



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

Page 1 of 5

Project Information Section A

Project Name	Start Date
Lockwood Interchange - Billings	Aug 23, 2019
Project Number	UPN (CN)
STPX 90-8(191)450	9588000
County	
Yellowstone	

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

The Montana Department of Transportation has completed a feasibility study to evaluate interchange improvement options for the Lockwood Interchange. The original ISA form for the project study area was completed on December 17, 2019. Since completion of the original ISA form, a preferred alternative has been identified that proposes roadway improvements to off-system routes adjacent to the Lockwood Interchange (i.e., Rosebud Lane, Coburn Road, and Lockview Lane), areas that were outside of the project area limits previously evaluated. The exact scope of improvements to these off-system routes is not yet determined. The purpose of this ISA form is to provide an addendum to the original ISA form that evaluates only the expanded project limits for potential effects related to hazardous materials, traffic noise, and air quality. Refer to the December 17, 2019, ISA form for more information.

1. NEW R/W?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Widening to the inside along I-90 will not require right-of-way acquisition along I-90. Interchange modifications for the diverging diamond interchange on US 87 will require right-of-way, particularly along the ramps, near the intersections with US 87. Improvements along US 87 will require additional right-of-way to accommodate the additional third northbound lane north of I-90. Retaining walls could reduce the amount of right-of-way along the ramps and will be reviewed as part of the design phase of the project. The total approximate right-of-way acquisition is 2 acres. Proposed right-of-way will be refined as design progresses.
Horizontal alignment shift?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The existing I-90 alignments meet current geometric standards and no horizontal adjustments are proposed for most of the project. The US 87 alignment was revised to accommodate the proposed interchange configuration, however, it still generally follows the existing alignment.
Vertical alignment shift?	<input checked="" type="radio"/> Yes <input type="radio"/> No	In general, the vertical profile of I-90 will match existing. To vertical alignment of US87 will be flattened across the bridge, which raises the profile over I-90 providing proper vertical clearance and improves safety of the roadway, especially during inclement weather. On either side of the interchange, the vertical alignment of US 87 generally matches the existing roadway profile.
2. UTILITY OR RR INVOLVEMENT?	<input checked="" type="radio"/> Yes <input type="radio"/> No	With the Exxon refinery located on the north side of the interstate between the Lockwood Interchange and the Johnson Lane Interchange, there are buried pipelines within the project limits. Numerous overhead and underground telephone, fiber optic, power, and natural gas lines exist within the project limits. A Phase I SUE survey was performed to locate both overhead and underground utilities. As the design phases are further developed, a Phase II SUE will be necessary to obtain depths and other additional information of existing utilities. There is no railroad involvement anticipated with this project.
Storm drain?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The interchange modifications will include curb and gutter and a larger impervious area along US 87, requiring detention facilities and the addition of a storm drain system. The addition of an auxiliary lane in both directions of I-90 between the Lockwood and Johnson Lane interchanges will increase the storm drainage compared to existing conditions and inlet structures with outfalls will be necessary along the median. The project will be subject to local MS4 requirements. Off-system roadway improvements are likely to involve storm drain improvements.
Water line replacement?	<input type="radio"/> Yes <input checked="" type="radio"/> No	Currently there is no water line replacement anticipated.
Sanitary sewer replacement?	<input type="radio"/> Yes <input checked="" type="radio"/> No	Currently there is no sanitary sewer replacement anticipated.
3. Is this a bridge demolition project (requires an asbestos inspection)?	<input checked="" type="radio"/> Yes <input type="radio"/> No	The interchange improvements will require reconstruction of the existing Lockwood Interchange structure.

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	<input type="checkbox"/> NA
Libby - Troy and Lincoln County - asbestos (special provision required)	<input type="checkbox"/> NA



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

Page 2 of 5

Carter County - erionite (special provision required)	<input type="checkbox"/> NA
Anaconda - Deer Lodge - Street Opening Permit or Administrative Development Permit required. Check with Anaconda- Deer Lodge County website	<input type="checkbox"/> NA
Butte- Silver Bow County Federal Superfund	<input type="checkbox"/> NA
Butte-Silver Bow Excavation Permit	<input type="checkbox"/> NA
Lewis & Clark County East Helena Superfund Area	<input type="checkbox"/> NA
2. Records Review (DEQ, NRIS, etc.):	The Montana DEQ on-line mapping tool was reviewed on February 14, 2022, for the expanded project area limits. An exhibit identifying DEQ sites within the expanded project limits is attached. No new areas of concern were identified from the original ISA completed on December 17, 2019. The project area intersects with the Lockwood Solvent Ground Water Plume Operable Unit 1 boundary (see attachment).
3. Field Review:	A field review with focus on hazardous materials has not been conducted. A site investigation was conducted on October 23, 2019, which focused on biological resources.
4. Personal Communications:	No personal communications to the resource agencies (i.e., DEQ, EPA) have been made with regards to hazardous material sites for the subject project. As final design progresses and limits of disturbance are identified, it is recommended that coordination occurs between MDT and DEQ, particularly to determine the potential project risks associated with the Lockwood Solvent Ground Water Plume NPL Site in the vicinity of the Lockwood Interchange.

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.

2. Is this project exempt from conformity?

- Yes The project is located in the Billings CO and SO2 Maintenance Area but is exempt from conformity per 40 CFR 93.126 or 40 CFR 93.128. **NOTE: No additional analysis or discussion is required. Proceed to MSAT section.**
- No

3. Is this project included in a conforming plan? (Applicable to MPOs only).

- Not Applicable - project not in an MPO.
- Yes - This project is included in the Billings MPO TIP, FY2020-2024, Amendment adopted on November 16, 2021
 Therefore, the project is in conformity with the SIP. **NOTE: The project description in the NEPA document must be the same as the description in the TIP, STIP, or LRTP. The conformity statement should include a comparison of the proposed project to that described in the TIP, STIP, and/or LRTP to ensure that the design concept and scope have not changed since the conformity determination was made.**
- No - The project is either not included the current conforming TIP, STIP, or LRTP or the project differs from that included in the conforming TIP, STIP, or LRTP. Therefore, the project as proposed will have to be included in an updated or amended conforming TIP, STIP, or LRTP before a conformity determination can be made for this project. **NOTE: MDT should be notified of this situation early in the air quality analysis process.**

4. Hot Spot Determination (PM and/or CO)

- Project is in or immediately adjacent to a PM Nonattainment or Maintenance area- MDT determined this project is "not a project of air quality concern". **NOTE: MDT will provide the concurrence information for these projects. All interagency consultation should be included as an appendix to the air quality technical report.**
- Project is in or immediately adjacent to a CO Nonattainment or Maintenance Area and may require a hot-spot analysis. Follow procedures in MDT Environmental Procedures Manual for hot-spot determination and, if necessary, hot-spot analysis.



MDT-ENV-003 08/14

Page 3 of 5

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



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

Page 4 of 5

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:

(insert major deficiency that the project is intended to address)

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

The proposed project overall is a Type 1 project as defined in 23 CFR 772. A noise study has been completed and a noise report was submitted to MDT on December 11, 2020. However, given the preliminary design phase, no noise abatement measures were evaluated. The 2020 noise study is in the process of being updated and will include the expanded project limits.

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.



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

Page 5 of 5

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

The south portion of the project area at the Lockwood Interchange is located within Lockwood Solvent Ground Water Plume Operable Unit 1. Well monitoring data show groundwater surface elevations that range between 3081.84' and 3109.66' (NAVD88 datum). As final design progresses, the design team will need to be cognizant of proposed improvements and anticipated excavation depths in the vicinity of the Lockwood Interchange. Other CECRA or WQA sites exist adjacent to the project area. Adjacent properties would likely need more detailed investigations if R/W acquisition involves either CECRA, WQA or LUST properties.

As noted in Section E, the December 2020 noise study will be re-evaluated once the full scope of improvements are identified for the off-system roadways within the expanded project limits. The noise study will identify impacts and evaluate abatement measures in accordance with the MDT noise policy.

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

Detailed Noise Analysis (705{179/109})	<input checked="" type="radio"/> Yes <input type="radio"/> No	The December 2020 noise study will be re-evaluated once the full scope of improvements are identified for the off-system roadways within the expanded project limits.
Further Air Quality Analysis (742 {180})	<input checked="" type="radio"/> Yes <input type="radio"/> No	An air quality conformity determination and interagency consultation will occur for the project under Consultant Activity 180.
PSI- Hazardous Materials/Substances (746)	<input checked="" type="radio"/> Yes <input type="radio"/> No	Due to known soil/groundwater contamination in the project area, there is potential to encounter contaminated media during construction activities. Lockwood Solvent plume boundary lies underneath the southern portion of project in the vicinity of the Lockwood Interchange. Groundwater depths are approximately 8-10 ft bgs. Further investigations and coordination with DEQ should occur in areas where planned excavations will exceed 8-10 ft bgs. If R/W acquisition of adjacent property includes identified CECRA, WQA or LUST properties, further evaluation may be needed. Because the existing Lockwood Interchange structure will be removed by the project, an asbestos test will be required.
Special Provisions are anticipated (716)	<input checked="" type="radio"/> Yes <input type="radio"/> No	Special provisions are anticipated.

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: Jonathan Schick, HDR _____

Title: Environmental Planner _____

Signature:  _____

Finish Date: Feb 14, 2022 _____

Copy: _____

