DEQ
Montana Department
of Environmental Quality

March 7, 2018

FINAL FINDING OF NO SIGNIFICANT IMPACT

TO ALL INTERESTED GOVERNMENTAL AGENCIES AND PUBLIC GROUPS

As required by state and federal rules for determining whether an Environmental Impact Statement is necessary, an environmental review has been performed on the proposed action below:

Project	West Side Interceptor Project
Location	City of Kalispell
Project Number	WPCSRF Project # C303216
Total Cost	$17, 558,090

The need for a new sewer interceptor to serve the west and northwest areas of the City of Kalispell (city) was first identified by HDR Engineering, Inc. in a 2008 Wastewater Facility Plan (WFP). The new sewer interceptor would alleviate hydraulic overloading of Trunk Line A, one of four major sewer mains in the city collection system. Trunk Line A serves the west side of Kalispell and the Highway 93 corridor north of Meridian Road and the Highway 93 intersection. It was determined that Trunk Line A has limited hydraulic capacity and is inhibiting development within its expected service area of the city. Moreover, it has been necessary to program three lift stations connected to Trunk Line A to operate one at a time to prevent the hydraulic overloading of Trunk Line A.

In 2014 the WFP was used as a guidance document by the city and Robert Peccia & Associates (RPA) to begin planning the construction of the West Side Interceptor (WSI) to alleviate the capacity issue in Trunk Line A and to provide a centralized sewer collection main to serve the west and north areas of the city. RPA monitored and modeled the current sewer flow in Trunk Line A and determined that it had a remaining capacity to serve another 378 people. In May of 2014 RPA prepared a Preferred Route Assessment Report (PRA) that evaluated numerous routes for the WSI, defined the service area for the WSI, and considered an alternative to the WSI.

The proposed improvements would include constructing 33,750 feet of new gravity interceptor pipe ranging from 21-inch to 30-inch diameter, reconstructing 1,100 feet of 18-inch diameter gravity interceptor pipe, 108 manholes, 2,900 feet of 12-inch diameter dual force main, 6,050 feet of 10-inch force main, the abandonment of three lift stations, rehabilitation of one existing lift station, and replace 2,000 feet of 6-inch diameter water main with 8-inch pipe. All pipe and manhole quantities are approximate. Additional work would include the installation of: valves, fire hydrants, storm drainage systems, and water services. The improvements will be designed and constructed to meet the City of Kalispell and Montana Department of Environmental Quality (MDEQ) standards. Once the project is complete, a sewer flow of approximately 193,000 gallons per day would be transferred immediately to the new sewer interceptor to prevent hydraulic overloading of Trunk Line A.

The proposed improvements, including administration, engineering and construction, are estimated to cost approximately $17,558,090. The city will borrow up to $13,829,000 at 2.5% interest from the Water Pollution Control State Revolving Fund (WPCSRF) loan program and will provide $609,030 from the city water fund (for water system improvements), $2,719,260 from the sewer impact fee account, and $400,800 from the city sewer fund. Construction is expected to begin July 2018 and take six to eight months to complete. The wastewater monthly sewer rate is not expected to change to fund the project and therefore there is no direct financial impact from this project on the system users.

Federal and State grant/loan programs will fund the project. Environmentally sensitive characteristics such as wetlands, floodplains, historical sites, and threatened or endangered species are not expected to be adversely impacted as a result of the proposed project. No significant long-term environmental impacts were identified.

An environmental assessment (EA), which describes the project and analyzes the impacts in more detail, is available for public scrutiny on the DEQ web site (**http://www.deq.mt.gov/ea.mcpx**) and at the following locations:

Jerry Paddock, P.E.
Department of Environmental Quality
1520 East Sixth Avenue
P.O. Box 200901
Helena, MT 59620-09011
jpaddock@mt.gov

Susie Turner, P.E.
City of Kalispell
201 First Avenue East
Kalispell, MT 59901

Comments on the EA may be submitted to the Department of Environmental Quality at the above address. After evaluating substantive comments received, the department will revise the environmental assessment or determine if an environmental impact statement is necessary. If no substantive comments are received during the comment period, or if substantive comments are received and evaluated and the environmental impacts are still determined to be non-significant, the agency will make a final decision. No administrative action will be taken on the project for at least 30 calendar days after release of the Finding of No Significant Impact.

Sincerely,

Paul LaVigne, WPCSRF Program Manager
Engineering Bureau
Water Quality Division
Montana Department of Environmental Quality

CITY OF KALISPELL, MONTANA
THE WEST SIDE INTERCEPTOR PROJECT

ENVIRONMENTAL ASSESSMENT

I. COVER SHEET

A. PROJECT IDENTIFICATION

Applicant:	City of Kalispell
Address:	201 First Avenue East Kalispell, MT 59901
Project Number:	SRF Project # C303216

B. CONTACT PERSON

Name:	Susie Turner PE, Public Works Director
Address:	201 First Avenue East Kalispell, MT 59901
Telephone:	(406) 758-7852

C. ABSTRACT

The need for a new sewer interceptor to serve the west and northwest areas of the City of Kalispell (city) was first identified by HDR Engineering, Inc. in a 2008 Wastewater Facility Plan (WFP). The new sewer interceptor would alleviate hydraulic overloading of Trunk Line A, one of four major sewer mains in the city collection system. Trunk Line A serves the west side of Kalispell and the Highway 93 corridor north of Meridian Road and the Highway 93 intersection. It was determined that Trunk Line A has limited hydraulic capacity and is inhibiting development within its expected service area of the city. Moreover, it has been necessary to program three lift stations connected to Trunk Line A to operate one at a time to prevent the hydraulic overloading of Trunk Line A.

In 2014 the WFP was used as a guidance document by the city and Robert Peccia & Associates (RPA) to begin planning the construction of the West Side Interceptor (WSI) to alleviate the capacity issue in Trunk Line A and to provide a centralized sewer collection main to serve the west and north areas of the city. RPA monitored and modeled the current sewer flow in Trunk Line A and determined that it had a remaining capacity to serve another 378 people. In May of 2014 RPA prepared a Preferred Route Assessment Report (PRA) that evaluated numerous routes for the WSI, defined the service area for the WSI, and considered an alternative to the WSI.

The proposed improvements would include constructing 33,750 feet of new gravity interceptor pipe ranging from 21-inch to 30-inch diameter, reconstructing 1,100 feet of 18-inch diameter gravity interceptor pipe, 108 manholes, 2,900 feet of 12-inch diameter dual force main, 6,050 feet of 10-inch force main, the

abandonment of three lift stations, rehabilitation of one existing lift station, and replace 2,000 feet of 6-inch diameter water main with 8-inch pipe. All pipe and manhole quantities are approximate. Additional work would include the installation of: valves, fire hydrants, storm drainage systems, and water services. The improvements will be designed and constructed to meet the City of Kalispell and Montana Department of Environmental Quality (MDEQ) standards. Once the project is complete, a sewer flow of approximately 193,000 gallons per day (gpd) would be transferred immediately to the new sewer interceptor to prevent hydraulic overloading of Trunk Line A.

The proposed improvements, including administration, engineering and construction, are estimated to cost approximately $17,558,090. The city will borrow up to $13,829,000 at 2.5% interest from the Water Pollution Control State Revolving Fund (WPCSRF) loan program and will provide $609,030 from the city water fund (for water system improvements), $2,719,260 from the sewer impact fee account, and $400,800 from the city sewer fund. Construction is expected to begin July 2018 and take six to eight months to complete.

Environmentally sensitive characteristics such as wetlands, floodplains, threatened or endangered species, and historical sites are not expected to be adversely impacted as a result of the proposed project. Additional environmental impacts related to land use, water quality, air quality, public health, energy, noise, growth, and sludge disposal were also assessed. No significant long-term environmental impacts were identified.

Under Montana law, (75-6-112, MCA), no person may construct, extend, or use a public sewage system until DEQ has reviewed and approved the plans and specifications for the project. Under the Montana Water Pollution Control State Revolving Fund Act, DEQ may loan money to municipalities for construction of public sewage systems.

The DEQ, Engineering Bureau, has prepared this Environmental Assessment to satisfy the requirements of the Montana Environmental Policy Act (MEPA) and the National Environmental Policy Act (NEPA).

D. COMMENT PERIOD

Thirty (30) calendar days

II. PURPOSE OF AND NEED FOR ACTION

The need for a new sewer interceptor to serve the west and northwest areas of the City of Kalispell (city) was first identified by HDR Engineering, Inc. in a 2008 Wastewater Facility Plan (WFP). The new sewer interceptor would alleviate hydraulic overloading of Trunk Line A, one of four major sewer mains in the city collection system. Trunk Line A serves the west side of Kalispell and the Highway 93 corridor north of Meridian Road and the Highway 93 intersection. It was determined that Trunk Line A has limited hydraulic capacity and is inhibiting development within its expected service area of the city. Moreover, it has been necessary to program three lift stations connected to Trunk Line A to operate one at a time to prevent the hydraulic overloading of Trunk Line A.

In 2014 the WFP was used as a guidance document by the city and Robert Peccia & Associates (RPA) to begin planning the construction of the West Side Interceptor (WSI) to alleviate the capacity issue in Trunk Line A and to provide a centralized sewer collection main to serve the west and north areas of the city. RPA monitored and modeled the current sewer flow in Trunk Line A and determined that it had a remaining capacity to serve another 378 people. In May of 2014 RPA prepared a Preferred Route Assessment Report (PRA) that evaluated numerous routes for the WSI, defined the service area for the WSI, and considered an alternative to the WSI.

The proposed improvements would include constructing 33,750 feet of new gravity interceptor pipe ranging from 21-inch to 30-inch diameter, reconstructing 1,100 feet of 18-inch diameter gravity interceptor pipe, 108 manholes, 2,900 feet of 12-inch diameter dual force main, 6,050 feet of 10-inch force main, the abandonment of three lift stations, rehabilitation of one existing lift station, and replace 2,000 feet of 6-inch diameter water main with 8-inch pipe. All pipe and manhole quantities are approximate. Additional work would include the installation of: valves, fire hydrants, storm drainage systems, and water services. The improvements will be designed and constructed to meet the City of Kalispell and Montana Department of Environmental Quality (MDEQ) standards. Once the project is complete, a sewer flow of approximately 193,000 gallons per day (gpd) would be transferred immediately to the new sewer interceptor to prevent hydraulic overloading of Trunk Line A.

III. ALTERNATIVES INCLUDING THE PROPOSED ACTION AND COSTS

A. Three alternatives were evaluated to address the limited hydraulic capacity in Trunk Line A and to provide additional sewer service to the west and north sides of the City of Kalispell.

Alternative 1 No Action
Alternative 2 Construct West Side Interceptor
Alternative 3 Upgrade Trunk Line A

ALTERNATIVE 1 NO ACTION – The no-action alternative would result in not taking any action to provide hydraulic capacity in Trunk Line A. Development would be limited west and north of the city, including areas within the annexation boundary of the city to less than 500 people or 150 new homes. Based on these concerns, the no-action alternative was not considered to be a viable option.

ALTERNATIVE 2 CONSTRUCT WEST SIDE INTERCEPTOR – This alternative would construct approximately 8.3 miles of sewer interceptor pipe (gravity and force main pipe) to alleviate the limited hydraulic capacity of Trunk Line A and provide a centralized sewer collection system to serve the areas located on the west and north sides of the City of Kalispell. The new sewer service area was developed for the WSI based on physical limitations, specifically topography that enabled wastewater to gravity flow to the WSI as much as possible. Topography requires that one existing lift station be upgraded and approximately 2,900 feet of new (double) 12-inch diameter force main and approximately 6,050 feet of 10-inch diameter force main be constructed as part of the WSI improvements. However, three other existing lift stations can be abandoned once the WSI is operational. Removal of the lift stations is a high priority for the city, as a means of lowering operation and maintenance costs. New pipe will be placed in the public right-of-way and existing easements to the extent possible. However, the

preferred alignment does pass though undeveloped property and therefore easements were necessary through these areas. Approximately 1,100 feet of deteriorating Trunk Line A pipe will be replaced generally within the same alignment and grade as the existing pipe. Also, the city wishes to replace approximately 1,950 feet of 6-inch water main with 8-inch pipe while the street is undergoing the WSI work. Once the WSI is operational, approximately 0.193 mgd of flow will be transferred from Trunk Line A to the new West Side Interceptor. Based on these reasons, the new West Side Interceptor alternative was considered a viable option for the City of Kalispell.

ALTERNATIVE 3 UPGRADE TRUNK LINE A – This alternative considered upsizing the entire length of the Trunk Line A pipe to provide hydraulic capacity of wastewater for the service area. Most of the existing 18-inch diameter pipe would be increased to 48-inch diameter pipe and would occur generally within the existing alignment and grade as the existing pipe. Trunk Line A generally passes through developed areas of the city and upsizing the pipe would require extensive utility work due to utility conflicts with water mains, and underground electrical lines, gas lines, and telephone lines. The cost to restore surface improvements, traffic control, bypass pumping, and the impact to the public during construction would also be extensive. Moreover, the four existing lift stations would remain in use and more lift stations are likely to be required as the area is further developed. Lift stations significantly increase annual operation and maintenance costs of wastewater systems; therefore, it was very important to the city to avoid projects that included new lift stations or projects that retain existing lift stations.

B. COST COMPARISON - PRESENT WORTH ANALYSIS

The present worth analysis is a means of comparing alternatives in present day dollars and can be used to determine the most cost-effective alternative. An alternative with low initial capital cost may not be the most cost efficient project if high monthly operation and maintenance costs occur over the life of the alternative. An interest rate of 3.2% over the 20-year planning period was used in the analysis. Table 1 provides a summary of the present worth analysis of the two feasible alternatives considered. Comparison of the cost effectiveness of engineering alternatives is generally based on a present worth analysis, which considers the capital cost, salvage value, and long-term operation and maintenance costs of each alternative. The operation and maintenance costs and salvage values are essentially the same for both gravity portions of the alternatives, but the WSI alternative would eliminate three existing lift stations and shouldn't require any future lift stations because the WSI alignment is in low lying areas. Based on cost estimates, and the present worth analysis, it was determined that replacing Trunk Line A would be (significantly) more expensive than the WSI alternative.

TABLE 1 ECONOMIC EVALUATION OF INTERCEPTOR ALTERNATIVES						
Alternative Number	Alternative	Capital Cost	Annual O&M Cost	20 Year Present Worth O&M	Present Worth Salvage Value	Total Present Worth
2	West Side Interceptor	$16,137,325	$32,900	$480,539	$2,517,197	$14,100,667
3	Upgrade Trunk Line A	$25,025,514	$45,800	$668,958	$2,988,559	$22,705,913

The proposed improvements for the WSI and the water main project, including administration, engineering and construction, are estimated to cost approximately $17,558,090. The city will borrow up to $13,829,000 at 2.5% interest from the Water Pollution Control State Revolving Fund loan program and will provide $609,030 from the city water system fund (for water main improvements), $2,719,260 from sewer impact fees, and $400,800 from the city sewer fund. Construction is expected to begin in July 2018 and will take six to eight months to complete.

D. BASIS OF SELECTION OF PREFERRED ALTERNATIVE

The service area encompasses about 5,000 acres of land of which about one-half is within the existing city limits (mostly under Annexation Policy Boundary criteria). About one-third of the area is currently developed. Future population projections were computed using city planning guidelines for the 20-year design life (2035) and the theoretical build-out of the service area. Criteria for growth included city zoning and density standards. Initially, potential route concepts were identified and placed into a matrix that allowed the city to prioritize criteria by assigning points to each route to "weigh" criteria. Criteria was based on the following: access for maintenance, pipe depth, lift station (pumping) requirements, public disturbance during construction, project costs, and available right-of-way. Criteria such as easy access for maintenance, lift station abandonment, and project costs were heavily weighted, so the most preferred segment would have the most points. Once the route had generally been determined, the route was divided into five segments to allow the city to further define the segments and to aid in construction management. Some segments initially included several potential routes which were again weighted and put into a matrix for evaluation. Population and wastewater flows for the current, 20-year, and theoretical build-out were calculated for each segment to determine the pipe size required for each segment of pipe. Selection of the preferred alternative was based upon the items discussed above, which included criteria established by the city.

The project will be funded with a loan through the WPCSRF program and will be paid with sewer impact fees collected by the city. The wastewater monthly sewer rate is not expected to change to fund the project and therefore there is no direct financial impact from this project on the system users. Based on 2015 American Communities Survey data (Montana Department of Commerce) the median household income is $3,425 per month. The current average monthly wastewater rate is $37.12 and is not expected to change due to the proposed project.

IV. AFFECTED ENVIRONMENT

A. PLANNING AREA AND MAPS

The City of Kalispell is in Flathead County and is generally located near the intersection of Highway 93 and Highway 2 (See Figure 1). The service area boundary and the general location of the proposed improvements are also shown in Figure 2. Figure 3 shows the general location of the wetlands located within the WSI project area and Figure 4 shows the floodplains, streams and rivers in the City of Kalispell area.

B. WASTEWATER FLOW PROJECTIONS

To aid in design and construction of a pipe project that will be over 8 miles in length, the WSI was divided into 5 segments. Due to numerous contributing sites along the route, the theoretical build-out peak hour flow rates vary within each segment along the route. The pipe sizes were dependent on flow rate and pipe slope. Design flows vary from 12.74 million gallons per day (mgd) on the south end where the pipe will be 30-inch diameter to 6.7 mgd on the north end where the pipe will be 21-inch diameter. A dual force main, located near the middle of the WSI project, will include two 12-inch diameter pipes. Other gravity and force main piping are also proposed to connect existing sewer systems to the new WSI.

C. NATURAL FEATURES

The City of Kalispell is in northwestern Montana in the Upper Flathead Valley. The Flathead Valley is a broad agriculture area surrounded by the foothills and mountains of the Flathead National Forest, Stillwater State Forest, and Glacier National Park. The Flathead Valley is an intermountain basin covering about 600 square miles that was formed when glaciers from British Columbia pushed southward through the valley. Following the glaciers, the valley was inundated by an ancestral Flathead Lake. The upper most 600 to 1,000 feet of valley fill material consists of fluvioglacial alluvium and outwash which is capped by till and glaciolacustrine deposits. The elevation of City of Kalispell is listed at 2,956 feet, but the WSI project varies in elevation from 2,935 feet in the south to about 3,050 in the north. Isolated areas to the groundwater level can be less than 5 feet during the spring, but varies with the seasons and precipitation levels. Average annual precipitation in Kalispell is 15.73 inches. The wettest months are typically May and June and the driest months are usually July, August, and October. The average maximum temperature for July is 81 degrees and the average minimum temperature in January is 14 degrees.

V. ENVIRONMENTAL IMPACTS OF PROPOSED PROJECT

A. DIRECT AND INDIRECT INVIRONMENTAL IMPACTS

1. Land Use/Prime Farmland – All work will occur on land previously disturbed areas, mostly in streets or adjacent to streets, and in fields previously disturbed for farming. Maps from the Natural Resource Conservation Service (NRCS) indicate that some construction will be on

land classified as "prime farmland if irrigated" and "farmland of statewide importance". The proposed work will impact prime farmland and can be considered a Corridor Type Project. Therefore, the city will be required to submit a "Farmland Conversion Impact Rating" form to the NRCS for the proposed work. The city or developers that divide the properties within the service area may be required to also submit a Farmland Conversion Impact Rating form to the NRCS when they develop the area.

2. Floodplains and Wetlands – The proposed sewer pipe will cross Spring Creek and tributaries of Ashley Creek and Spring Creek at several locations. In addition to the sewer pipe, culvert pipes will be installed in two of the stream crossings to allow access for construction and future maintenance of the sewer system. Clearing of riparian vegetation will be minimized as much as possible. Some stream crossings will not impact wetlands or floodplains. Once the sewer pipes have been installed and soil has been backfilled, all disturbed areas will be restored to present conditions, so no long-term impact to the floodplain is expected. Any construction work that occurs within the 100-year floodplain will be coordinated through the county floodplain administrator and will require permits be obtained prior to construction.

   A Nationwide Permit (Section 404 Permit) will be required for the work in and near the streams and will be obtained from the US Army Corp of Engineers (USACE) prior to beginning work. Construction of the WSI will temporally impact three jurisdictional wetlands: two locations in unnamed tributaries of Ashley Creek and one location in an unnamed tributary of Spring Creek. The city has attempted to avoid impacts to wetland and streams, however installation of the pipe will require that permanent fill material be placed in three wetlands. All disturbed areas will be regraded and reseeded to meet present conditions. No mitigation is expected, but if required by the Section 404 Permit, it will be addressed prior to construction. Figure 3 depicts the mapped wetlands in the project area. See *Section X: Agencies Consulted* of this report for a summary of the USACE's comments.

3. Cultural Resources and Historical Sites – No impacts to cultural resources are anticipated. The proposed improvements should not impact historic or cultural resources since all proposed improvements will be completed within previously disturbed areas. Although some sewer pipe construction will be within the abandoned Great Northern Railroad right-of-way, the State Historic Preservation Office (SHPO) indicated that as long as the site is returned to original conditions, there is a low likelihood that cultural properties will be impacted by the proposed project, and that a cultural resource inventory is unwarranted at this time. However, if cultural materials are inadvertently discovered during this project, SHPO must be contacted and the site investigated. See *Section X: Agencies Consulted* of this report for a summary of SHPO's comments.

4. Fish and Wildlife – Animal life will not be significantly affected by the proposed project. The project will not affect any critical wildlife habitats, nor will any known endangered species be affected. The U.S. Department of the Interior Fish and Wildlife Services (USFWS) and Montana Natural

Heritage Program (MNHP) were notified of this project in 2014 with a conceptual alignment and asked to reply with any concerns.

The MNHP indicated that seven USFWS-listed species occur in Flathead County, including four threatened species, one proposed for listing species, and two candidate species. The species area:

- Bull Trout (Salvelinus confluentus) – Listed Threatened, Critical Habitat Designated
- Grizzly bear (Ursos arctos horribilis) – Listed Threatened
- Spalding's Campion (Silene spaldingsii) – Listed Threatened
- Canada Lynx (Lynx Canadensis) – Listed Threatened, Critical Habitat Designated
- Meltwater Lednia Stonefly (Lednia tumana) – Candidate Species for Listing
- Wolverine (Gulo gulo luscus) – Proposed Species for listing
- Whitebark Pine (Pinus albicaulis) – Candidate Species for Listing

In general, the Kalispell area lacks suitable habitat for these species and they are unlikely to occur in the area affected by the WSI. The USFWS has designated the Flathead River as critical habitat for bull trout; however, no other streams or tributaries in the immediate Kalispell area have been designated as critical habitat. Because the limited work for the WSI would not occur in surface waters occupied by the species, there would be no impact to bull trout or its critical habitat. Grizzly bears are unlikely to occur within the immediate Kalispell area, although an occasional grizzly bear may use the coniferous and/or riparian areas along the Flathead River as travel corridors.

According to the 2014 WFP (no source provided), animal species of concern are native Montana animals that are considered to be "at risk" due to declining population trends, threats to their habitats, and/or restricted distribution and the MNHP online search identified the following wildlife species of concern as occurring within the townships and ranges where this project occurs: Wolverine, Fisher, Great Blue Heron, American Bittern, Black Tern, Northern Leopard Frog, Arctic Grayling, Lewis's Woodpecker, Horned Grebe, Veery, Westslope Cutthroat Trout, Bull Trout, Lake Trout, and Pygmy Whitefish. The 2014 WFP stated that habitat for these species may or may not exist in the immediate project area and occurrences may not have been recorded in the sections of each township and range where project activities are likely to be implemented. The 2014 WPF also stated that bald eagles would be expected to occasionally occur in the project area since it is relatively close to the Stillwater River, Ashley Creek, and other surface waters. Bald eagles were originally listed by the USFWS as a threatened species in 1973; however, the species was officially delisted in 2007. Bald eagles remain protected under both the federal Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Two plant species of concern - Sweetflag and Pygmy Water-lily-were identified in the townships and ranges where this project occurs. As with animal species of concern, habitat and/or occurrences of these plant species may or may not exist in the project area.

In a follow-up request to USFWS in January of 2018, when the WSI alignment was complete, the USFWS responded they had no comments or concerns.

The Montana Department of Fish, Wildlife, and Parks (MFWP) was notified of this project in January of 2018 and asked to reply with any concerns. They have not responded, but because work will occur in the floodplains of Ashley and Spring Creeks, a 124 Permit from the MFWP has been obtained by RPA. See *Section X: Agencies Consulted* of this report for a summary of USFWS and MFWP's comments.

Water Quality – Long term water quality of Spring Creek, Ashley Creek and Flathead Lake is not expected to be negatively impacted due to construction of this project. Sewer pipe construction will occur within about 100 feet of Ashley Creek. However, due to the separation between Ashley Creek and the proposed work, no impact is expected. Construction of two 12-inch diameter sewer force main pipes will occur over Spring Creek in the Triple Creek Drive road embankment. Because all the proposed work will be located within the embankment of Triple Creek Drive, no impact is expected to Spring Creek. Approximately 1,600 feet of sewer pipe will be installed using open trench and jack and bore technologies in a relatively flat and meandering channel of an unnamed tributary of Spring Creek. After pipe installation, the trench will be backfilled and all disturbed areas will be graded to match existing topographic conditions. The site will be revegetated with similar vegetation or vegetation currently present at the site. Although water quality may be impacted during construction, the long-term water quality of Spring Creek should not be impacted due to the construction activities. Best management practices will be utilized during construction to minimize the impact to the streams.

The proposed WSI will allow the City of Kalispell wastewater service area to expand to the west and north in areas currently undeveloped, which will eventually require the City of Kalispell wastewater treatment facility (WWTF) to add additional treatment capacity. Currently the WWTF has a treatment capacity of 5.4 million gallons per day (mgd) and is planned to be upgraded to treat 7.24 mgd by year 2025. Prevention of adverse effects from loading of pollutants is controlled by a process called the "total maximum daily load" (TMDL) process administered by the MDEQ. Under this process, the MDEQ determines the load of each pollutant that a water body can absorb without adverse effects (called a TMDL) and prepares a plan to ensure that the TMDL is not exceeded. For point sources such as the Kalispell WWTF, this process results in load limits in permits when necessary to protect water quality. This process may result in different future permit limits for the Kalispell WWTF. These permit limits may require several unit process and/or operational changes before effluent from the wastewater treatment facility would meet the new permit limits. However, construction of the plant expansion would facilitate implementation of the permit limits that result from the TMDL process. Given the above information, future expansion of the Kalispell wastewater treatment plant would not have a significant adverse effect on water

quality in the Flathead basin, including Flathead Lake.

The amount of pollutants in a discharge over time is called the "load" of the pollutant. Since the Kalispell WWTF was constructed in the early 1990s, the treatment facility has been considered a state of the art facility and reduced the annual phosphorous loading from 18,480 pounds per year in 1983 to 547 pounds per year in 2000. Due to an increase in capacity of the expanded plant because of population growth, the volume of effluent discharged from the plant would increase, and the total load of nitrogen and phosphorus discharged from the plant would also increase. However, the Kalispell wastewater treatment plant contributes only 0.6% of the total nitrogen load and 1.2% of the total phosphorus load to Flathead Lake.

5. Air Quality – Short-term negative impacts on air quality are expected to occur during construction from heavy equipment in the form of dust and exhaust fumes. Proper construction practices will minimize this problem. Project specifications will require dust control. No long-term impacts to air quality are anticipated.

6. Public Health – Public health will not be negatively affected by the proposed project. Once the WSI is operational. some flow from Trunk Line A will be transferred to the WSI, providing additional hydraulic capacity to Trunk Line A. If the project was not completed, Trunk Line A could become overloaded during peak flows (surges) which could cause sewage overflow (to the surface) from manholes.

7. Energy – A direct long-term increase in energy consumption will not occur due to the project. The consumption of energy resources will decrease after the three lift stations are removed from service. The consumption of energy resources will increase directly with construction of the recommended improvements, but is unavoidable, and will be a short-term commitment.

8. Noise – Short-term impacts from excessive noise levels may occur during the construction activities. The construction period will be limited to normal daytime hours to avoid early morning or late evening construction disturbances. No long-term impacts from noise should occur. Although wastewater lift stations do not typically generate significant noise, other than during alarm conditions or during an emergency when a backup generator is running, three lift stations will be removed from service as part of the project, and therefore less noise should be expected after the three lift stations are removed.

9. Environmental Justice – Environmental Justice Executive Order 12898: The proposed project will not result in disproportionately high or adverse human health or environmental effects on minority or low income populations. No disproportionate effects among any portion of the community would be expected.

10. Growth – The proposed improvements should be capable of serving the projected 2035 population of 19,255 and the theoretical full build-out

population of 44,195. The 20-year design population is based on a growth rate of approximately 1.5% per year and the build-out population is based on city planning documents, and current and future zoning for the properties within the service area. The proposed improvements to the sewer collection system will be a positive feature for the community and will allow the city to manage its growth in a proactive manner and promote urbanization within its service area.

11. Cumulative Effects – Improvements to the wastewater collection system may result in secondary and/or cumulative impacts due to growth of the community and expansion of the service area. Secondary impacts associated with housing, commercial development, solid waste, transportation, utilities, air quality, water utilization, and possible loss of agricultural and rural lands may occur. These secondary impacts are uncertain at this time, and therefore, cannot be directly addressed in the EA. However, these impacts will need to be managed and minimized as much as possible through proper community planning. There are several existing city, county and state regulations already in place (i.e., zoning regulations, comprehensive planning, subdivision laws, etc.) that control the density and development of property with regards to water supply, sewage disposal, solid waste disposal, transportation, and storm drainage system.

12. Wild and Scenic River Act – The proposed project will not impact any rivers designated as wild and scenic by Congress or the Secretary of the Interior.

B. UNAVOIDABLE ADVERSE IMPACTS

Short-term construction related impacts (i.e., noise, dust, traffic disruption, etc.) will occur, but should be minimized through proper construction management. Energy consumption during construction cannot be avoided.

VI. PUBLIC PARTICIPATION

Public participation for this project began in October 28, 2013 and has included twenty-five city work sessions and council meetings (public meetings). The first work session that discussed the WSI project was on October 28, 2013. Council Meetings to review fiscal year budgets and wastewater impact fees for the WSI project began in March of 2014. The last work session occurred on February 12, 2018. Notices of meetings were posted in City Hall, the city web site, and social media (Facebook and Twitter), which are the standard method the city uses to post notices. Public hearings were posted using legal advertisement in the Daily Inter Lake. No comments from the public were noted.

VII. AGENCY ACTION, APPLICABLE REGULATIONS AND PERMITTING AUTHORITIES

All proposed improvements will be designed to meet City of Kalispell, and state design standards, and will be constructed using standard construction methods. No additional permits will be required from the State Revolving Fund (SRF) section of DEQ for this project after the approval of the submitted plans and specifications. Best management

practices will be implemented to minimize or eliminate pollutants during construction. The list of permits that may be required includes:

- A City of Kalispell Stormwater Management Permit and a storm water general discharge permit, and groundwater dewatering discharge permit are required from the DEQ Water Protection Bureau prior to the beginning of construction and must be obtained by the contractor prior to beginning construction.
- Permit from MDEQ to discharge water used to hydrostatically test and disinfect the proposed water main under permit number MTG770000.
- Floodplain Development Permit from the Flathead county floodplain administrator for work in the floodplain,
- 124 Permit from the Montana Department of Fish, Wildlife and Parks,
- Section 404 Nationwide General Permit from the U.S. Corps of Engineers,
- 318 Authorization from the Department of Environment Quality for any work that occurs in Ashley Creek and Spring Creek (jurisdictional wetlands and navigable waters).
- Burlington Northern Santa Fe for work in their right-of-way,
- Montana Department of Highways for work in their right-of-way.

VIII. RECOMMENDATION FOR FURTHER ENVIRONMENTAL ANALYSIS

[ ] EIS [ ] More Detailed EA [X] No Further Analysis

Rationale for Recommendation: Through this EA, DEQ has verified that none of the adverse impacts of the proposed City of Kalispell West Side Interceptor project are significant. Therefore, an environmental impact statement is not required. The environmental review was conducted in accordance with the Administrative Rules of Montana (ARM) 17.4.607, 17.4.608, 17.4.609, and 17.4.610. The EA is the appropriate level of analysis because none of the adverse effects of the impacts are significant.

IX. REFERENCE DOCUMENTS

The following documents have been utilized in the environmental review of this project and are considered to be part of the project file:

1. City of Kalispell, Montana West Side Interceptor Project, Engineering Design Report, January 2018 prepared by Robert Peccia & Associates.
2. City of Kalispell, Montana West Side Interceptor Project, Preferred Route Assessment, November 2014 prepared by Robert Peccia & Associates.
3. City of Kalispell, Montana Wastewater Facility Plan Update, March 2008 prepared by HDR Engineering, Inc.
4. City of Kalispell, Montana Uniform Application, December 21, 2017.
5. The City of Kalispell West Side Interceptor Project: Wetland Delineation Report, December 2017 prepared by Calypso Ecological Consulting, LLP

X. AGENCIES CONSULTED

The following agencies have been contacted in regard to the proposed construction of this project. Due to the fast tracking of this project, some construction permits have been submitted to the appropriate agencies and some have already been obtained for this

project, as noted below.

1. In January 2018, the U.S. Fish and Wildlife Service reviewed the proposed project and indicated they had no comments or concerns regarding federally-listed threatened or endangered species, or critical habitat. They also stated that the species of concern are not present in the greater Flathead County, are not supported within the proposed project footprint, and would not be affected. The WSI route occurs in areas already developed for urban and rural human use and did not anticipate direct or indirect effects. Therefore, no further action is necessary.

2. The Montana Historical Society's State Historic Preservation Office (SHPO) reviewed the proposed project. They concluded that although some sewer pipe construction will be within the abandoned Great Northern Railroad right-of-way, there is a low likelihood that cultural resources will be impacted by the proposed project, as long as the site is returned to original conditions, or any structures over fifty years of age are not disturbed or altered. They indicated that a cultural resource inventory was unwarranted at this time. However, they indicated that should structures need to be altered or cultural materials be inadvertently discovered during the project, SHPO must be contacted and the site investigated.

3. Nationwide Permits will be required from the U.S. Department of the Army Corps of Engineers (USCOE) for the proposed work. In later January of 2017 the USCOE indicated that had begun the Section 404 Permit reviews for this project.

4. The Montana Department of Fish, Wildlife and Parks had not specific comments, but has reviewed and approved the 124 Permit for the proposed project.

5. The Department of Natural Resources and Conservation was asked for comments regarding the environmental review for the proposed improvements, but has not responded. However, the City of Kalispell's floodplain administrator is currently preparing a Floodplain Permit for the project.

EA Prepared by:

Jerry Paddock, P.E. Date 3/7/18

EA Reviewed by:

Mike Abrahamson, P.E. Date 3/7/18

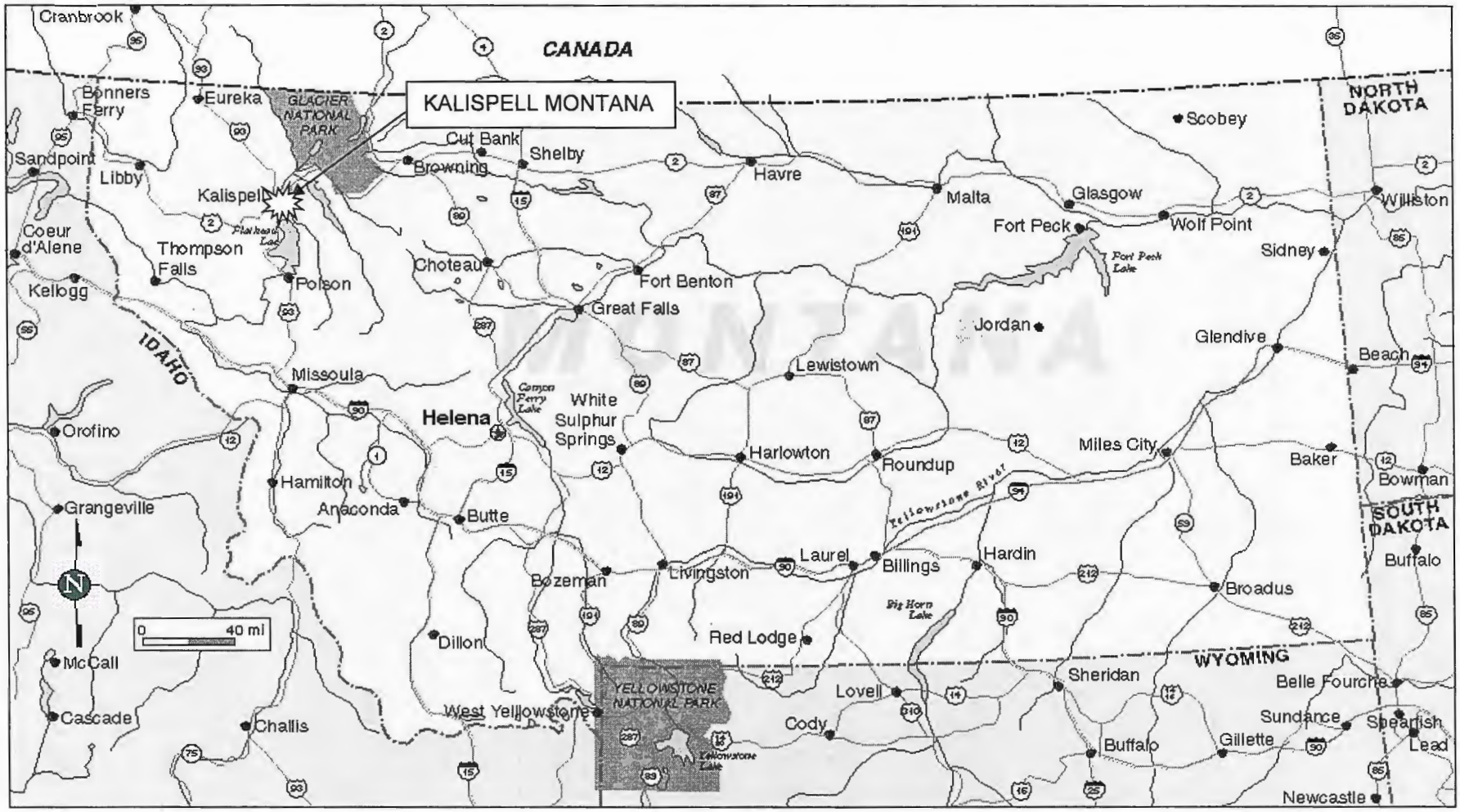

FIGURE 1
LOCATION MAP

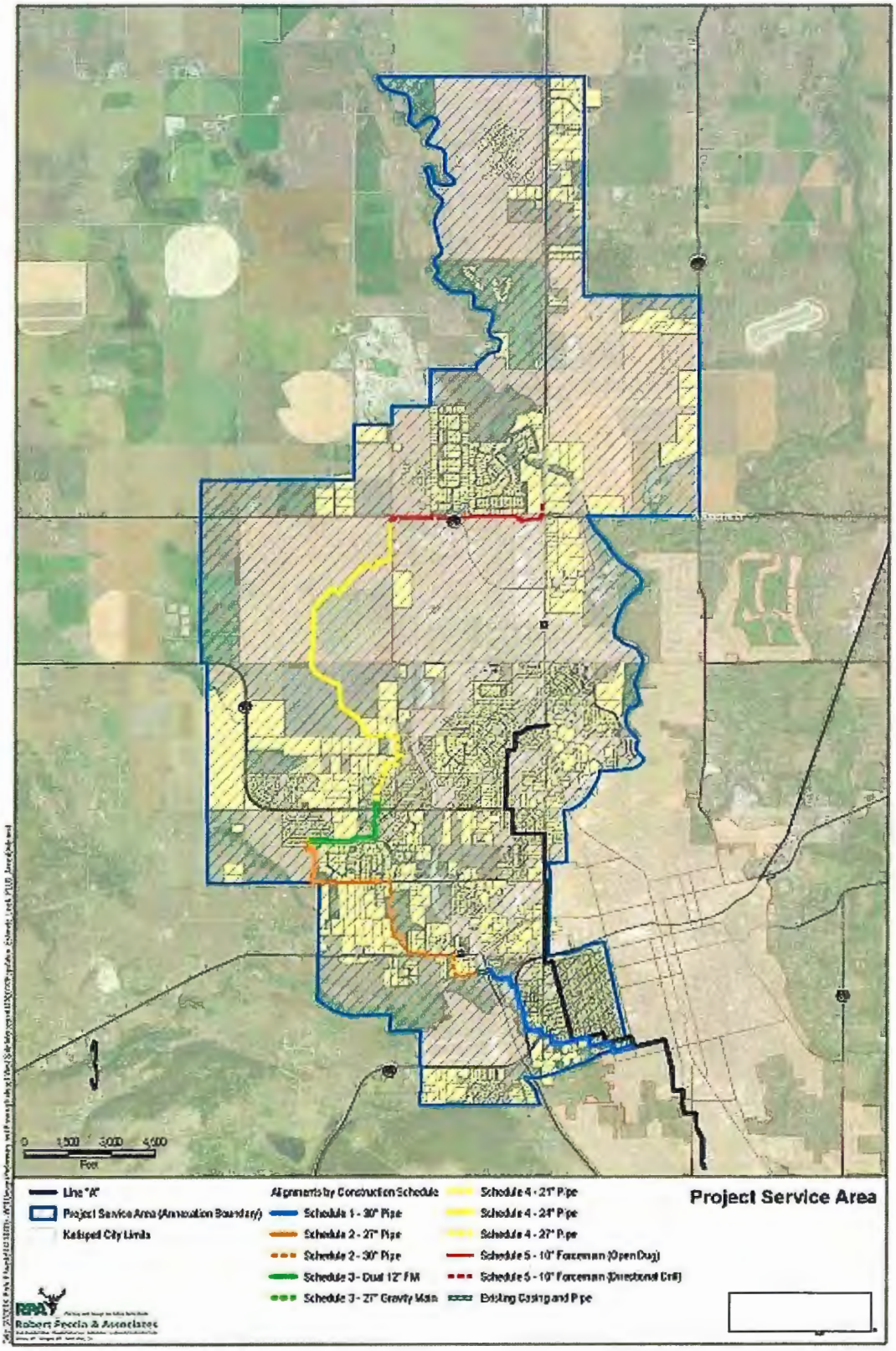

FIGURE 2
Service Area and WSI Alignment

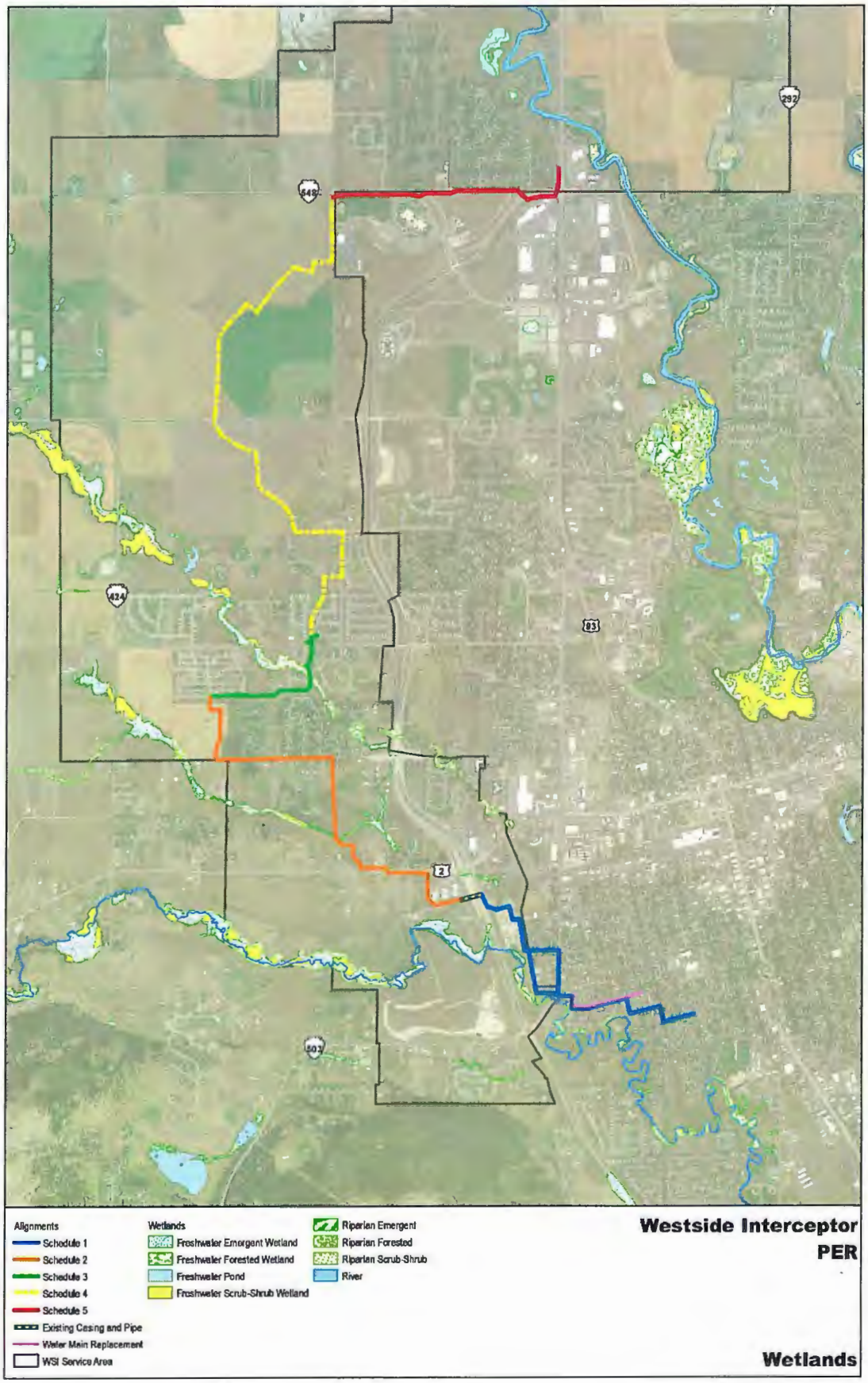

FIGURE 3
WETLAND MAP

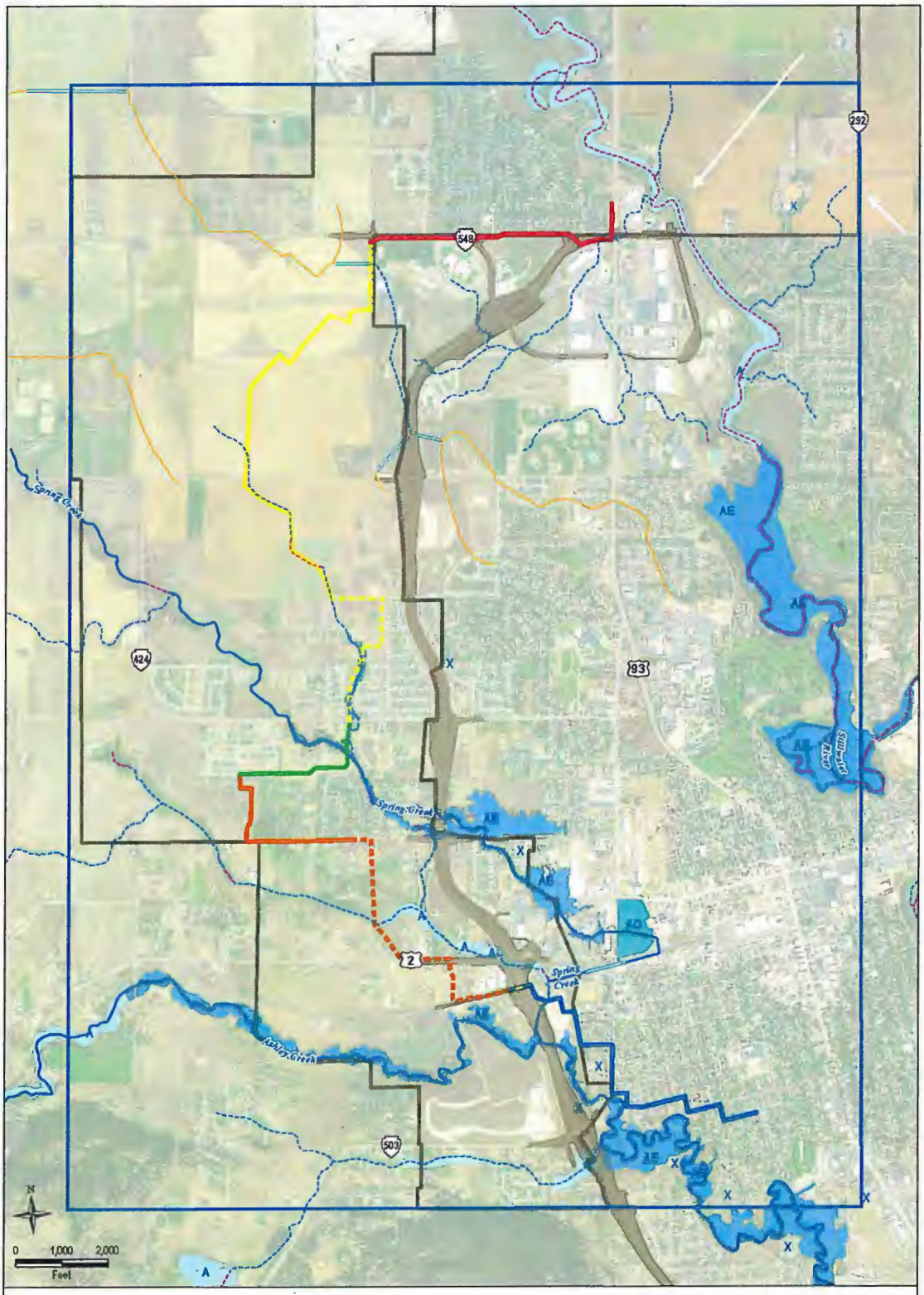
292
548
424
93
2
503
Spring Creek
Ashley Creek
AE
A
X
AO
0 1,000 2,000
Feet
N
Named Streams/Rivers
Unnamed Streams/Rivers
Pipeline
Artificial Path
Canal/Ditch
Planning Area
Alternate U.S.93 Route
West Side Sewer Service Area
Special Flood Hazard Areas Subject to 100-Year Flood
Zone A - No Base Flood Elevations Determined
Zone AE - Base Flood Elevations Determined
Zone AO - Flood Depths of 1-3 ft (ponding)
Zone X - Areas Outside 500-Year Flood
Alignments by Construction Schedule
Existing Casing and Pipe (~500 LF)
Schedule 1 - 30" Pipe (~8,500 LF)
Schedule 2 - 30" Pipe (~6,600 LF)
Schedule 2 - 27" Pipe (~4,100 LF)
Schedule 3 - 12" Forcemain (~2,900 LF)
Schedule 3 - 27" Gravity Main (~600 LF)
Schedule 4 - 27" Pipe (~4,200 LF)
Schedule 4 - 24" Pipe (~8,100' LF)
Schedule 4 - 21" Pipe (~2,600' LF)
Schedule 5 - 10" Forcemain (~6,000' LF)
West Side Interceptor
PER
Floodplains / Streams & Rivers

FIGURE 4

Stamper, Jenna

From:	Stamper, Jenna
Sent:	Wednesday, March 07, 2018 12:29 PM
To:	Murdo, Damon; Riley, Jean; Fairchild, Sue; 'Deb O'Neill'; 'Brent Esmoil'; Tubbs, John; 'Todd Tillinger'; 'Environmental Quality Council'
Cc:	Driscoll, Paul; Paddock, Jerry; Smith, Mark
Subject:	Notice of Publication of Finding of No Significant Impact for City of Kalispell
Attachments:	Kalispell_FONSI.pdf

Please review attached for your reference.

Notice of Publication of the Finding of No Significant Impact for this project may also be found at:
http://deq.mt.gov/Public/ea

Thanks,

Jenna Stamper
Program Support Specialist
Engineering Bureau
MT DEQ -Water Quality Division
(406) 444-4643
JStamper@mt.gov