Draft
Environmental Assessment

Clark's Lookout State Park
County Road Improvement Project

August 2005

Montana Fish, Wildlife & Parks

Clark's Lookout State Park County Road Improvement Project
Draft Environmental Assessment
MEPA, NEPA, MCA 23-1-110 CHECKLIST

PART I. PROPOSED ACTION DESCRIPTION

1. **Type of proposed state action**: Montana Fish, Wildlife & Parks proposes to contribute up to $25,000 to Beaverhead County towards paving a section (875 ft) of County Road 315D within Clark's Lookout State Park and constructing a small vehicle turn-out on the south side of the road adjacent to a side channel of the Beaverhead River.

2. **Agency authority for the proposed action:** The 1939 Montana State Legislature passed MCA 23-1-101, which states that a State Park System would be established "for the purpose of conserving the scenic, historic, archaeological, scientific, and recreational resources of the state and providing for their use and enjoyment, thereby contributing to the cultural, recreational, and economic life of the people and their health". Montana statute 23-1-102 (4) gives FWP "jurisdiction, custody, and control of all state parks, recreational areas, public camping grounds, historical sites, and monuments".

3. **Name of project:** Clark's Lookout State Park County Road Improvement Project.

4. **Name, address and phone number of project sponsor (if other than the agency):** Montana Fish, Wildlife & Parks is the project sponsor in regards to contribution of funding towards the county road paving project. Beaverhead County is the project sponsor for the paving project.

5. **If applicable:**
   Estimated Construction/Commencement Date: Fall 2005
   Estimated Completion Date: Winter 2005
   Current Status of Project Design (% complete): 50

6. **Location affected by proposed action (county, range and township):** The proposed project would affect the southern half of section 7, Township 7S, Range 8W, 1.5 miles north of Dillon in Beaverhead County.

7. **Project size -- estimate the number of acres that would be directly affected that are currently:**

	Acres		Acres
(a) Developed:		(d) Floodplain	___
Residential	0		
Industrial	0	(e) Productive:	
		Irrigated cropland	0
(b) Open Space/Woodlands/Recreation	0	Dry cropland	0
		Forestry	0
(c) Wetlands/Riparian Areas	1	Rangeland	0
		Other (existing gravel road)	2

8. Listing of any other Local, State or Federal agency that has overlapping or additional jurisdiction.

(a) Permits: permits will be filed at least 2 weeks prior to project start.

Agency Name	Permit

All permits relating to this project would be obtained by Beaverhead Co. Road Dept.

(b) Funding:

Agency Name	Funding Amount
MT FWP Parks Hwy Funds	up to $25,000
Beaverhead County	$42,250
Subdivision Developer (Clayton Hildreth)	$20,000

(c) Other Overlapping or Additional Jurisdictional Responsibilities:

Agency Name	Type of Responsibility
Beaverhead County Road Dept.	Planning, design, funding and administration of contract for all aspects of construction of pull-out and paving of road.

9. Narrative summary of the proposed action or project including the benefits and purpose of the proposed action: (Note: Include maps, site plans showing location and boundaries here and/or under #6 above.)

Clark's Lookout is a small, 7-acre State Park located on the outskirts of the town of Dillon, Montana within Montana Fish, Wildlife and Parks (FWP) Region 3 (see Figures 1 & 2). The Park consists of a paved parking lot, latrine, and gravel hiking trails to the rock outcropping that Captain Clark stood upon to survey the valley below. Camping is not permitted at this State Park. FWP installed a vehicle-counting mechanism this year, so accurate figures for average annual park visitation are not yet available, but readings from the past several months show that approximately 200 vehicles a week enter the park. Winter visitation is likely significantly lower.

Lovers Leap Road (County Road # 315D) passes through the park on the northeastern edge, in-between the rock outcropping and a side channel of the Beaverhead River. Traffic on this road includes park visitors and Dillon area residents who live in a new subdivision to the west of the Park (see Figure 3). The 875 ft. section of Lover's Leap Road that runs through Clark's Lookout State Park is currently not paved, and the increasingly heavy traffic is causing a substantial amount of dust to blow into the small park. This dust covers Park vegetation and the rocky overlook itself with an unsightly film, and is a source of discomfort and annoyance to Park visitors. Traffic noise on the gravel section is also significant.

In light of these facts, FWP proposes to contribute up to $25,000 towards the total cost ($87,250) of having this section of Lover's Leap Road paved. FWP also proposes

including the construction of a small vehicle turnout on Lover's Leap Road in the design plan (please see Appendix 1). Such a turn-out would provide Park visitors and local residents the opportunity to access the Beaverhead River (via the side channel) for boating, fishing, or wildlife viewing without having to scramble down a steep embankment and cross Lover's Leap Road from the parking lot at Clark's Lookout. Four-foot wide trails would be cut in the vegetation from the turn-out to the side channel, which would allow users to carry a kayak or canoe, but would not be wide enough for larger watercraft. The vehicle turn-out would be small, only accommodating two vehicles at a time, but FWP anticipates that would be adequate. All fishing restrictions in place for the Beaverhead River would apply to anglers who would use this access point.

Beaverhead County would perform sub-grade preparation work and would purchase, haul and spread gravel for the project. The County would retain a private contractor to pave the road. The County would also be responsible for future road maintenance costs, speed control, etc. The proposed action would be a one-time contribution on the part of FWP.

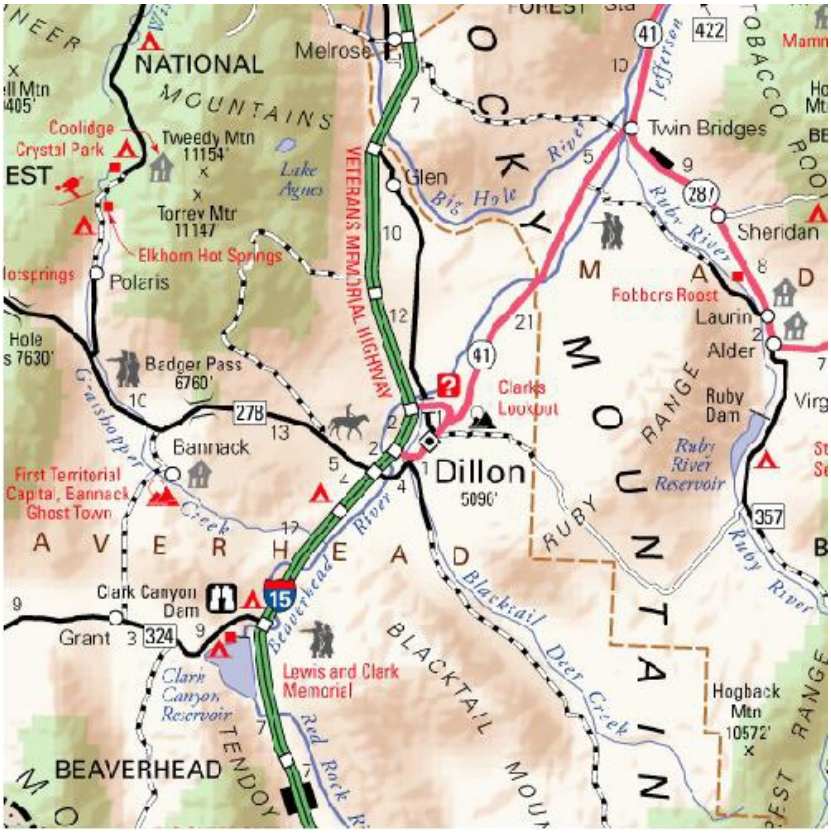

Figure 1. Dillon area map and approximate location of Clark's Lookout State Park.

Vegetation between Lover's Leap Road and the Beaverhead River is primarily willow understory, with riparian forbs and grasses and a fairly low percentage (less than 5%) of noxious weeds. Hounds tongue, spotted knapweed, and Canada thistle are all present. Sweet Clover is very dense along the roadside, and is sometimes mistaken for leafy spurge, but is not considered to be a noxious weed. Beaverhead Co. Weed Dept. does spray for weeds along the shoulder of the county road, but ultimate responsibility for

weed control within the Park, including along the road, falls on FWP. The proposed vehicle turn-out and access trails would likely lead to increased visitation, which could cause an increase in noxious weeds in the area. FWP managers would continue to monitor and control weeds at the proposed turn-out and throughout Clark's Lookout State Park in accordance with methods outlined in the FWP Region 3 Weed Management Plan and by advice of the Beaverhead County Weed Board.

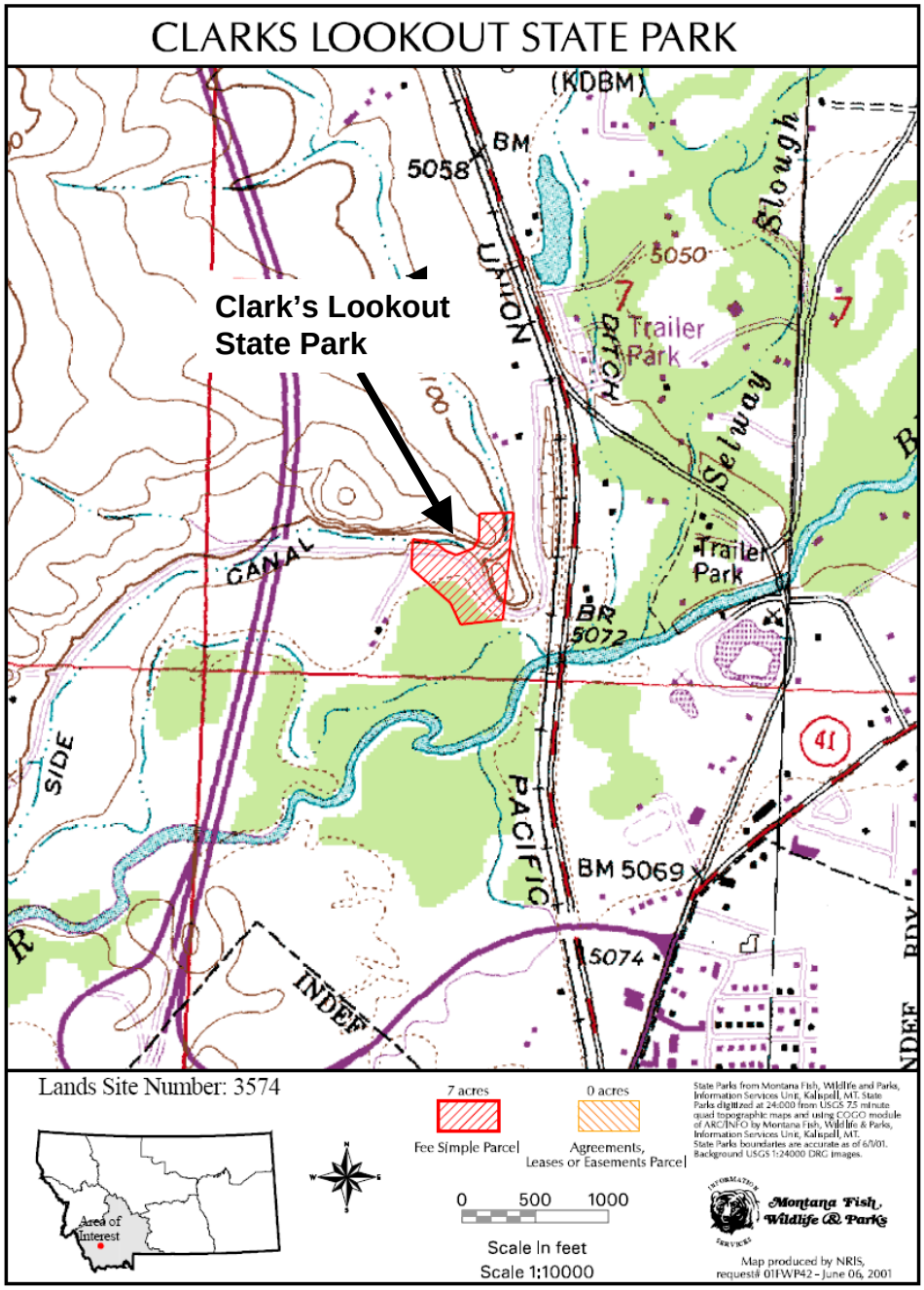

Figure 2. Topographical map of Clark's Lookout State Park and surrounding area.

The up to $25,000 that FWP has proposed contributing to the Beaverhead County Road Dept. constitutes about 30% of the overall cost of the project. The design of the vehicle turn-out and

other aspects of the project were jointly arrived at by both FWP and the County, but actual construction would be undertaken by the County only. The up to $25,000 contribution to this project would come from Parks Highway Road Funding, and FWP managers feel that the expected benefits of this project make this expenditure a good investment.

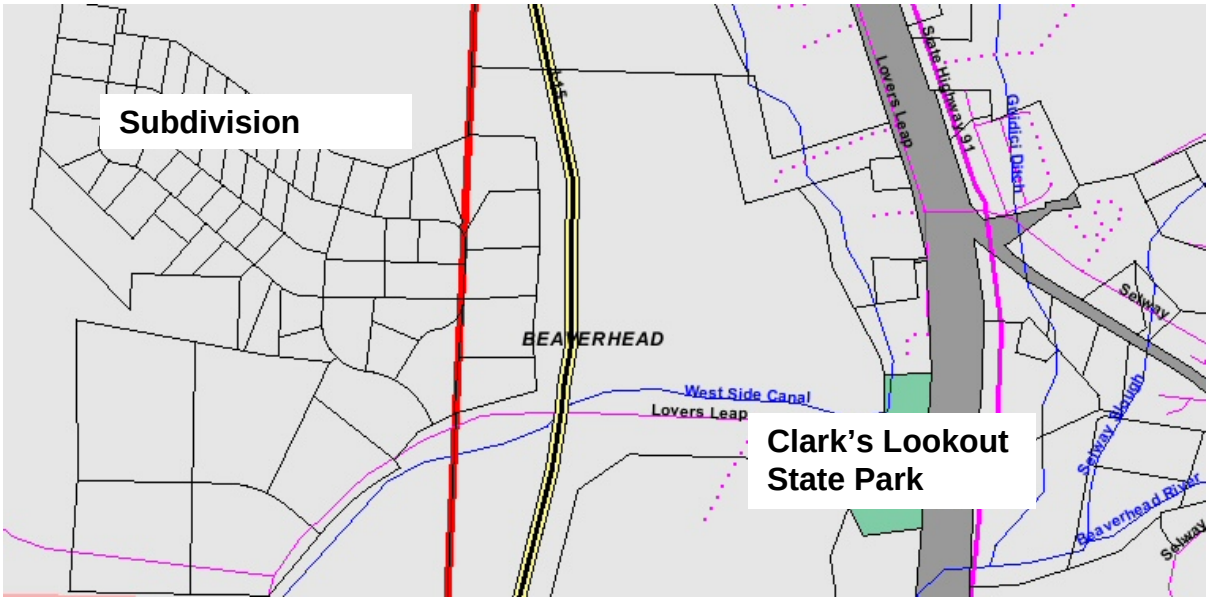

Figure 3. Local map showing Clark's Lookout State Park, Lover's Leap Road, and the new subdivision. The proposed paving project would affect the section of Lover's Leap Road that runs through Clark's Lookout State Park

The benefits of the proposed action include site protection for a historical site, increased comfort and pleasure for Park visitors, and improved access to the Beaverhead River for Park visitors and local residents. The proposed project would significantly increase public enjoyment of Clark's Lookout State Park.

PART II. ENVIRONMENTAL REVIEW

1. Description and analysis of reasonable alternatives (including the no action alternative) to the proposed action whenever alternatives are reasonably available and prudent to consider and a discussion of how the alternatives would be implemented:

Alternative A: No Action

If FWP does not contribute up to $25,000 towards this project, the project would likely proceed with Beaverhead County and the subdivision developer remaining as the only contributors to the project.

Alternative B:

In alternative B, FWP would contribute a smaller amount of money to the project, about $20,000, but the vehicle turn-out would not be constructed. The width of the road would also probably increase to 24 ft. instead of the proposed 22 ft. as part of the plan revision. This plan was not selected as the preferred alternative because Park managers were eager to provide

visitors to Clark's Lookout a way of accessing the Beaverhead River from the Park. Currently, visitors are not able to reach the river from the Park, unless they scramble down a steep embankment, cross a gravel road and bushwhack through thick vegetation. Not many visitors attempt to do this. As the Beaverhead River was a significant aspect in Lewis and Clark's famed expedition, it seems unfortunate that a State Park named in Captain Clark's honor does not include actual access to the river that carried Clark and his men through this part of Montana.

Preferred Alternative C: Proposed Action

Note: a detailed evaluation of the Proposed Action is included in Part VI, Environmental Review Checklist beginning on page 9.

In the preferred alternative, FWP would contribute up to $25,000 towards the cost of paving the 875 ft. section of Lover's Leap Road that runs through Clark's Lookout State Park and the construction of a small, two-vehicle turn-out on the south side of the road. This turn-out would give visitors and local residents a point of access to the Beaverhead River for fishing, wildlife viewing, and hand-launched boating. Such recreational opportunities would greatly enhance a visitor's experience at Clark's Lookout, and could also be used and enjoyed by local residents. In addition to the turn-out, the road section would be paved, which would decrease dust and noise in the park.

2. **Evaluation and listing of mitigation, stipulation, or other control measures enforceable by the agency or another government agency:**

This entire project has been planned and would be carried out in conjunction and cooperation with the Beaverhead County Road Department. All aspects of project design and construction would comply with that Department's rules and regulations, including the implementation of Best Management Practices (BMPs), which help to limit soil and vegetation disturbance to the immediate project area, limit changes in surface water run-off or drainage patterns once construction is completed, and seeding disturbed areas to aid in reclamation.

There are no formal stipulations of mitigation or other controls associated with the proposed action. This action does not involve any permits or granting of a license on which stipulations would be placed.

PART III. NARRATIVE EVALUATION AND COMMENT

Clark's Lookout State Park is small in area but is a picturesque stop along the Lewis and Clark Trail and part of the history of that famous expedition and of the State of Montana. Paving the graveled section of Lover's Leap Road would decrease the amount of dust that currently drifts into the Park, which aggravates visitors and reduces the aesthetics of the site. The construction of a vehicle turn-out would provide access to the Beaverhead River for fishing, wildlife-viewing, and hand-launched boating for Park visitors and local residents. These improvements would greatly enhance public enjoyment of Clark's Lookout State Park.

In 1997, the Montana Parks Association (MPA) initiated a review of the Montana State Park System. One finding (among many) of the resulting report stated that "road construction and rehabilitation is the major infrastructure expenditure needed for the parks" (Penfold 1997). The report also suggested improving and expanding watchable wildlife opportunities and placing an emphasis on those parks along the Lewis and Clark Trail. The recommendations of this report were adopted by the MPA, and incorporated into Fish, Wildlife and Parks long-range planning. The proposed project would be in line with this vision and plan for Montana's State Parks.

This EA did not reveal any significant negative impacts to the physical and human environment. Most minor impacts could be mitigated. No threatened or endangered species have been observed in the area, and no unique or physical features would be affected. In short, the proposed project would increase visitor enjoyment of the site and would not cause significant adverse affects to the environment.

PART IV. PUBLIC PARTICIPATION

1. Describe the level of public involvement for this project if any, and, given the complexity and the seriousness of the environmental issues associated with the proposed action, is the level of public involvement appropriate under the circumstances?

The public will be notified by way of one statewide press release in representative newspapers and by public notice on the Fish, Wildlife & Parks webpage: **http://fwp.mt.gov/publicnotices**. Individual notices will be sent to those that have requested one.

2. Duration of comment period.

A 30-day comment period is open from August 30, 2005 to 5:00 p.m. on September 28, 2005. This level of public involvement is appropriate for this scale of project. Written comments should be sent to:

Montana Fish, Wildlife & Parks
c/o Clark's Lookout Paving Funding EA
1400 South 19th Avenue
Bozeman, MT 59718

Or by e-mail to **gwalker@mt.gov**

PART V. EA PREPARATION

1. Based on the significance criteria evaluated in this EA, is an EIS required? (YES/NO)? If an EIS is not required, explain why the EA is the appropriate level of analysis for this proposed action.

Based on an evaluation of the primary, secondary, and cumulative impacts to the physical and human environment under the Montana Environmental Protection Act (MEPA), this environmental review found no significant impacts from the proposed

contribution of funding to the Lover's Leap road paving project. In determining the significance of the impacts, FWP assessed the severity, duration, geographic extent, and frequency of the impact, the probability that the impact would occur or reasonable assurance that the impact would not occur, growth-inducing or growth inhibiting aspects of the impact, the importance to the state and to society of the environmental resource or value affected, and precedent that would be set as a result of the proposed action that would commit FWP to future actions; and potential conflicts with local, federal, or state laws. Therefore, an EA is the appropriate level of review and an EIS is not required.

2. Name, title, address and phone number of the person(s) responsible for preparing the EA:

Jerry Walker	Dale Carlson	Linnaea Schroeer-Smith
Regional Parks Manager	Park Manager	Independent Contractor
1400 South 19th	4200 Bannack Road	1027 9th Ave
Bozeman, MT 59718	Dillon, MT 59725	Helena, MT 59601
(406)994-3552	(406)834-3413	(406)495-9620

3. List of agencies consulted during preparation of the EA:

Montana Fish, Wildlife & Parks
- Parks Division
- Wildlife Division
- Fisheries Division
- Design & Construction Bureau
- Lands Division

Montana State Historic Preservation Office (SHPO)
Montana Department of Commerce – Tourism
Montana Natural Heritage Program – Natural Resources Information System (NRIS)
Beaverhead County-County Commissioners and Road Superintendent

PART VI. ENVIRONMENTAL REVIEW CHECKLIST

3. Evaluation of the impacts of the Proposed Action including secondary and cumulative impacts on the Physical and Human Environment.

A. PHYSICAL ENVIRONMENT

1. LAND RESOURCES Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated*	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Soil instability or changes in geologic substructure?		X				
b. Disruption, displacement, erosion, compaction, moisture loss, or over-covering of soil, which would reduce productivity or fertility?			X			1b.
c. **Destruction, covering or modification of any unique geologic or physical features?		X				
d. Changes in siltation, deposition or erosion patterns that may modify the channel of a river or stream or the bed or shore of a lake?			X			1d.
e. Exposure of people or property to earthquakes, landslides, ground failure, or other natural hazard?		X				
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (attach additional pages of narrative if needed):

1b. The paving of the section of county road and the construction of the vehicle turn-out would cause some soil disruption, displacement, and compaction of soil. The implementation of BMPs would help to limit these impacts, and ensure that disturbed areas would be reseeded or otherwise reclaimed.

1d. Paving the graveled section of Lover's Leap Road would reduce the level of silt that currently is deposited into the side channel of the Beaverhead River from the road. However, the increased foot traffic to the riverbank that would result from the construction of a vehicle turn-out and access trails would generate some silt. Overall, the amount of silt being deposited into the river as a result of human activity would remain about the same.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

2. AIR Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Emission of air pollutants or deterioration of ambient air quality? (Also see 13 (c).)			X			2a.
b. Creation of objectionable odors?		X				
c. Alteration of air movement, moisture, or temperature patterns or any change in climate, either locally or regionally?		X				
d. Adverse effects on vegetation, including crops, due to increased emissions of pollutants?		X				
e. ***For P-R/D-J projects, will the project result in any discharge, which will conflict with federal or state air quality regs? (Also see 2a.)						
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Air Resources (attach additional pages of narrative if needed):

2a. Minor and temporary dust and vehicle emissions would be created by heavy equipment during construction. Visitation to the park would likely increase after completion of the project, but the change would be too small to affect local air quality.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

3. WATER Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated*	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. *Discharge into surface water or any alteration of surface water quality including but not limited to temperature, dissolved oxygen or turbidity?			X			3a.
b. Changes in drainage patterns or the rate and amount of surface runoff?			X			3b.
c. Alteration of the course or magnitude of floodwater or other flows?		X				
d. Changes in the amount of surface water in any water body or creation of a new water body?		X				
e. Exposure of people or property to water related hazards such as flooding?		X				
f. Changes in the quality of groundwater?		X				
g. Changes in the quantity of groundwater?		X				
h. Increase in risk of contamination of surface or groundwater?			X			3h.
i. Effects on any existing water right or reservation?		X				
j. Effects on other water users as a result of any alteration in surface or groundwater quality?		X				
k. Effects on other users as a result of any alteration in surface or groundwater quantity?		X				
l. ****For P-R/D-J, will the project affect a designated floodplain? (Also see 3c.)						
m. ***For P-R/D-J, will the project result in any discharge that will affect federal or state water quality regulations? (Also see 3a.)						
n. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Water Resources (attach additional pages of narrative if needed):

3a. Minor turbidity would likely occur in the immediate area of the vehicle turn-out and access trails during construction. This impact would be limited by the implementation of BMPs during construction, such as the use of silt fences around the construction site.

3b. Gravel roads allow a limited amount of rain to be absorbed, whereas paved roads do not. Therefore, the paving of the 875 ft. section of Lover's Leap Road would result in more surface run-off, but the difference would not be significant.

3h. Providing access to the Beaverhead River increases the chance of surface contamination through illegal dumping and littering. However, such problems have been rare at other parks around the state and FWP managers do not anticipate this being an issue here.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

4. VEGETATION Will the proposed action result in?	IMPACT *				Can Impact Be Mitigated*	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Changes in the diversity, productivity or abundance of plant species (including trees, shrubs, grass, crops, and aquatic plants)?			X			4a.
b. Alteration of a plant community?			X			4b.
c. Adverse effects on any unique, rare, threatened, or endangered species?		X				4c.
d. Reduction in acreage or productivity of any agricultural land?		X				
e. Establishment or spread of noxious weeds?		X				4e.
f. ****For P-R/D-J, will the project affect wetlands, or prime and unique farmland?						
g. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Vegetation (attach additional pages of narrative if needed):

4a. The vegetation that borders this section of Lover's Leap Road consists mainly of willow, forbs, and some grasses. Several hundred square feet of vegetation would be removed for the construction of the vehicle turn-out, and several hundred more would be disturbed during the process of paving. However, this type of plant community is common and well-represented locally and throughout the state, and such a small loss would not be significant.

4b. Please see comment 4a.

4c. The proposed project is not expected to cause any adverse effects on any unique, rare, threatened, or endangered species. Please see Appendix 2 for more information.

4e. Hounds tongue, spotted knapweed, and Canada thistle

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

** 5. FISH/WILDLIFE Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Deterioration of critical fish or wildlife habitat?		X				
b. Changes in the diversity or abundance of game animals or bird species?		X				
c. Changes in the diversity or abundance of nongame species?		X				
d. Introduction of new species into an area?		X				
e. Creation of a barrier to the migration or movement of animals?		X				
f. Adverse effects on any unique, rare, threatened, or endangered species?		X				5f.
g. Increase in conditions that stress wildlife populations or limit abundance (including harassment, legal or illegal harvest or other human activity)?			X			5g.
h. ****For P-R/D-J, will the project be performed in any area in which T&E species are present, and will the project affect any T&E species or their habitat? (Also see 5f.)						
i. ***For P-R/D-J, will the project introduce or export any species not presently or historically occurring in the receiving location? (Also see 5d.)						
j. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Fish and Wildlife (attach additional pages of narrative if needed):

5f. The proposed project is not expected to cause any adverse effects on any unique, rare, threatened, or endangered species. Please see Appendix 2 for more information.

5g. The proposed project would likely cause a small increase in site visitation, which could cause additional stress to wildlife populations. However, visitors would continue to be concentrated in designated areas, thus minimizing any negative effects of these proposals. The proposed vehicle turn-out and access trails would lead to an increase in angling pressure, which would likely result in an increase in legal and illegal harvest. However, FWP fisheries biologists feel that the Beaverhead River fishery can support this small increase in pressure.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

B. HUMAN ENVIRONMENT

6. NOISE/ELECTRICAL EFFECTS Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Increases in existing noise levels?			X			6a.
b. Exposure of people to serve or nuisance noise levels?		X				
c. Creation of electrostatic or electromagnetic effects that could be detrimental to human health or property?		X				
d. Interference with radio or television reception and operation?		X				
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Noise/Electrical Effects (attach additional pages of narrative if needed):

6a. There would be a temporary increase in noise levels during paving of the road and construction of the vehicle turn-out, but it would not be excessive and would end after completion. Paving the road would lead to reduced noise levels overall.

7. LAND USE Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of or interference with the productivity or profitability of the existing land use of an area?		X				7a.
b. Conflicted with a designated natural area or area of unusual scientific or educational importance?		X				
c. Conflict with any existing land use whose presence would constrain or potentially prohibit the proposed action?		X				
d. Adverse effects on or relocation of residences?		X				
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Use (attach additional pages of narrative if needed):

7a. The proposed project would not alter or interfere with the productivity or profitability of existing land use in the area.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

8. RISK/HEALTH HAZARDS Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Risk of an explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation) in the event of an accident or other forms of disruption?			X			8a.
b. Affect an existing emergency response or emergency evacuation plan, or create a need for a new plan?		X				
c. Creation of any human health hazard or potential hazard?		X				
d. ***For P-R/D-J, will any chemical toxicants be used? (Also see 8a)						
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Risk/Health Hazards (attach additional pages of narrative if needed):

8a. Control of noxious weeds along Lover's Leap Road and the proposed vehicle turn-out is shared by both FWP and Beaverhead County Weed Department. Both agencies employ integrated weed management methods, including the use of herbicides. The use of herbicides would be in compliance with application guidelines and conducted by people trained in safe handling techniques to limit the possibility of a spill.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

9. COMMUNITY IMPACT Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of the location, distribution, density, or growth rate of the human population of an area?			X			9a.
b. Alteration of the social structure of a community?		X				
c. Alteration of the level or distribution of employment or community or personal income?		X				
d. Changes in industrial or commercial activity?		X				
e. Increased traffic hazards or effects on existing transportation facilities or patterns of movement of people and goods?		X				9e.
f. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Community Impact (attach additional pages of narrative if needed):

9a. Paved roads are amenities that influence settlement and growth patterns. However, as most of Lover's Leap Road is already paved, this small paving project would not be likely to alter growth patterns in the greater Dillon area.

9e. Vehicles entering and leaving the vehicle turn-out are traffic hazards, but there is adequate sight distance and low posted speed, so FWP managers and Beaverhead County Road Department Supervisor Richard Miller feel that safety would not be greatly compromised.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

10. PUBLIC SERVICES/TAXES/UTILITIES Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Will the proposed action have an effect upon or result in a need for new or altered governmental services in any of the following areas: fire or police protection, schools, parks/recreational facilities, roads or other public maintenance, water supply, sewer or septic systems, solid waste disposal, health, or other governmental services? If any, specify:		X				
b. Will the proposed action have an effect upon the local or state tax base and revenues?		X				
c. Will the proposed action result in a need for new facilities or substantial alterations of any of the following utilities: electric power, natural gas, other fuel supply or distribution systems, or communications?		X				
d. Will the proposed action result in increased use of any energy source?		X				
e. **Define projected revenue sources						10e.
f. **Define projected maintenance costs.						10f.
g. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Public Services/Taxes/Utilities (attach additional pages of narrative if needed):

10e. Funding (up to $25,000) for this project would come from the Park's highway road monies within FWP.

10f. Maintenance of the Lover's Leap Road and the proposed vehicle turn-out would be the responsibility of the County, as it is a County Road. This maintenance includes periodic spraying for noxious weeds. However, ultimate responsibility for weed control within the park falls on FWP, and managers would continue to be diligent about this issue. Park managers believe that tasks associated with maintenance of the vehicle turn-out would be absorbed by existing work patterns at the park and would not constitute any additional employee hours. Additional supplies that might be required are not estimated to be more than $100 a year.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

** 11. AESTHETICS/RECREATION Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Alteration of any scenic vista or creation of an aesthetically offensive site or effect that is open to public view?		X				
b. Alteration of the aesthetic character of a community or neighborhood?		X				
c. **Alteration of the quality or quantity of recreational/tourism opportunities and settings? (Attach Tourism Report.)			X positive			11c.
d. ***For P-R/D-J, will any designated or proposed wild or scenic rivers, trails or wilderness areas be impacted? (Also see 11a, 11c.)						
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Aesthetics/Recreation (attach additional pages of narrative if needed):

11c. Please see Tourism Report in Appendix 3.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

12. CULTURAL/HISTORICAL RESOURCES Will the proposed action result in:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. **Destruction or alteration of any site, structure or object of prehistoric historic, or paleontological importance?		X				12a.
b. Physical change that would affect unique cultural values?		X				12b.
c. Effects on existing religious or sacred uses of a site or area?		X				
d. ****For P-R/D-J, will the project affect historic or cultural resources? Attach SHPO letter of clearance. (Also see 12.a.)						
e. Other:		X				

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Cultural/Historical Resources (attach additional pages of narrative if needed):

12a. The existing roadway and proposed work would not disturb any previously undisturbed ground. The previous surveys of this state property did not disclose any cultural sites on the property. Based on those factors, the proposed project would have a low likelihood of impacting cultural resources.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

SIGNIFICANCE CRITERIA

13. SUMMARY EVALUATION OF SIGNIFICANCE Will the proposed action, considered as a whole:	IMPACT *				Can Impact Be Mitigated *	Comment Index
	Unknown *	None	Minor *	Potentially Significant		
a. Have impacts that are individually limited, but cumulatively considerable? (A project or program may result in impacts on two or more separate resources that create a significant effect when considered together or in total.)		X				13a.
b. Involve potential risks or adverse effects, which are uncertain but extremely hazardous if they were to occur?		X				
c. Potentially conflict with the substantive requirements of any local, state, or federal law, regulation, standard or formal plan?		X				
d. Establish a precedent or likelihood that future actions with significant environmental impacts will be proposed?		X				
e. Generate substantial debate or controversy about the nature of the impacts that would be created?		X				
f. ***For P-R/D-J, is the project expected to have organized opposition or generate substantial public controversy? (Also see 13e.)						
g. ****For P-R/D-J, list any federal or state permits required.						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Significance Criteria (attach additional pages of narrative if needed):

13a. This EA found no significant impacts to the human or physical environment from the proposed action.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

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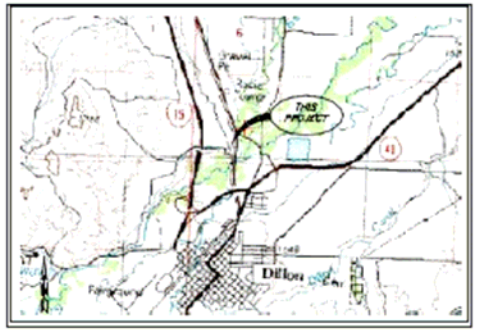
Appendix 1
Site Design

LOVER'S LEAP ROAD
ROAD IMPROVEMENTS
NEAR DILLON, MONTANA
SEC.7 , T. 7 S., R. 8W.

PLANS PREPARED FOR:

BEAVERHEAD COUNTY ROAD DEPARTMENT
COUNTY COURTHOUSE
DILLON, MONTANA 59725



VICINITY MAP
NO SCALE

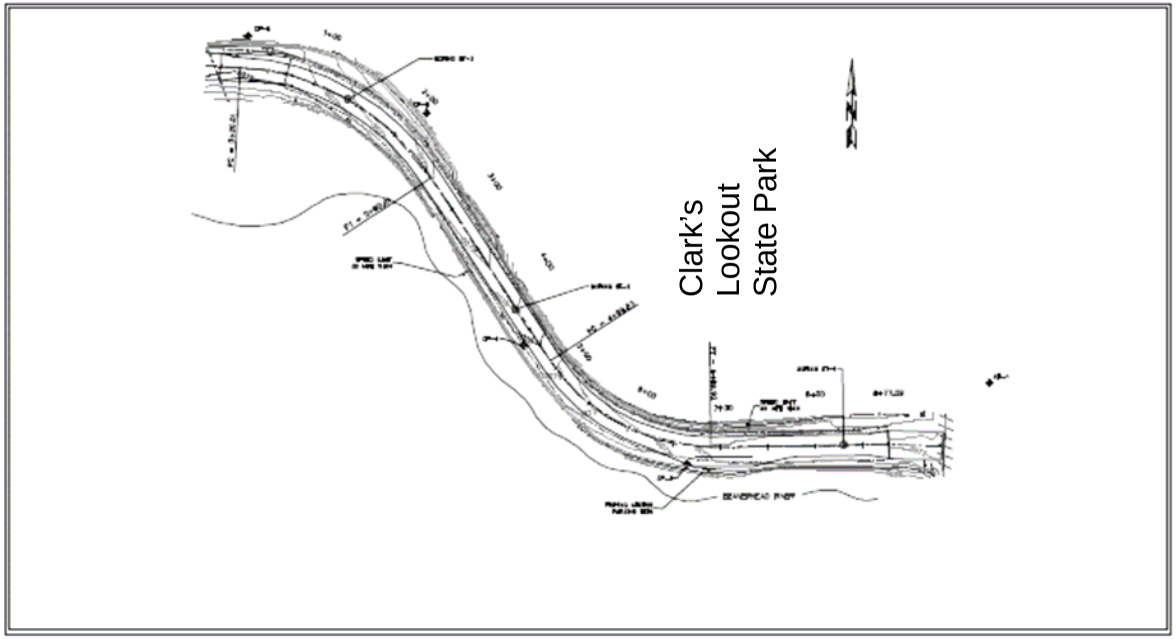
INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	ROAD IMPROVEMENTS – PLAN AND PROFILE
3	CONSTRUCTION DETAILS, GENERAL NOTES AND SOIL BORING LOCATIONS

ENGINEERING CONTACT:

TERRY FORREST, P.E. – VICE PRESIDENT MUNICIPAL
(406) 721-4320

EMILY GILLESPIE, P.E. – PROJECT ENGINEER
(406) 683-0104



SITE MAP
NO SCALE

UTILITY LOCATION:

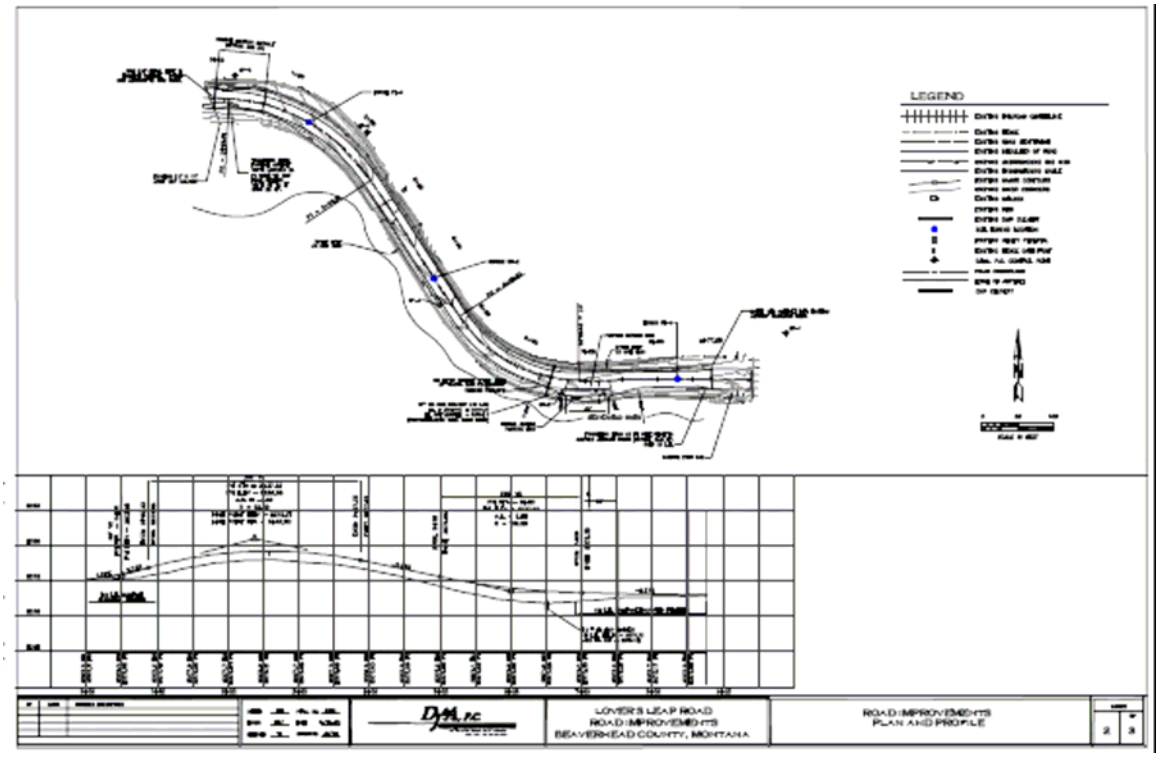
CALL
TWO WORKING DAYS
BEFORE YOU DIG

CALL 1-800-424-5555
UNDERGROUND UTILITIES LOCATION CENTER

WITH THE FOLLOWING
COUNTY BEAVERHEAD CITY N OF DILLON
GENERAL LOCATION 1/2 MILES NORTH OF DILLON
SEC. & 1/4 SEC. VILLE 7 S 1/2
TOWNSHIP & RANGE T 7 S., R 8 W.

			DJA, P.C.	LOVER'S LEAP ROAD ROAD IMPROVEMENTS BEAVERHEAD COUNTY, MONTANA	COVER SHEET

SHEET 1 OF 3



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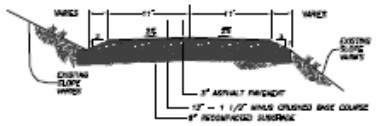
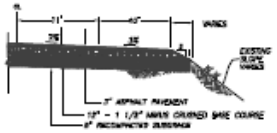


ASPHALT PAVEMENT
ROAD SECTION
NO SCALE



ASPHALT PAVEMENT
PARKING PULLOUT SECTION
NO SCALE

SOIL BORING LOGS

SB–1

0' – 1.0' – FILL: Silty Sand with Gravel, fine to coarse grained, dark brown, frozen, medium dense (poor quality base course).

1.0' – 4.5' – FILL: Silty Clayey Sand with Gravel, slightly plastic, fine – to coarse– grained, dark brown, frozen, dense (moist below 3.5').

5.0' – END OF BORING. Water not observed with 4' of hollow stem auger in the ground. Water not observed to dry cave–in depth of 2' immediately after withdrawal of auger. Boring then backfilled.

SB–2

0' – 0.5' – FILL: Silty Sand with Gravel, fine to coarse grained, dark brown to black, frozen, medium dense (poor quality base course).

0.5' – 3.5' – FILL: Clayey Sand with Gravel, fine– to coarse– grained, dark brown to black, frozen, medium dense (moist below 2').

3.5' – 5.5' – FILL: Clayey Sand with Gravel, low plasticity, Cheyenne aggregate, fine to coarse grained, light olive green, rather moist, loose.

5.5' – END OF BORING. Water not observed with 4' of hollow stem auger in the ground. Water not observed to dry cave–in depth of 2' immediately after withdrawal of auger. Boring then backfilled.

SB–3

0' – 0.5' – FILL: Silty Sand with Gravel, fine– to coarse – grained, dark brown, frozen, medium dense. (Poor quality base course).

0.5' – 3.5' FILL: Silty Clayey Sand, slightly plastic, some Gravel and pockets of cinders, fine to coarse–grained, reddish brown, frozen to moist, medium dense. (dark brown to black below 2').

3.5' – 5.5' – FILL: Sandy Silty Clay, slightly plastic, trace Gravels and organics, dark brown to black mottled with white, rather soft (possible buried topsoil).

5.5' – END OF BORING. Water not observed with 4' of hollow–stem auger in the ground. Water not observed to dry cave–in depth of 2' immediately after withdrawal of auger. Boring then backfilled.

PROJECT CONTROL POINTS

PT	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP–0	7875.33	10100.08	5073.11	0321 – MONUMENT–BRASS CAP
CP–1	10000	10000	5075.35	ANDERSON CONSULTING ENGINEERS – CONTROL STAKE
CP–2	8914.91	9882.14	5071.34	NAIL
CP–3	10684.37	9975.71	5068.79	1/2" REBAR W/RED PLASTIC CAP (MARKED DJA CONTROL PT)
CP–4	10038.94	9919.54	5074.79	1/2" REBAR W/RED PLASTIC CAP (MARKED DJA CONTROL PT)
CP–5	10083.33	9457.83	5085.20	1/2" REBAR W/RED PLASTIC CAP (MARKED DJA CONTROL PT)
CP–6	10388.06	9325.76	5082.32	1/2" REBAR W/RED PLASTIC CAP (MARKED DJA CONTROL PT)

SITE SURVEY

SITE SURVEY WAS PERFORMED ON APRIL 21, 2005. SITE SURVEY ELEVATION DATUM WAS BASED ON AN ANDERSON CONSULTING ENGINEERS CONTROL POINT SET ON THE ADJACENT "CLARK'S LOOP" STATE PARK. SITE SURVEY ORIENTATION IS BASED ON THE CONTROL POINT AND THE 0321 MONUMENT – BRASS CAP, LOCATED SOUTH OF THE PROPERTY.

APPROXIMATE QUANTITIES *

ASPHALT REMOVAL = 230 S.Y.

EXCAVATION = 180 C.Y.

EMBANKMENT = 80 C.Y.

APPROX EXCESS SUBGRADE TO DISPOSE OF = 100 C.Y.

RECOMPACT SUBGRADE = 2820 S.Y.

18" DIA CMP = 40 L.N. FT.

18" DIA FETS = 2 EA.

GRADE DITCHES / SIDE SLOPES = 1800 L.N. FT. (INCIDENTAL TO EXCAVATION/EMBANKMENT WORK)

12" – 1 1/2" MINUS CRUSHED BASE COURSE = 690 C.Y.

3" – ASPHALT PAVEMENT = 2520 S.Y.

SINGLE–POST SIGNS = 3 EA.

PAINT STRIPING – CENTERLINE, LANES AND STOP BAR = 1 L.S.

TRAFFIC CONTROL – 1 L.S.

STORMWATER/EROSION CONTROL BMP'S – 1 L.S.

* QUANTITIES PROVIDED IN THESE DOCUMENTS SHALL BE CONSIDERED APPROXIMATE. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL QUANTITIES PRIOR TO BIDDING.

GENERAL NOTES

1. THE CONTRACTOR TO FIELD VERIFY ALL UNDERGROUND UTILITIES. ALL COSTS ASSOCIATED WITH UTILITY LOCATING IS AT CONTRACTOR EXPENSE.

2. THE CONTRACTOR SHALL MINIMIZE THE INCONVENIENCE TO ROAD USERS AND ADJACENT PROPERTY OWNERS. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT ADJACENT PROPERTY OWNERS. TRAFFIC CONTROL AND FLAGGING MUST BE PROVIDED.

TRAFFIC MUST BE ALLOWED TO TRAVEL THE ROAD DURING CONSTRUCTION, EXCEPT DURING ASPHALT PAVING. DURING PAVING OPERATIONS, THE ROAD MAY BE CLOSED FOR A MAXIMUM OF 24 HOURS. NOTICE MUST BE GIVEN TO RESIDENTS AFFECTED BY THE ROAD CLOSURE AT LEAST 3 DAYS IN ADVANCE.

3. THE GROUND SURFACE ON THIS SITE SHALL BE RETURNED TO ITS ORIGINAL OR BETTER CONDITION. DEBRIS AND LARGE ROCKS SHALL BE DISPOSED OF OFF–SITE AT CONTRACTOR EXPENSE.

REMOVED ASPHALT PAVEMENT SHALL BE DISPOSED OF AT THE BEAVERHEAD COUNTY LANDFILL OR OTHER APPROVED LOCATION, IN COMPLIANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

4. DITCHES AND SIDE SLOPES MUST BE FINE GRADED, INSURING PROPER DRAINAGE TO CULVERT LOCATIONS. GRADING OF ALL SIDE SLOPES AND DITCHES IS CONSIDERED INCIDENTAL TO EXCAVATION/EMBANKMENT BID ITEM.

5. ALL PROPERTY PINS, BENCHMARKS, CONTROL POINTS, SECTION AND QUARTER CORNERS FOUND WITHIN THE CONSTRUCTION AREA ON THIS PROJECT SHALL BE PROTECTED. IT IS THE CONTRACTORS RESPONSIBILITY TO PROTECT THESE PINS. IF ANY OF THE ABOVE PINS OR MONUMENTS ARE DISTURBED, A REGISTERED LAND SURVEYOR SHALL REPLACE THE PINS OR MONUMENTS AT CONTRACTOR EXPENSE.

6. BECAUSE THE SITE WILL DISTURB LESS THAN 1 ACRE OF LAND, A NOTICE OF INTENT AND CONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN IS NOT REQUIRED. HOWEVER, THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES ON THE SITE IN ORDER TO PREVENT SEDIMENT OR OTHER SUBSTANCES FROM LEAVING THE CONSTRUCTION AREA. SPECIAL CARE SHALL BE TAKEN ON THE DOWNSTREAM SLOPE TO PROTECT THE ADJACENT SURFACE WATER OF THE BEAVERHEAD RIVER.

7. AN 18 INCH DIA. (14 GUAGE) CORRUGATED METAL PIPE CULVERT SHALL BE INSTALLED WITH A MINIMUM OF 12 INCHES OF SOIL COVER OVER IT. INSTALL TO INVERT ELEVATIONS GIVEN IN PLANS.

8. ROAD CONSTRUCTION SHALL INCLUDE EXCAVATION AND EMBANKMENT TO GRADES AND SECTION GIVEN IN THE PLANS. NOTE THAT ANY SOILS EXCAVATED ON–SITE ARE CONSIDERED SUITABLE ONLY AS SUB–GRADE MATERIAL IN EMBANKMENT LOCATIONS. THESE ON–SITE SOILS SHALL NOT BE USED FOR SUB–BASE OR BASE COURSE MATERIAL.

THE CONTRACTOR SHALL SAMPLE ON THE ON–SITE SUB–GRADE MATERIAL AND HAVE IT ANALYZED FOR STANDARD PROCTOR RESULTS. THE ENTIRE ROADWAY SUBGRADE SHALL MEET 95% OF MAXIMUM DRY DENSITY, TO A DEPTH OF 8 INCHES, AND SHALL MEET PROOF ROLLING TESTS. IF CONTRACTOR IS UNABLE TO REACH 95% OF THE MAXIMUM DRY DENSITY AT 8" DEPTH OR THE SUBGRADE FAILS PROOF ROLLING TESTS, THE FAILED AREAS SHALL BE REMOVED OR TILLED, DRIED OR WATERED TO ACHIEVE OPTIMUM MOISTURE, AND RECOMPACTED.

ALL IMPORT MATERIALS SHALL BE SAMPLED FOR SIEVE AND STANDARD PROCTOR RESULTS.

9. THE 3" THICKNESS OF ASPHALT PAVEMENT MAY BE PLACED IN A SINGLE LIFT.

10. SQUARE, STEEL, SINGLE POST SIGNS SPEED LIMIT SIGNS SHALL BE INSTALLED IN THE LOCATIONS INDICATED IN THE PLANS. ALL SPEED LIMIT SIGNS SHALL INDICATE A SPEED LIMIT OF 35 MPH.

11. CONTRACTOR SHALL ADHERE TO MONTANA PUBLIC WORKS SPECIFICATIONS FOR THIS PROJECT.

BY	DATE	REVISION DESCRIPTION

DESIGN CAL Proj. no. 1820
DRAWN CJC DATE 1-19-06
REVIEWED DJP

DJA, P.C.

LOVER'S LEAP ROAD
ROAD IMPROVEMENTS
BEAVERHEAD COUNTY, MONTANA

CONSTRUCTION DETAILS, GENERAL
NOTES AND SOIL BORING LOCATIONS

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* Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

*** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

Appendix 2

Sensitive Plants and Animals in the Clark's Lookout State Park Area

A search of the Montana Natural Heritage Program (MNHP) element occurrence database (nhp.nris.state.mt.us/eoportal) indicates no known occurrences of federally listed threatened, endangered, or proposed threatened or endangered plant or animal species in the proposed project site.

Forest Service Sensitive Species

Forest Service sensitive species are species for which the Regional Forester has determined there is a concern for population viability range-wide or in the region. The following sensitive organism is located in the greater Clark's Lookout State Park area.

Buteo regalis (Ferruginous Hawk). This sensitive species has been regularly observed from 1977 through the present, in short-grass prairie habitat and brushy draws. The full extent of occupied breeding habitat is unknown, but most sightings have occurred in the Lima-Sweetwater breaks northwest of Dillon. There have been no recorded observations of Buteo regalis in Clark's Lookout State Park, but it is possible that they utilize the area on occasion. However, it is unlikely that the proposed project would affect this species.

A detailed map of sensitive species within the greater Clark's Lookout State Park area is available at the FWP Region 3 office.

Information courtesy of Montana Natural Heritage Program.

* Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or cannot be evaluated.

** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

Appendix 3

TOURISM REPORT
MONTANA ENVIRONMENTAL POLICY ACT (MEPA)/HB495

The Montana Department of Fish, Wildlife and Parks has initiated the review process as mandated by HB495 and the Montana Environmental Policy Act in its consideration of the project described below. As part of the review process, input and comments are being solicited. Please complete the project name and project description portions and submit this form to:

Victor Bjornberg, Tourism Development Coordinator
Travel Montana-Department of Commerce
PO Box 200533
1424 9th Ave.
Helena, MT 59620-0533

Project Name: Clark's Lookout State Park County Road Improvement Project.

Project Location: The proposed project would affect the southern half of section 7, Township 7S, Range 8W, 1.5 miles north of Dillon in Beaverhead County.

Project Description: Montana Fish, Wildlife & Parks (MFWP) propose contributing up to $25,000 towards the total cost ($87,250) of having an 875-ft. section of Lover's Leap Road that runs through Clark's Lookout State Park paved. Park managers also propose including the construction of a small vehicle turnout on Lover's Leap Road in the design plan. Paving the road would significantly reduce the amount of dust, which currently blows into the Park from the road, and causes irritation to visitors and covers vegetation in the park with an unsightly film. The vehicle turn-out would give Park visitors and local residents the opportunity to access the Beaverhead River (via the side channel there) for boating, fishing, or wildlife viewing without having to scramble down a steep embankment and cross Lover's Leap Road from the parking lot at Clark's Lookout. Four-foot wide trails would be cut in the vegetation from the turn-out to the side channel, which would allow users to carry a kayak or canoe, but would not be wide enough for larger watercraft. The vehicle turn-out would be small, only accommodating two vehicles at a time, but managers feel that would be adequate.

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** Include a narrative description addressing the items identified in 12.8.604-1a (ARM).

*** Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

**** Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

1. Would this site development project have an impact on the tourism economy?
   NO YES If YES, briefly describe:
   As described, the project would provide a number of needed improvements benefiting the public at the Clark's Lookout site and its access road. This should have positive impacts on the public experience and interest in the site.

2. Does this impending improvement alter the quality or quantity of recreation/tourism opportunities and settings?
   NO YES If YES, briefly describe:
   As described, the project improves the quality of the visitor experience at this site and adds to the tourism/recreation opportunities that can be found here.

Signature Victor A. Bjornberg, Tourism Development Coordinator, Travel Montana, 8-15-05

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