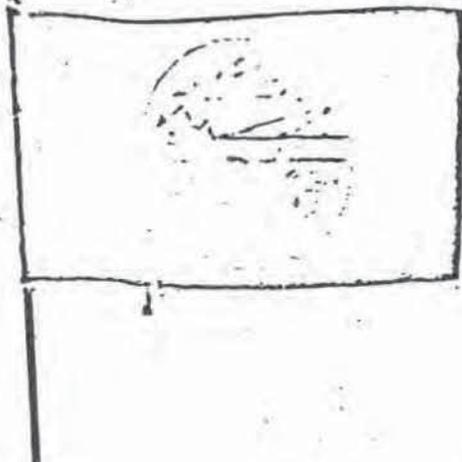
GEORGE VUCANOVICH, CHAIRMAN
HELENA

Wm. M. KESSNER, VICE CHAIRMAN
BLACK EAGLE

B. R. COONEY
BUTTE

P. L. BACHELLER
BILLINGS

JAY LA LONDE
SIDNEY



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

August 8, 1975

IN REPLY REFER TO:

F 90 (8)
Thompson Falls - East

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

RECEIVED

SEP 5 - 1975

08 30.22 AM ENVIRONMENTAL QUALITY
COUNCIL

Gentlemen:

This is to request your concurrence that the following Agency Impact Determination is appropriate for the subject project.

1. LOCATION & DESCRIPTION OF THE PROPOSED IMPROVEMENT AND ITS SURROUNDING AREA.

This project is located in Sanders County, within and east of the corporate limits of Thompson Falls, Montana. The attached maps, Exhibits A & B, show the location of the project with respect to both the entire State and the town of Thompson Falls.

The project will involve approximately 10 miles of roadway from the west corporate limits of Thompson Falls easterly. This section of highway is a part of Federal Aid Primary Route 6, Montana 200.

The purpose of this project is to improve the safety and efficiency of this highway section through reconstruction, as stated in the Department of Highways Letter of Intent dated January 24, 1974, copy attached. A roadway having sufficiency rating of 40 percent or below indicates a section of rural primary highway that should be reconstructed immediately. This project has a sufficiency rating as follows:

- Section A. From Thompson Falls to 1.8 miles east, the rating is 36.
- Section B. From 1.8 miles east to 4.4 miles east the rating is 39.
- Section C. From 4.4 miles east to 6.1 miles east, the rating is 45.
- Section D. From 6.1 miles east to 12.9 miles east, the rating is 54.

For rural primary highways rated between 40 and 60 percent sufficient, the roadway is approaching obsolescence and should be improved within the next five to ten years.

GEORGE VUCANOVICH, CHAIRMAN

P. I. BRADSHAW JAY L. GIBSON

The new highway will be built as a two lane facility utilizing two 12-foot driving lanes with 10-foot shoulders. As shown on the attached autoscreen print, Exhibit "B", the majority of the project passes through grazing and cultivated land. The portion from the beginning of the project to Station 56+ is within the corporate limits of Thompson Falls and the portion from Station 50+ to 140+ is in a suburban area. From the beginning of the project to Station 130+ and from Station 380+ to 450+, the existing centerline would be approximately the centerline of the new roadway. For the rest of the project the new centerline would closely parallel but offset from the existing centerline to allow for the maintenance of traffic during roadway construction and construction of new structures at the crossing of the highway over the Burlington Northern Railroad at about Station 155+ and over the Thompson River at about Station 300+. It is being considered to either (1) replace these two structures or (2) use the existing structures with possibly some refurbishments. Department studies show that the bridges are structurally sound for at least 15 more years of use and with refurbishment up to 30 years of use. These structures are narrow, 24-26 foot curb to curb, but with proper signing, they could be used.

2. PROBABLE IMPACT

The major impact of this project will be to provide a safe and efficient highway facility that will adequately serve the traveling public. The majority of the project can be built without appreciable disruption of the flow of traffic. New right-of-way will be required for the project, but at this time the exact amount (acres) is not known since the final alignment has not been established. Rough estimates can be made, however. The standard right-of-way width for a rural primary highway is 160 feet, 80 feet each side of centerline. Utilizing the information available at this time the existing right-of-way is approximately 101 acres. The new right-of-way would therefore be approximately 171 acres, which is an increase of 70 acres. Within the corporate limits of Thompson Falls approximate stations 0+00 to 56+00, as shown on the attached autoscreen print, there should be no new right-of-way required, and no change in the right-of-way to be used. In the suburban area just east of Thompson Falls, Stations 50+ to 140+ the existing right-of-way is about 70-80 feet in width. Assuming the new right-of-way would be in about 160 feet wide, this will require an increase of 13 acres. The remaining 57 acres from the acreage increase of 70 acres would be acquired from the land area between Stations 150+ to 510+. This land is mainly agricultural with a very small portion being used for log storage and a scaling area for the lumber company located at the Thompson River. The right-of way costs for this project are estimated to be \$165,000.

It is the policy of the Department of Highways to require the use of parallel parking in an urban area. In Thompson Falls, the city has resolved the use of parallel parking over the existing diagonal parking. The existing sidewalks will be maintained or replaced depending upon the exact alignment and grade through town. Generally, sidewalks would be installed on both sides of the roadway. Also, if there is a need for and a desire by the local people for a bikepath on this project, one will be included in the design.

It appears that no people or businesses will be displaced as a result of this project. However, if for some reason during future development of this project it becomes necessary to displace people or businesses the Department of Highways has a right-of-way procedure which includes relocation assistance that would be available to the displaced persons. Also, no one would be displaced until adequate replacement housing had been obtained.

No historic sites, natural landmarks, parks, recreation areas, or wildlife or waterfowl areas will be affected by this project.

Access to religious, educational, cultural, recreational, and employment opportunities will be improved by this project. The project should have minimal, if any effect on the economy of the area except possibly during construction. Construction should aid short-term employment in the area which in turn will benefit the area businesses.

3. PROBABLE ADVERSE IMPACTS WHICH CANNOT BE AVOIDED

Some water pollution may occur during the construction of the bridge over the Thompson River and construction of the roadway between station 55+ and 65+. Efforts will be made, however, to keep this pollution to a minimum. The Montana Department of Highways Standard Specifications contain certain provisions pertaining to this matter that the contractor has to follow. Interim erosion control measures will also be incorporated into the project during construction. Also, the contractor will be required to adhere to all state and national laws regarding this matter. If work is required near or in the river channel it will be restricted to the months of August and September. These months normally have the lowest runoff and construction during these months would be the least detrimental to the fishery.

Although air pollution is expected to be increased during construction, abatement will be provided by contractor compliance with requirements in the Department of Highways Standard Specifications and special provisions. Watering the road surface and similar measures will be included to alleviate the dust problems associated with highway construction. The contractor will also have to follow all state and national laws regarding this type of pollution.

The Department of Health and Environmental Sciences has reviewed the subject project. They said: "We have reviewed the plans for the above-referenced project and find there should be no adverse effects on air quality from the construction of this project. We know of nothing existing or planned that would adversely affect the project in air quality considerations. We assume that the usual precautions will be taken during construction to protect the environment from excessive dust and that any clearing and grubbing will be done according to state regulations." A copy of this response to the Letter of Intent and the Department of Highways letter dated April 28, 1975 to the Department of Health and Environmental Sciences are attached.

It is apparent that the project will require the relocation of some powerline poles at stations 138+ and 335+ that are covered under the Major Facilities Siting Act. The relocation of the poles, however, does not appear to be a significant impact. A cost of \$156,000 has been estimated to provide for the incidental construction of utilities for this project.

An ambient noise study for this project was completed in December of 1974. Through the use of this noise study it was found that the calculated future noise levels at the test sites were slightly above the allowable design noise level. An exception to the design noise levels was requested and approved by the Federal Highway Administration in February, 1975. Copies of the calculation and the approved exception are attached.

To state the exact amount of energy (fuels) that will be used in building the project is not possible at this time. However, an approximation of the amounts can be made using the following assumptions and Table 1 of FHWA notice N 5080.3.

Assumptions:

- \$200,000 per mile - cost of rural primary construction
- \$600,000 per mile - cost of urban primary construction

For project F 90 (8) there are 2.5 miles of urban and suburban highway and 7.2 miles of rural highway. From Table 1 and the above lengths and cost assumptions the project would require:

- 254,000 gallons of diesel fuel
- 34,200 gallons of gasoline
- 2,000 tons of asphalt

4. ALTERNATES

It is felt that there are no logical location alternatives that would have any advantage over the P.T.W. corridor for this project. The P.T.W. has an existing right-of-way and serves the existing land uses very well. It cannot be envisioned that any other alternate location would have benefits that would outweigh the advantages of the P.T.W. corridor.

The "no-build" alternate would leave the presently existing roadway inadequate, unsafe, and inefficient to serve the traveling public's increasing needs and therefore should not be pursued.

5. RELATIONSHIP BETWEEN SHORT-TERM USE AND LONG-TERM PRODUCTIVITY

The short-term uses of the environment during the construction of this project will not be significant. After construction the flow of traffic will be improved but the overall traffic patterns will not change. Manmade features that will be replaced are the structure over the Burlington Northern Railroad and the structure over the Thompson River.

The effect on natural features will be insignificant. The construction process could slightly disrupt the area and cause some traffic delays. This will be short lived and last only as long as it takes to complete the necessary work.

The long-term effect will be the provision of a safe and efficient transportation facility for the traveling public. Although access to some land may be improved, we do not expect this to cause any significant change in land use.

6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Money, labor, and materials will be irretrievably committed to the project. The land that will be needed for right-of-way will not be available for other use unless a demand greater than that of the roadway and structures requires a change in land use. The use of this land, materials, money, and other resources is considered to be justified as it will provide a much needed and improved highway facility to serve the traveling public.

7. BASIS FOR DETERMINATION

The attached "Letter of Intent" was sent to all persons and agencies considered to have interest in the project. The mailing list is included with the letter. Following this letter are all comments that were received. Also attached is a copy of the noise exception and the exhibits.

Based on the foregoing, it is our opinion that the discussed project does not significantly affect the environment and will not be a major action.

The return of one signed copy of this Agency Impact Determination indicating your concurrence will be appreciated.

Very truly yours,

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

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

32-SCK:KFS:JCU:CAS:mg
Attachments

cc:	J. R. Beckert	W/Attach.
	D. D. Anderson	"
	R. E. Champion	"
	S. C. Kologi	"
	K. F. Skoog	"
	B. C. Miller	"

Concur H. N. Stewart
H. N. Stewart - Division Engineer
Federal Highway Administration

Date 8/28/75