



Montana Department of Transportation
INITIAL SITE ASSESSMENT
FOR HAZARDOUS MATERIALS/SUBSTANCES,
TRAFFIC NOISE, & AIR QUALITY

2701 Prospect Avenue
 PO Box 201001
 Helena, MT 59620-1001
 Phone: (406) 444-7237
 Fax (406) 444-0807
 TTY: (406) 444-7696
www.mdt.mt.gov

MDT-ENV-003 08/14

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Project Information Section A

Project Name	Start Date
Brockway -West	Feb 10, 2020
Project Number	UPN (CN)
NH-HSIP 57-6(23)260	9728000
County	
McCone	

Description of Project: (i.e. reconstruct, rural/urban, bridge replacement/rehab)

Reconstruct the roadway on a new horizontal and vertical alignment that meets all current design standards including 6 ft shoulders.

- NEW R/W?** Yes No New right of way will be required.

Horizontal alignment shift? Yes No Likely to be offset to one side or the other of the PTW to facilitate construction under traffic.

Vertical alignment shift? Yes No Maximum grade for 60-mph design speed is 4%, meaning that roadway will need to be flattened as much as practical.
- UTILITY OR RR INVOLVEMENT?** Yes No Underground telephone and overhead power lines are present.
Railroad is not adjacent property.

Storm drain? Yes No

Water line replacement? Yes No

Sanitary sewer replacement? Yes No
- Is this a bridge demolition project (requires an asbestos inspection)?** Yes No

Document & Field Reviews - Section B (Activity 702)

1. Special Areas of Concern - the following areas may require additional consideration (not a complete list). Please check if they apply.

- Bozeman and North Gallatin County - asbestos
- Libby - Troy and Lincoln County - asbestos (special provision required)
- Carter County - erionite (special provision required)
- Anaconda - Deer Lodge - Street Opening Permit or Administrative Development Permit required. Check with Anaconda- Deer Lodge County website
- Butte- Silver Bow County Federal Superfund
- Butte-Silver Bow Excavation Permit
- Lewis & Clark County East Helena Superfund Area

2. Records Review (DEQ, NRIS, etc.):

Reviewed the project location in the MDT Remediation and Assessment Site Mapper Tool depicting locations of all known environmental sites of concern including: enforcement sites, hazardous waste handlers, hazardous waste releases, petroleum tank releases, opencut mine sites, Underground Storage Tanks (USTs), CERCLA sites, CECRA sites, Leaking Underground Storage Tank Sites, Landfills, Abandoned Mine Lands, Power Plants, Petroleum Product Terminals, Petroleum Refineries, Petroleum Product Pipelines, Natural Gas Pipelines, Crude Oil Pipelines, Coal Mines, Oil and Gas wells, and asbestos mines.

No items identified that would adversely impact project.

3. Field Review:

None.



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4. Personal Communications:

It was all impersonal.

Air Quality - Section C (Activity 742)

1. Is this project subject to conformity?

[Link to Conformity flow chart](#)

Yes

No The project is located in an area that is in attainment of the National Ambient Air Quality Standards (NAAQS) for all regulated criteria pollutants. Therefore, this project is not subject to conformity.

NOTE: No additional analysis or discussion is required.



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Mobile Source Air Toxics - Section D (MSAT)
(refer to MDT Environmental procedures manual chapter on air quality for more information)

[Link to MSAT flow chart](#)

1. Is this project exempt from the MSAT analysis? Please choose the best

- Yes** - The project qualifies as a categorical exclusion under 23 CFR 771.117(c). Therefore, the project is exempt from MSATs analysis per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA's documents".
- Yes** - This project is exempt from MSATs analysis per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA's documents".
- Yes** - The purpose of this project is to:

Reconstruct the roadway to current design standards, resulting in a much safer roadway.

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, the project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents". Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80% in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle miles of travel are projected to increase by over 100%. This will both reduce background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

- No** - This project has low potential for MSAT effects:

Insert MDT MSAT statement for projects with "Low Potential MSAT Effects"

- No** - This project has high potential for MSAT effects:

Indicate reason and steps needed to complete MSAT analysis

Traffic Noise - Section E (Activity 704)

Is this project a Type I project as defined in 23 CFR 772? Yes No

With the alteration of the horizontal alignment, the project is a Type 1 project. However, it is not anticipated that the new alignment will significantly alter the highway so that it halves the distance to any potential receptor.

If "no" is selected, project is not a Type I but will meet the criteria for a Type III project as established in 23 CFR 772. Therefore, the project requires no analysis for highway traffic noise impacts. Type III projects do not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source. MDT acknowledges that a noise analysis is required if changes to the proposed project result in reclassification to a Type I Project. See MDT Noise Policy (2011) and FHWA *Highway Traffic Noise Analysis & Abatement Guidance*, Jan. 2011.



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Conclusions

Are there any potential issues concerning hazardous substances, groundwater quality, solid waste, air quality, or traffic noise on or adjacent to this proposed project?

Yes

No

Please indicate which activities will require completion below- activities in brackets correspond to Consultant Design Flowchart:

Detailed Noise Analysis (705{179/109})	<input type="radio"/> Yes <input checked="" type="radio"/> No	Based on the rural nature of the project, it is not anticipated that a detailed noise analysis will be necessary. After the new alignment is selected, MDT will closely evaluate whether the distance between the roadway and the nearby receptor(s) has been significantly altered.
Further Air Quality Analysis (742 {180})	<input type="radio"/> Yes <input checked="" type="radio"/> No	
PSI- Hazardous Materials/Substances (746)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Special Provisions are anticipated (716)	<input type="radio"/> Yes <input checked="" type="radio"/> No	

If there are no potential issues, let this serve as a statement of "No Impact" for the environmental document (activities 702, 704, and 742 are now completed).

Name of Reviewer: Aaron Anderson _____

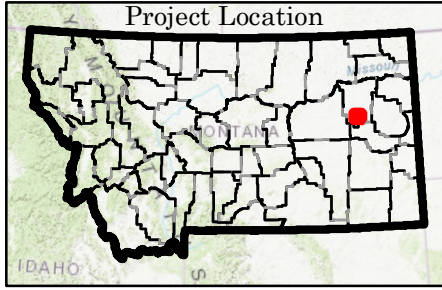
Title: Environmental Specialist _____

Signature:  _____

Finish Date: Feb 10, 2020 _____

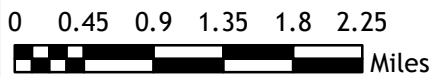
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ENISA 9728000



Legend

- COLLECT_POINT
- COLLECT_LINE
- COLLECT_POLYGON
- 🔧 Table1
- 🚧 Hazardous Waste Handlers
- ⚠️ Response Sites
- 💰 Petro Tank Release Claims
- 🚛 Active Underground Storage Tanks
- 🚫 Closed Underground Storage Tanks
- 📏 EPA Region 8 Operable Unit Boundaries



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