

*Office Copy*

THOMAS L. JUDGE  
GOVERNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

October 1, 1975

IN REPLY REFER TO:

DP-270 (13)  
U. S. 93 - N. of Kalispell

*Handwritten signature/initials*

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

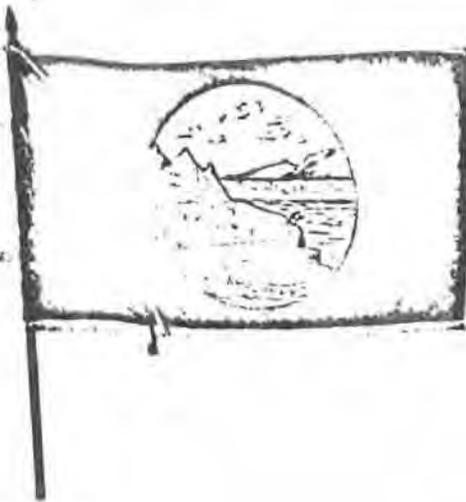
Wm. M. KESSNER VICE CHAIRMAN  
BEAVER EAGLE

D. R. COONEY  
BUTTE

P. L. BACHELLER  
BILLINGS

BAXTER LARSON  
WOLF POINT

THOMAS L. JUDGE  
GOVERNOR



STATE OF MONTANA  
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON  
DIRECTOR OF HIGHWAYS

September 18, 1975

IN REPLY REFER TO:

DP-270 (13)  
U. S. 93 - N. of Kalispell

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

08 30.22 A1

Gentlemen:

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

1) DESCRIPTION OF THE PROPOSED HIGHWAY IMPROVEMENT AND ITS SURROUNDINGS

The proposed project is located in Flathead County on the northern edge of Kalispell. The majority of the project is outside of the city limits. The attached map has the location of the project shown thereon and shows the relationship of the project to the City of Kalispell.

The project begins at the end of the existing 4-lane section of highway and proceeds northerly along the present highway for approximately 0.8 miles. The work to be performed will consist of widening both sides of the existing roadway to provide an overall width of 70'. This will allow for 4-12 foot driving lanes, 8 foot shoulders, and a 6 foot median. The existing roadway is approximately 40' wide so about 15' of widening will be required on each side. Efforts have been made in the past by Maintenance forces to widen the highway as the need has been evident for some time. This project will improve and complete these widening efforts.

The basic purpose of the project is to provide a safe and efficient highway that will adequately carry the present and future traffic volumes. The area in the general vicinity of the project has developed considerably in the past few years and also, much more development has occurred on north of Kalispell. These factors are causing significant increases in traffic volumes on this section of highway and indicate a need for an improved facility.

Present and future traffic volumes are as follows:

GEORGE VUCANOVICH, CHAIRMAN  
HELENA

WILL M. RISSNER, VICE CHAIRMAN  
HELENA

G. R. COONEY  
HELENA

P. L. BACHFELLER  
BILLINGS

JAY LALONDE  
SPOKANE

1975 Average Daily Traffic	=	5140
1995 " " "	=	10200
Design Hourly Volume	=	1020
Distribution	=	55-45%
Trucks	=	5.3%
Pickups	=	28%

The project is located in an area that is used for both residential and commercial purposes. West of the Highway, there are several homes and a funeral home. There is also a rather deep coulee in this area which precludes development immediately adjacent to the highway for about the first half of the project. East of the highway there is very little development that actually fronts onto the highway. The development that has occurred is located further back from the highway and generally fronts onto side streets. A new hospital is presently under construction several blocks east of the project and its main access will be onto the project via a side street.

The terrain in the project area is slightly rolling prairie land except for the coulee mentioned previously which is located on the west side of the highway.

## 2) PROBABLE ENVIRONMENTAL IMPACT

The environmental impact of this project is expected to be insignificant since it is basically an improvement of an existing highway. The primary impact will be the provision of a safe and efficient highway facility that will better serve the traveling public.

No new right-of-way will be required although several permits may be needed to provide flat landings for approaches.

The project may cause more strip development than would normally have occurred due to the improved highway and the 4 lanes which will provide better access to the area. We do not at this time anticipate any type of controlled access to help control this type of development. Physical limitations along about half of the west side of the project (the deep coulee) will essentially preclude development in this area. Also, much of the land is already developed, therefore, future development will be limited to the remaining vacant areas.

No wildlife or waterfowl areas, historic sites, natural landmarks, parks, or recreation areas will be affected by this project. Access to religious, cultural, educational, recreational, and employment, opportunities will be improved.

Since the project is located in a developed, urban area, impact on fish and game will be negligible.

Some underground utilities will require relocation and this may cause a short, temporary, disruption of service.

The flow of traffic will be disrupted during the construction phase of the project. Some delays or detours may be necessary, however, these problems will end as soon as the project is complete.

Some slight, temporary air pollution will occur during construction due to the heavy equipment working in the area, however, this will be short-lived and the contractor will have to follow all laws and specifications pertaining to this matter. Future air quality levels are not expected to be significantly affected by this project. It does not meet the requirements for review as established by the Environmental Protection Agency as their concern for air quality begins when the 10 year projected traffic increases 10,000 vehicles per day or when the 10 year projected traffic is 20,000 vehicles per day. The traffic projections for this project are considerably less than these figures. Also, the project is not in conflict with the State's plan for achieving federal ambient air quality standards since the State Air Pollution Control Agency has informed us that the State Implementation Plan does not contain a section on transportation control strategy since Montana does not have a serious pollution problem caused by highway vehicles.

Since there are no streams, lakes, or rivers in the immediate vicinity of the project, water pollution will not be a problem.

A noise analysis of the project was made using the Federal Highway Administration approved NCHRP 117 method. Based on the previously mentioned traffic volumes and assuming a speed of 40 mph, a home would have to be within 100 feet of the project centerline before the noise levels for Category B would be exceeded. Category B applies to residences, motels, churches, schools, recreation areas, parks, etc., and includes all the property adjacent to this project. Since there are no homes, churches, etc. this close to the project, noise pollution will not be a problem and no noise abatement measures are needed.

3) PROBABLE ADVERSE IMPACTS WHICH CANNOT BE AVOIDED

The adverse environmental impacts that cannot be avoided are as follows:

- 1) The construction process will disrupt the area for a short time and necessitate traffic delays, possible detours, etc.
- 2) Some air pollution will occur during the construction process.
- 3) Several utilities may be disrupted for a short time.
- 4) More strip development may occur than normally would have taken place.

4) ALTERNATES

The only other alternate considered for this project was the "No-Build Alternate." However, due to the increased buildup of the area and subsequent traffic volume increases, it was decided that this alternative would not have much merit. It would save the money involved in building the project but the problem would still be present. The Kalispell City Council and many residents of the area have indicated a very strong desire to have this project build and, therefore, we are proceeding in that direction.

5) THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The major short-term use of the environment on this project will be during the construction process. There will be a general disruption of the area, traffic may be delayed, some utility service may be severed for a short time, etc. However, all of these will last only as long as construction is in process. Once it is complete, the area will return to normal with the exception that traffic flow will be greatly improved.

The major long-term effect of this project will be the provision of a safe and efficient transportation facility to serve the traveling public. The overall environmental impacts of the project will be insignificant.

6) IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The major resources irretrievably committed to this project will be money, labor, and road building materials. The estimated construction cost for the project is \$200,000. The possibility exists that some of the road building materials could be salvaged and re-used if conditions warranted such action.

The commitment of social and cultural resources will be insignificant.

There does not appear to be any major irreversible commitment of resources that would significantly affect the environment in the area of the project. Therefore, the use of money, materials, etc. is considered to be justified as it will provide a much needed highway facility.

Since the project will not involve the purchase of new right-of-way, will not significantly change the flow of traffic in the area, and will not have an adverse effect on adjacent property, we do not feel that a public hearing is necessary and are requesting your concurrence in this matter. We are also at this time requesting location and design approval for the project.

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  
K. F. Skoog  
J. J. Keithley  
D. D. Anderson  
R. E. Champion

Concur H. J. Anderson

Date SEP 21 1975



# End Project

# Begin Project



- LEGEND**
- FEDERAL AID HIGHWAY SYSTEM
  - PROJECTED ROAD
  - SHADED AND DRAINED ROAD
  - GRAVEL OR STONE ROAD
  - PAVED ROAD
  - DIVIDED ROAD - TRAFFIC FLOW
  - FEDERAL AID INTERSTATE SYSTEM
  - FAP FEDERAL AID PRIMARY SYSTEM
  - FAS FEDERAL AID SECONDARY SYSTEM
  - INTERSTATE ROUTE MARKER
  - US HIGHWAY ROUTE MARKER
  - STATE ROUTE MARKER
  - OTHER ROUTE MARKER
  - CORPORATE BOUNDARY LINE
  - NEW-EXISTENT DEDICATED STREET
  - CENTRAL BUSINESS DISTRICT
  - RAILROAD AND STATION
  - POST OFFICE
  - COUNTY HOUSE
  - ELEMENTARY SCHOOL
  - H.S. SCHOOL
  - HOSPITAL
  - ELEVATION



CITY PLAT  
**KALISPELL**  
 FLATHEAD COUNTY  
 MONTANA

1970 CENSUS 10,526

SCALE IN FEET



1966 USGS BASE

REVISED DEC 31, 1971

Copies of this map are available for a nominal cost at the Montana Department of Highways - Helena, Montana. SPEC.