



**Montana Department of Transportation
Initial Site Assessment
For Hazardous Materials/Substances, Traffic Noise
& Air Quality, Transportation Conformity**

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
(406) 444-6200
TTY: 800-335-7592
www.mdt.mt.gov

Project Information

Project Name	Preliminary Field Review (PFR) Date
Stone Creek - North	Sep 19, 2012
Project Number	UPN
STPP 49-1(24)9	7931000
County	Design Lead (MDT HQ/District Area/Consultant)
Beaverhead	MDT

Project Description (i.e., reconstruct, pavement preservation, traffic safety, bridge replacement, etc.)
Reconstruction of MT 41 to provide geometric improvements, shoulder widening, and structure replacements at Stone Creek and the Beaverhead River.

1. New Right-of-Way Acquired?		Comment Below
Horizontal alignment shift?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Horizontal alteration necessary to flattening curves and straighten the alignment.
Vertical alignment shift?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Vertical alteration necessary to adjust a sag/crest and to raise the crossing at the Beaverhead River to maximize the wildlife crossing at the bridge.
2. Utility Involvement?		Comment Below
Waterline/Storm Sewer replacement?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Sidewalk/Traffic lighting/Electric/Gas/Communication utility work?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Railroad work?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
3. Bridge Replacement/Rehab		Comment Below
Is this a bridge demolition or rehabilitation (e.g., deck/component-replacement/structure repair, etc.) project?	<input checked="" type="radio"/> Yes <input type="radio"/> No	Bridges inspected on June 13, 2014 and reinspected on April 15, 2022. No asbestos detected in inspection. Beaverhead River Structure has LBP.

Environmental Database, Document & Field Reviews (Activity 181/702)

1. Special Areas of Concern - the following areas may require additional consideration. Please check if they apply and document the need for follow-up action.

- Bozeman and North Gallatin County - Asbestos (special provision required)
- Libby - Troy and Lincoln County - Asbestos (special provision required)
- Southeast Montana (Carter/Fallon/Powder River County) - Erionite (special provision required)
- Anaconda - Deer Lodge County - Street Opening Permit or Administrative Development Permit required. [Check with Anaconda-Deer Lodge County website](#)
- [Butte-Silver Bow County Federal Superfund/ Excavation Permit](#)
- [Lewis and Clark County East Helena Superfund Area](#)



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2. Environmental Data Base Review: -Summarize environmental database review. Databases checked may include State/Federal Superfund Sites, Hazardous Waste Handlers, Enforcement Sites, Waste Facilities, Underground Storage Tanks (USTs), Petroleum Releases and Leaking USTs, Petroleum pipelines and wells, abandoned and active mines, etc.)	Comment Below
	Database revealed on highway spill within the project boundary. Spill was 10 gallons of liquid asphalt, which should not impact the project.
3. Project Field Reconnaissance -Note evidence of observable contamination, soil staining, drums, tank vent lines, monitoring wells, etc. Summarize findings of field reconnaissance.	Comment Below
	Field visit necessary to complete asbestos inspections.
4. Communications -Summarize communications related to environmental database review, field reconnaissance, MDT contacts, regulatory agencies, stakeholders, and land owners.	Comment Below
	None.

Preliminary Site Investigation Determination (Activity 183/746)

The following areas of concern (AOC) may require additional site investigation identified from above findings.		Comment Below
Underground Storage Tank	<input type="radio"/> Yes <input checked="" type="radio"/> No	There is a resolved petroleum release. No impacts are anticipated to the project.
Leaking Underground Storage Tank	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Mine Waste/Abandoned Mine	<input type="radio"/> Yes <input checked="" type="radio"/> No	
State/Federal Superfund Sites	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Asbestos Inspections -Bridge replacement/rehab or other structure demolition and removal	<input type="radio"/> Yes <input checked="" type="radio"/> No	Bridges inspected on June 13, 2014 and reinspected on April 15, 2022. No asbestos detected in inspection. Beaverhead River Structure has LBP.
Other	<input type="radio"/> Yes <input checked="" type="radio"/> No	Database revealed on highway spill within the project boundary. Spill was 10 gallons of liquid asphalt, which should not impact the project.



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Conclusion/Recommendation for additional investigation to be completed under MDT activities 183/746:	<input type="radio"/> Yes <input checked="" type="radio"/> No	No additional investigation is necessary.
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Air Quality Transportation Conformity Determination (Activity 742)

[Link to Transportation Conformity Flow Chart](#)

This section focuses on Transportation Conformity for Particulate Matter (PM) and Carbon Monoxide (CO), transportation related air quality contaminants present in Montana. Transportation conformity determinations may be subject to Interagency Consultation Procedures and Public Involvement. The purpose of these questions is to determine if the project conforms with the Clean Air Act Amendments governing conformity of transportation projects with the Clean Air Act. This process will either 1) complete the conformity determination; 2) continue the process to complete additional forms that expand the PM or CO analysis; or 3) further guide the process to a more extensive air quality analysis.

1. Is the project federally funded or approved by either the Federal Highway Administration or Federal Transit Authority (FHWA/FTA)?

- Yes. Go to next question.
- No. Project is not subject to conformity. The project does not use federal funds and/or does not require approval by FHWA/FTA, therefore, it is not subject to conformity. No additional analysis or discussion is required.

2. Is the project in an air quality nonattainment or maintenance area?

- Yes. Go to next question.
- No. Project is not subject to conformity. 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. No additional analysis or discussion is required.

Mobile Source Air Toxics (MSAT)

(refer to MDT Environmental procedures manual chapter on air quality for more information)

[Link to MSAT Flow Chart](#)

This section pertains to MSAT analysis, which is only required for Environmental Assessment (EA) or Environmental Impact Statement (EIS) level documents. If when reviewing this form for a Categorical Exclusion documentation, it is determined that the project requires an MSAT analysis, then the level of proposed documentation needs to be elevated to an EA or EIS. Because MSAT analysis is for a higher level of documentation, public involvement and interagency consultation are already built in. **Projects outside nonattainment areas are subject to MSAT analysis.**

1. Does the project qualify as a Categorical Exclusion (CE) under 23 CFR 771.117 and/or is the project listed in Table 2 of 40 CFR 93.126 as exempt from conformity?

- Yes. Project is exempt from MSATs analysis. The project is either categorically excluded under 23 CFR 771.117 **and/or** is listed in 40 CFR 93.126 as exempt from conformity. No additional analysis or discussion is required.
- No. Proceed to next question.



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2. Is it a project with no meaningful impacts on traffic volumes or vehicle mix that would cause a meaningful change in MSAT emissions? Routes beyond the project limits that may be affected by an increase in congestion, traffic volumes, travel time or intersection delay due to construction of the project may need to be evaluated. Examples of projects that would not have meaningful impacts on traffic volumes or mix might include intersection improvements including signalization, or addition of turn lanes. Alternately, a meaningful change in MSAT emissions could occur in the following cases:

- a. changes of +-5 percent or more in AADT on congested highway links of LOS D, E, or F;
- b. changes of +-10 percent or more in AADT on uncongested highway links of LOS A, B, or C.

Yes. The project has no meaningful impacts on traffic volumes or vehicle mix, and thus not subject to MSAT analysis. (Complete the information below.)

No. The project is not exempt from MSAT analysis and requires either a qualitative or quantitative analysis to determine either Low or Higher Potential MSAT effects. Refer to Chapter 42 of the Environmental Manual and FHWA's "Updated Interim Guidance on Air Toxic Analysis in NEPA Documents", FHWA October 2016 for further information on completing additional MSAT analysis.

The purpose of this project is to <insert major deficiency that the project is meant to address> by constructing <insert major elements of the project>. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this 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." 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 90 percent 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 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, FHWA, October 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Major Project Deficiency

bridge structures, turn safety, passing safety

Major Project Correction Element

reconstruction will reduce the current roller -coast effect, improve sight distance, provide more passing opportunities, enhance safety with rumble strips and flatter roadside slopes.

Traffic Noise Determination (Activity 179/704)

[Link to MDT Traffic Noise Policy](#)



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As part of the environmental review process, a determination is required to evaluate whether the project needs a traffic noise analysis, and if it does, whether predicted noise levels could result in traffic noise impacts. The requirements of MDT's current noise policy apply uniformly and consistently to all Type I projects in the State of Montana. Per 23 CFR 772, Type I projects are defined as:

1. The construction of a highway on new location;
2. The physical alteration of an existing highway where there is either:
 - a. Substantial horizontal alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition;
 - b. Substantial vertical alteration. A project that removes shielding, therefore is exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor;
3. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a high-occupancy vehicle lane, high-occupancy toll - lane, bus lane, or truck climbing lane;
4. The addition of an auxiliary lane, except for turn lanes;
5. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange;
6. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
7. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

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

****If the project is determined to be a Type I project under this definition, then the entire project limits need to be further analyzed for traffic noise impacts.****

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 (effective date January 1, 2017) and FHWA *Highway Traffic Noise Analysis & Abatement Guidance*, Jan. 2011.

Conclusion/Recommendation for additional traffic noise analysis to be completed under MDT activities 179/717/705	<input type="radio"/> Yes <input checked="" type="radio"/> No	Although there will be physical alteration of the highway, the vertical and horizontal are not substantial. They do not halve the distance between the source and the nearest closest receptor(s).
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Conclusions

Indicate which activities will require completion below. Activities in brackets correspond to Consultant Design Flowchart.

Detailed Noise Analysis (705/{179})	<input type="radio"/> Yes <input checked="" type="radio"/> No	No receptors will be impacted by new alignment
Air Quality Analysis (742/{180})	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Preliminary Site Investigation (PSI) (746{183})	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Special Provision are anticipated (716)	<input checked="" type="radio"/> Yes <input type="radio"/> No	Lead based paint and NESHAP notification specials are necessary.



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If there are no potential issues, let this Initial Site Assessment serve as a statement of "no Impact" for the environmental document.

Name of Reviewer: Title:

Signature: Finish Date:

Copy:

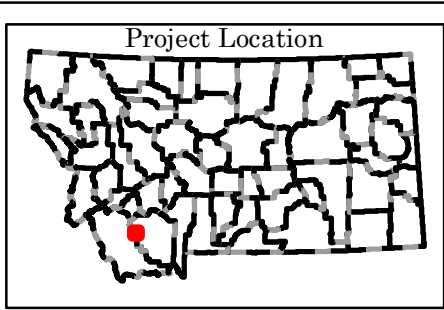
ENTERED

By Aaron Anderson at 12:36 pm, Mar 05, 2024

Attachments:

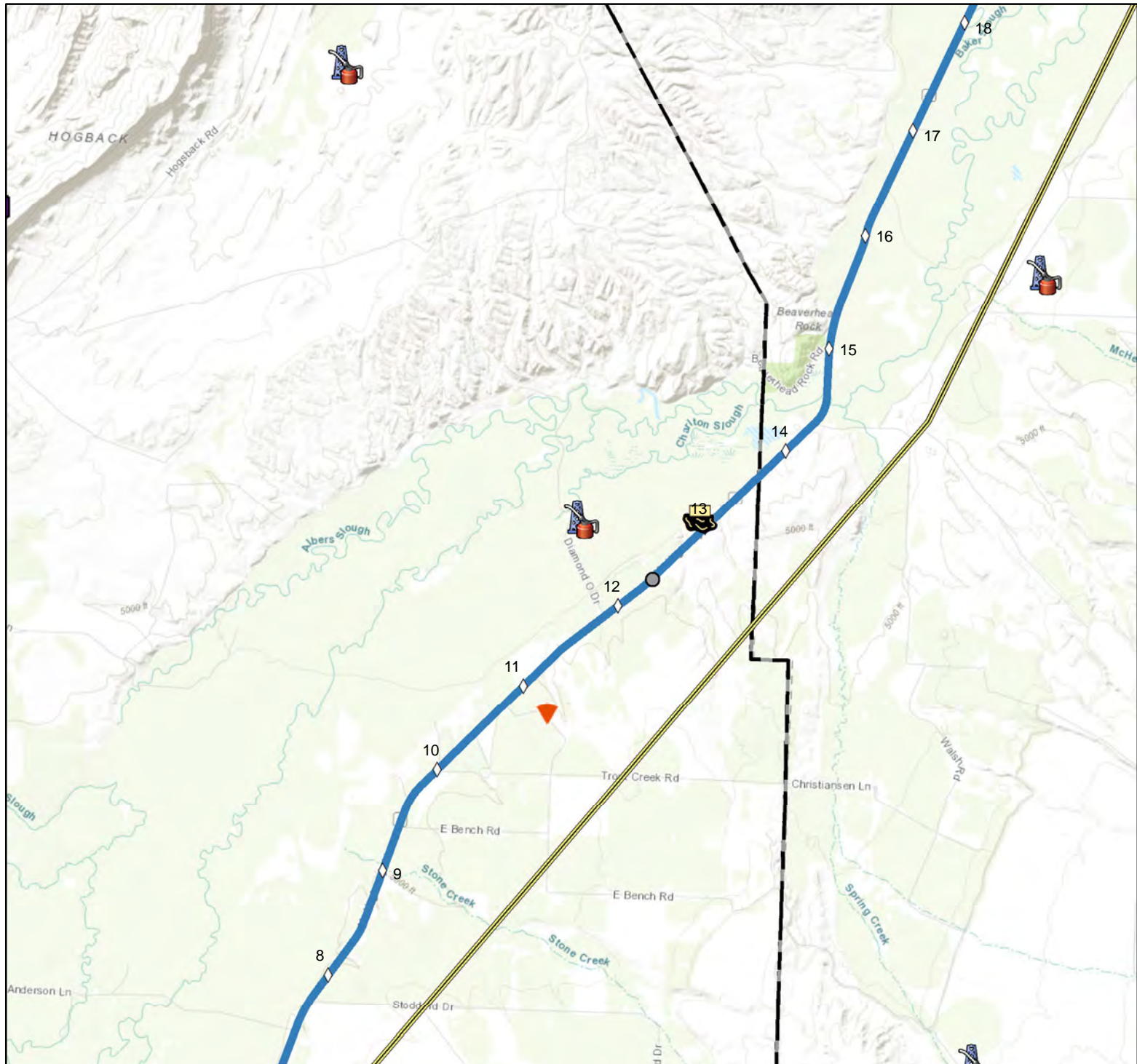
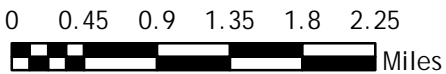
Additional comments, web links ,etc.

7931ENISA



Legend

-  State Superfund (SSU) Facility Areas (DEQ)
-  Junk Vehicle Sites (DEQ)
-  Federal Superfund Project Boundaries (DEQ)
-  Hazardous Waste Handlers (DEQ)
-  Septic Tank Pumper (STP) Sites (DEQ)
-  MDT Remediation Spill Database (DEQ) Static
-  Solid Waste Sites (DEQ)
-  State Superfund (SSU) ACGP Facilities (DEQ)
-  State Superfund (SSU) CECRA Facilities (DEQ)
-  State Superfund (SSU) VCRA Facilities (DEQ)
-  State Superfund (SSU) WQA Facilities (DEQ)
-  Static State Superfund Sites (Test and Delete)
-  EPA Region 8 Operable Unit Boundaries (EPA) - Static
-  Regulated Tanks (DEQ)



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