



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

County FERGUS

April 26, 2005

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MAY 02 2005

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

To Whom It May Concern:

Subject: Cooperating Agency Environmental Documentation

As a Cooperating Agency under the provisions of 23 CFR 771.111 the Montana Department of Transportation (MDT) is providing you a copy of this project's environmental documentation.

This environmental documentation complies with the provisions of 23 CFR 771.117(a) and (d) for categorically excluding this proposed project from further National Environmental Policy Act (NEPA) (42 U.S.C. 4321, et seq.) documentation requirements. The attached also complies with the provisions of 75-1-103 and 75-1-201, MCA (see ARM 18.2.237 and 18.2.261, MEPA "Actions that qualify for a Categorical Exclusion" as applicable to the MDT).

If you have any questions concerning the attached environmental documentation please call the MDT Environmental Services Division at (406) 444-7228.

Sincerely,

Jean A. Riley, P.E.  
Engineering Bureau Chief  
Environmental Services Division

S:\ADMIN\48\_GEN\_CORRESP\MAILINGS\COOP AGENCY LTR.DOC\WARMSPRINGSCR\_20KMSWHILGER\_CN4693  
Attachment



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

David A. Galt, Director  
Judy Martz, Governor

Ferguson

5

April 14, 2005

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ENVIRONMENTAL

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Janice W. Brown, Division Administrator  
Federal Highway Administration (FHWA)  
2880 Skyway Drive  
Helena, MT 59602-1230

Subject: BR 81-1(8)34  
WARM SPRINGS CR-20 KM SW HILGER  
Control #4693

This is to request approval of this proposed project as a Categorical Exclusion (CE) under the provisions of 23 CFR 771.117(d), and the Programmatic Agreement as signed by the MONTANA DEPARTMENT OF TRANSPORTATION (MDT) and the FHWA on April 12, 2001. Copies of its Preliminary Field Review Report and Project Location Map are attached. This proposed action also qualifies-as a CE under ARM 18.2.261 (Sections **75-1-103** and **75-1-201, M.C.A.**).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a Programmatic Categorical Exclusion Approval (PCE) as initially agreed by the (former) MONTANA DEPARTMENT OF HIGHWAYS (MDOH) and the FHWA on December 6, 1989. (Note: An "X" in the "N/A" column is "Not Applicable" to, while one in the "UNK" column is "Unknown" at the present time for this proposed project.)

**NOTE:** A response in a box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as-defined under <u>23 CFR 771.117(a)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2. This proposed project involves (an) unusual circumstance(s) as described under <u>23 CFR 771.117(b)</u> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits are required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Services Bureau  
Phone: (406) 444-7228  
Fax: (406) 444-7245

Engineering Division  
TTY: (800) 335-7592  
WebPage: www.mdt.mt.gov

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.A. – concluded:)				
3. There is a high rate of commercial growth in this proposed project's area.	___	<u>x</u>	___	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	<u>x</u>	___	___
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land &amp; Water Conservation Fund Act (16 U.S.C. 460L, et seq.)</i> on or adjacent to the proposed project's area.	___	<u>x</u>	___	___
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (e.g.: MDFW&P, local entities, etc.).	___	<input type="checkbox"/>	<u>x</u>	___
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act (16 U.S.C. 470, et seq.)</i> by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	___	<u>x</u>	___	___
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the <i>1966 U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> on or adjacent to the proposed project's area.	___	<u>x</u>	___	___
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	___	<input type="checkbox"/>	<u>x</u>	___
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<u>x</u>	___	___
B. The activity involves work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (e.g.: "state waters").	<u>x</u>	___	___	___
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act (33 U.S.C. 403)</i> and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act (33 U.S.C. 1251 - 1376)</i> will be met.	<u>x</u>	<input type="checkbox"/>	___	___
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation coordinated with the Montana Inter-Agency Wetland Group.	<u>x</u>	<input type="checkbox"/>	___	___
3. A <b>124SPA</b> Stream Protection permit will be obtained from the MDFW&P?	<u>x</u>	___	___	___

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3.B. – concluded:)				
4. There is a delineated floodplain in the proposed project's area under FEMA's Floodplain Management criteria.	—	<u>x</u>		
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<u>x</u>	—	
5. Tribal Water Permit would be required.	—	<u>x</u>		
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the U.S. DEPARTMENT OF AGRICULTURE, or the U.S. DEPARTMENT OF THE INTERIOR.	—	<u>x</u>		
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	—			
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	—			
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	—			
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	—			
In accordance with <i>Section 7</i> of the <i>Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)</i> , this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).	—	<input type="checkbox"/>	<u>x</u>	
C. This is a "Type I" action as defined under <u>23 CFR 772.5(h)</u> , which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	<u>x</u>	—		
1. If yes, are there potential noise impacts?	—	<u>x</u>	—	
2. A Noise Analysis would be completed.	—	<input type="checkbox"/>	<u>x</u>	
3. There will be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<u>x</u>	<input type="checkbox"/>	—	
D. There would be substantial changes in access control involved with this proposed project.	—	<u>x</u>		
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	—	<u>x</u>	

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
(3. – continued:)				
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for-same.	<u>x</u>	<input type="checkbox"/>	___	
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<u>x</u>	<input type="checkbox"/>	___	
3. Interference to local events( e.g.: festivals) would be minimized to all possible extent.	<u>x</u>	<input type="checkbox"/>	___	
4. Substantial controversy associated with this pending action would be avoided.	<u>x</u>	<input type="checkbox"/>	___	
F. Hazardous wastes/substances, as defined by the U.S. Environmental Protection Agency (EPA) and/or the MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent-to this proposed project.	___	<u>x</u>	___	
All reasonable measures will be taken to avoid and/or minimize substantial impacts from same.	<u>x</u>	<input type="checkbox"/>	___	
G. The Montana Pollutant Discharge Elimination System's conditions ( <u>ARM 16.20.1314</u> ), including temporary erosion control features for construction will be met.	<u>x</u>	<input type="checkbox"/>	___	
H. Permanent desirable vegetation with an approved seeding mixture will be established on exposed areas.	<u>x</u>	___	___	
I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the <i>County Noxious Weed Control Act (7-22-21, M.C.A.)</i> , including directions as-specified by the county(ies) wherein its intended work is to be done.	<u>x</u>	<input type="checkbox"/>	___	
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent-to this proposed project's area.	<u>x</u>	___	___	
The proposed work will affect Important Farmlands, and a CPA-106 Farmland Conversion Impact Rating form for Corridor projects has been completed in accordance with the <i>Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)</i> .	<u>x</u>	<input type="checkbox"/>	___	
K. Features for the <i>Americans with Disabilities Act (P.L. 101-336)</i> compliance would be included.	___	<input type="checkbox"/>	<u>x</u>	

- |                                                                                                                                                                                                                                                                                                                                                          | <u>YES</u>               | <u>NO</u>                | <u>N/A</u>  | <u>UNK</u> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------|------------|
| (3. – concluded:)                                                                                                                                                                                                                                                                                                                                        |                          |                          |             |            |
| L. A written Public Involvement Plan has been completed in accordance with MDT's Public Involvement Handbook.                                                                                                                                                                                                                                            | <u>x</u>                 | <input type="checkbox"/> |             |            |
| 4. This proposed project complies with the <i>Clean Air Act's Section 176(c) (42 U.S.C. 7521(a), as amended)</i> under the provisions of <u>40 CFR 81.327</u> as it's either in a Montana air quality:                                                                                                                                                   |                          |                          |             |            |
| A. "Unclassifiable"/attainment area. This proposed project is <u>not</u> covered under the EPA's September 15, 1997 Final Rule on air quality conformity.                                                                                                                                                                                                | <u>x</u>                 | <u>    </u>              |             |            |
| and/or                                                                                                                                                                                                                                                                                                                                                   |                          |                          |             |            |
| B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ's Air Quality Division, etc.). | <u>    </u>              | <input type="checkbox"/> | <u>x</u>    |            |
| C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ?                                                                                                                                                                                                                                            | <u>    </u>              | <u>x</u>                 |             |            |
| 5. Federally listed Threatened or Endangered (T/E) Species:                                                                                                                                                                                                                                                                                              |                          |                          |             |            |
| A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.                                                                                                                                                                                                                                                          | <u>    </u>              | <u>x</u>                 |             |            |
| B. Would this proposed project result in a " <u>jeopardy</u> " opinion (under <u>50 CFR 402</u> ) from the Fish & Wildlife Service on any Federally listed T/E Species?                                                                                                                                                                                  | <input type="checkbox"/> | <u>x</u>                 | <u>    </u> |            |

The proposed project will not induce significant land use changes, nor promote unplanned growth. There are no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project does not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (E.O.#12898). It also complies with the provisions of *Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d)* under the FHWA's regulations (23 CFR 200).

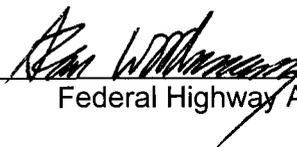
Janice W. Brown  
Page 6  
April 14, 2005

BR 81-1(8)34  
WARM SPRINGS CR-20 KM SW HILGER  
C#4693

In accordance with the provisions of 23 CFR 771.117(a), this pending action will not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.



Thomas L. Hansen, P.E.  
Engineering Section Supervisor  
MDT Environmental Services Bureau

Concur  \_\_\_\_\_, Date: 19 APR 2005  
Federal Highway Administration

**"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."**

JAR:TLH:asj:W[S:\PROJECTS\BILLINGS\4693\A722\FORMLET.DOC]

Attachments

copies: Bruce H. Barrett, Administrator - MDT Billings District (No 5)  
Kent M. Barnes, P.E. - MDT Bridge Engineer  
Paul R. Ferry, P.E. - MDT Highways Engineer  
John H. Horton, Jr. - MDT Right-of-Way Bureau Chief  
D. Suzy Althof, Supervisor - MDT Contract Plans Section  
David W. Jensen, Supervisor - MDT Fiscal Programming Section  
Jean A. Riley, P.E. - MDT Environmental Services Bureau Chief

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Montana Department of Transportation  
Helena, Montana 59620-1001

Memorandum

To: Joseph P. Kolman, P.E.  
Bridge Engineer

Thru: William S. Fullerton, P.E. *Wf*  
Bridge Design Engineer

From: Kevin F. McCray, P.E. *KFM*  
Bridge Area Engineer

Date: May 30, 2001

Subject: BR 81-1(8)34  
Warm Springs Creek – 20 km SW of Hilger  
Control No. 4693  
Project Work Type – 221

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ENVIRONMENTAL

Please approve the following Preliminary Field Review Report for the subject project.

Approved *Joseph P. Kolman* Date *5/30/01*  
Joseph P. Kolman, P.E.

We are requesting comments from the individuals on the following distribution list. We will assume concurrence if no comments are received by June 15, 2001.

KFM/JSO: 4693 Warm Springs Cr-Hilger PFR.DOC

Distribution:

C. S. Peil	B. A. Larsen
J. H. Horton	K. F. McCray
K. M. Barnes	D. M. Krings
R. D. Tholt	B. F. Juvan
R. D. Morgan	J. J. Moran
J. M. Marshik	D. W. Jensen
B. H. Barrett	W. F. Scott
P. Saindon	J. A. Walther
R. E. Williams	M. J. Murphy
D. R. McIntyre	FHWA – K. M. Helvik
D. J. Blacker	File

# Preliminary Field Review Report

BR 81-1(8)34

Warm Springs Creek – 20 km SW of Hilger

Control No. 4693

Project Work Type – 221

## Introduction

A field review for the project was held on January 11, 2001. The following people were present:

Gary Neville	Billings District	Brent McCann	District Right-of Way
Jim Davies	Road Design	Cheryl Tull	District Right-of Way
Paul Rieger	Road Design	Celia Clearwood	District Right-of Way
Dave Hill	Environmental		
Dave Leitheiser	Hydraulics		
Dwane Kailey	Hydraulics		
Kevin McCray	Bridge Bureau		
Jeff Olsen	Bridge Bureau		
Bob Eide	Right-of-Way		
Gary Larson	Secondary Roads		

## Proposed Scope of Work

The intent of the project is to replace the existing On System Bridge over Warm Spring Creek with a new structure designed to meet current design standards and future anticipated needs at the site. The new structure will likely be a two or three span prestressed concrete bridge with T101 Rail. The no-build alternative is not feasible, because of the condition of the existing bridge. If the bridge is not replaced, it will reduce the effectiveness of the route as a transportation facility, as well as potentially creating safety problems.

The new structure will be constructed on a new horizontal and vertical alignment in order to bring the adjacent roadway up to current design standards. A grade raise may be necessary to accommodate the depth of the new concrete beams and improve the sight distance. The roadway design features will meet the current geometric design criteria for rural minor arterials.

## Project Locations and Limits

The project is located in a rural area on Primary 81 in <sup>Fergus</sup> Judith Basin County approximately 20 km southwest of Hilger in Township 17 N, Range 17 E, Section 16 (See attached map). The road is functionally classified as a Minor Arterial. The project may need to extend up to 900 m west and 300 m east of the bridge to improve the site conditions to current standards. (Note: Existing project stations increase from East to West, whereas Reference Posts increase from West to East.)

## Physical Characteristics

The existing road and bridge were constructed in 1934. This gravel-surfaced road generally followed the existing rolling terrain and crossed Warm Spring Creek on a five-span timber girder bridge. The road was paved to a 7.3-meter width in 1951 with no improvements to the geometry. In 1969, the bridge was widened to 10.97 meters and the approaches were widened to 9.7 meters.

The bridge sits in a sag area with grades of 6 and 7 percent, respectively, to the east and west of the bridge. The bridge is about 85 meters west and 1.8 meters above the low spot in the road. The horizontal alignment within the project limits includes a tangent section east of

5/30/01

the bridge and three curves west of the bridge, each separated by short tangent sections. These existing conditions contribute to inadequate sight distance throughout the project.

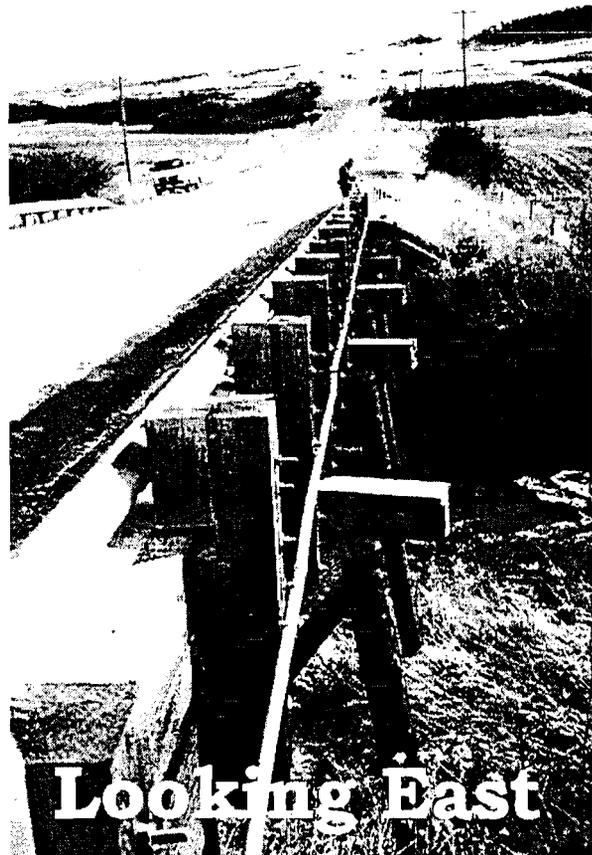
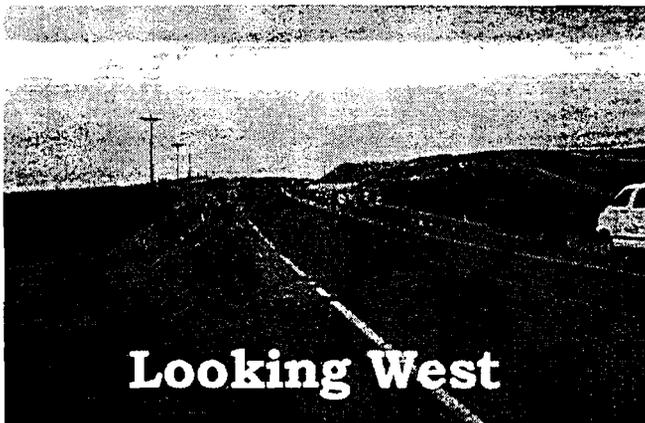
General information about the existing bridge is given below:

**Warm Spring Creek- 20 km SW of Hilger**

Structure Number .....	P00081033+0.605-1
Year Built.....	1934
Length, m .....	28.96
Width (Curb to Curb), m .....	10.97
Approach roadway width, m .....	9.7
Number of Spans .....	5
Bridge Rail Type.....	Treated Timber
Deck Type .....	Treated Timber with Asphalt Overlay
Span Type.....	Treated Timber Stringer
Substructure Type .....	Treated Timber Pile Bents
Sufficiency Rating.....	41.4
Structure Status.....	Structurally Deficient and Eligible for Replacement
Posting .....	None

**Inspection file summary:**

- One timber stringer has a diagonal crack extending most of the way through.
- All cap extensions on the north side are all decaying and crushing.
- Abutment No.1 has some minor scour.



### Accident History

MDT's Safety Management Section has conducted an accident analysis for this site. There were two recorded crashes on this section of State Primary 81 during the ten-year study period of 1991 through 2001, based on the Safety Management System. Both were collisions with deer in the vicinity of reference post 33.8. There were no recorded crashes on or near the bridge at reference post 33.6.

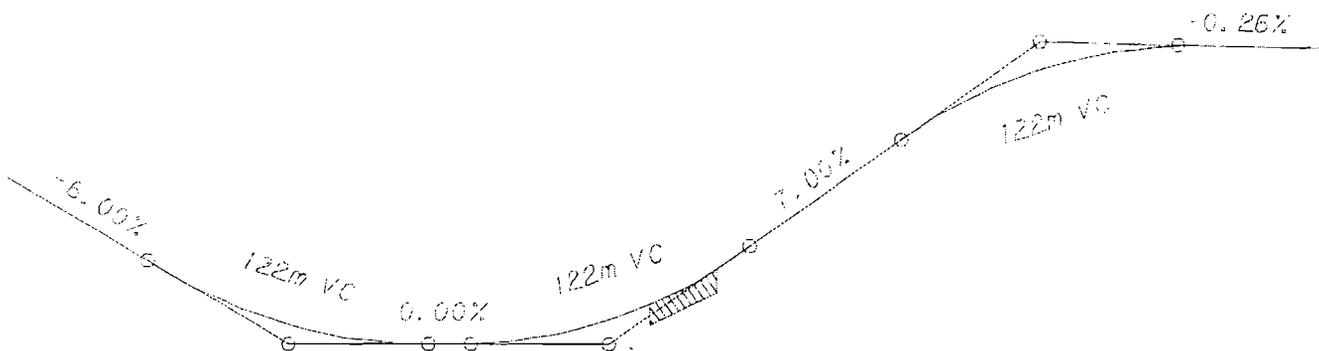
### Traffic Data

The traffic data for the project is as follows:

2001 ADT =	290
2004 ADT =	290
2024 ADT =	360
DHV =	60
T =	16.1%
ESAL =	26
AGR =	1.0%

### Major Design Features

- Functional Classification:** This route is classified as a Minor Arterial.
- Design Speed:** The design speed for the project will be 90 km/h as required for Local Minor Arterials in rolling terrain. The speed limit for this highway is 70 mph (112 km/hr).
- Horizontal Alignment:** The existing bridge sits on the west end of a relatively long tangent section. Just west of the bridge, the road includes a right hand curve followed by two left hand curves with a short tangent section between each. We recommend that the new bridge be shifted to the north on a new alignment that will improve the geometry.
- Vertical Alignment:** The vertical alignment beginning east of the bridge and heading west comes down on a -6% grade into sag curve that flattens out to 0% grade, then rises through a sag curve back up to a 7% grade, then flattens back out through a crest curve to a -0.26% grade. The bridge is located on the second sag curve. The 6% and 7% grades do not meet current design standards. None of the vertical curves meet criteria for minimum stopping sight distance. We recommend adjusting the vertical alignment to achieve current design standards.



- ◆ **Typical Section:** A 9.6 m bridge width will be provided which includes two 3.6 m lanes and two 1.2 m shoulders. The approaches will be constructed to a 9.6 m top width to the end of the guardrail, then taper to the Route Segment Plan width of 8.4 m throughout the rest of the project. The project ends will taper from 8.4 m to the PTW width of 7.3 m. The bridge rail will be standard T101 Rail.
- ◆ **Geotechnical Considerations:** No geotechnical problems were noted at the time of the review. A subsurface investigation will be needed for the design of the bridge foundation.
- ◆ **Hydraulics:** For hydraulic information, see the Location Hydraulic Study Report.

### **Design Exceptions**

MDT design exceptions may be required for:

- grades in excess of 4%,
- superelevation and transition if the horizontal alignment is not corrected through all three curves.

### **Right-of-Way**

The existing right-of-way is at 12.2 m on the south side of the roadway, and varies between 12.2 and 15.2 m on the north side of the roadway. The acquisition of new right-of-way will be needed for this project. A temporary construction permit may be necessary if a detour is required.

### **Utilities/Railroads**

There is a power line on the south side of the road that runs parallel to the road. There is a support pole on the north side of the road just east of the bridge. Conduit containing a phone line is attached to the south (downstream) side of the bridge. The project will have no railroad involvement.

### **Environmental**

Unavoidable impacts to Category III wetlands are likely. The amount of wetland impacted will depend on the alignment chosen. The project's effect on any threatened or endangered species will be evaluated. Timing restrictions for bridge removal may be necessary for avoiding or minimizing impacts to swallows if nests are present. A Categorical Exclusion is the proposed level of documentation for this project. Environmental Services will prepare the appropriate environmental studies and documents.

### **Traffic Control**

If the new alignment is far enough to the north, traffic can be maintained on the existing structure while the new structure is being built. If the existing structure interferes with construction of the new structure, either phase construction of the new structure or a detour bridge will be needed. All signing, flagging, etc. will be in accordance with MUTCD.

### **Survey**

The survey requirements are described in the attached survey request form and the Location Hydraulic Study Report.

### **Salvage**

MDT Maintenance doesn't want to salvage any of the existing bridge. The useable timbers will be offered to the Department of Fish, Wildlife and Parks.

**Public Involvement**

Based on the presently anticipated scope of work, Level B public involvement is appropriate for this project. This consists of a news release explaining the project, and personal contacts with local government officials and adjacent landowners. If the scope changes, this plan will be adjusted accordingly.

**Ready Date**

Engineering Management will set a ready date when activity durations are received from the appropriate design units.

**Project Management**

The Bridge Bureau will manage this project.

**Cost Estimate**

The preliminary cost estimate for this project is given below:

Bridge Work	320,000
Road Work	600,000
Remove Structure	10,000
<u>Traffic Control</u>	<u>10,000</u>
<b>Subtotal</b>	<b>940,000</b>
Inflation (3 Years at 3%)	85,000
Contingencies (10%)	102,000
<u>Construction Eng. (15%)</u>	<u>169,000</u>
<b>Total</b>	<b>\$1,296,000</b>

This estimate is based on a lump sum estimate for road work and a 37m long, 9.6m wide bridge at \$900 per square meter. No allowance was included for right-of-way and utilities.

KFM:JSO: 4693 Warm Springs Cr-Hilger PFR.DOC





Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

David A. Galt, Director  
Joy Mars, Governor

20 2100803  
C.R.

STEVENS

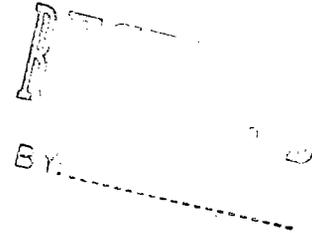
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October 7, 2002

Mark Baumler  
State Historic Preservation Office  
Montana Historical Society  
1410 East 8<sup>th</sup> Avenue  
P.O. Box 201202  
Helena, MT 59620

Stm  
MDT  
Warm Springs Creek  
SW of Hilger



Subject: Warm Springs Creek 20 Kilometers Southwest of Hilger  
BR 81-1(8) 34  
Control Number 4693

Dear Mark,

Enclosed is a cultural resource inventory report for the above Montana Department of Transportation (MDT) project.

The bridge slated for replacement under the auspices of this project is located within a school trust section, Section 16, Township 17 North, Range 17 East, in Fergus County. In the course of doing this inventory I discovered that I had recorded a site, 24FR806, in the wrong section in 1994. I have since corrected the error. The site, a small lithic scatter, is not located in Section 16, but is located in Section 17 instead. A corrected site form is attached to the report

Since DNRC administers ground in the project's APE I have attached Patrick Rennie's letter of concurrence regarding the report.

If you have questions about this matter please contact me at 406-444-0455 or [splatt@state.mt.us](mailto:splatt@state.mt.us).

Steve Platt, Archaeologist  
Environmental Services

Cc: Gordon Stockstad, Resources  
Patrick Rennie, DNRC Archaeologist  
file

**CONCUR**  
**MONTANA SHIP**  
10/8/2002  
SIGNED [Signature]

DEPARTMENT OF NATURAL RESOURCES  
AND CONSERVATION



DIVISION OF TRUST LAND MANAGEMENT

JUDY H. MARTZ, GOVERNOR

STATE OF MONTANA

*C.R.*  
MASTER FILE

COPY

1635 ELEVENTH AVENUE

DIRECTOR'S OFFICE (406) 444-2074  
TELEFAX NUMBER (406) 444-2684

PO BOX 201601  
HELENA, MONTANA 59620-1601

October 4, 2002

Montana State Historic Preservation Office  
Attn: Dr. Mark Baumler  
P.O. Box 201202  
Helena, MT 59620-1202

RE: Warm Springs Creek 20 Kilometers Southwest of Hilger BR 81-1(8) 34: Control  
Number 4693. Report prepared by Steve Platt (MDoT, Helena) for the MDoT,  
Helena, MT. Report dated 8-2002.

Dear Mark:

Enclosed for your review and files please find a copy of the above referenced report. That report details the results of a cultural resources inventory within and adjacent to the areas of expected disturbance of a proposed highway bridge replacement project in Fergus County.

The DNRC agrees with the author's recommendations and is seeking concurrence of the SHPO that no cultural resources should be impacted on the inspected state tract with the proposed undertaking.

Thank you in advance for your time, and if you have any questions or concerns regarding the above referenced report or project please let me know.

Sincerely,

Handwritten signature of Patrick J. Rennie in cursive.

Patrick J. Rennie  
DNRC Archaeologist

encl.

cc: Steve Platt, MDoT Archaeologist

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

NRCS-CPA-106  
**MASTER FILE**  
COPY

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	4. Sheet 1 of 2
1. Name of Project <b>WARM SPRING CR-20 KM SW HILGER</b>		5. Federal Agency Involved <b>U.S. DEPT. OF TRANSPORTATION-Federal Highway Admin.</b>	
2. Type of Project <b>Bridge Replacement</b>		6. County and State <b>Fergus and Montana</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	23 <sup>3</sup> / <sub>8</sub> +			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	23 <sup>3</sup> / <sub>8</sub> +			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	15			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	1			
8. On-Farm Investments	20	4			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>45</b>			

<b>PART VII (To be completed by Federal Agency)</b>	Corridor A	Corridor B	Corridor C	Corridor D
Relative Value Of Farmland (From Part V)	100	100		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	45		
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>145</b>		

1. Corridor Selected: <b>A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>12<sup>3</sup>/<sub>8</sub>+</b> (not including existing pavement)	3. Date Of Selection: <b>05-Apr-05</b>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:  
Under the provisions of 7 CFR 658.4(c), part (2) "(s)ites receiving a total score of less than 160" (will) "be given a minimal level of consideration for protection and no additional sites" (need) "be evaluated." Note: acreage amounts for "Part III. A." & "C." are estimated.

Signature of Person Completing this Part:  DATE **05-Apr-05**

NOTE: Complete a form for each segment with more than one Alternate Corridor

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**CORRIDOR - TYPE SITE ASSESSMENT CRITERIA**

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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GS)

LEWISTOWN BR 81-1(8)34  
NEWS-ARGUS WARM SPRG C-20K SW HILGR  
LEWISTOWN, MT 59457 (P.M.S. Control #4693)  
SUN. & WED., 4.574

MAR 09 2002

SUPERIOR CLIPPING SERVICE  
GLEN DIVE, MT 406-365-6612

## *Bridge near Hilger will be replaced*

The Montana Department of Transportation plans to replace an existing bridge over Warm Spring Creek in Fergus County. The bridge is located on Highway 81, approximately 12.4 miles southwest of Hilger.

The existing timber bridge, built in 1934, is structurally deficient and does not meet current design standards. The project will include replacing the existing bridge with a 31-foot, 6-inch wide two or three span pre-stressed concrete bridge.

If the new alignment is far enough to the north, traffic can be maintained on the existing bridge while the new bridge is being constructed. If the existing bridge interferes with construction of the new bridge, a detour bridge will be needed.

New right-of-way will be required for this project, and the department will prepare an environmental document. The department anticipates construction to begin in 2004 and will depend on availability of funding and completion of design.

For more information or to comment on this proposal contact Bruce Barrett, District Administrator, PO Box 20437, Billings, MT 59104-0437, phone 406-657-0210 or 888-863-8465. To arrange special accommodations for persons with disabilities, call MDT at 888-863-8465 or 800-335-7592.

## Transportation improvements planned for Central Montana area

Six area projects are included in the draft Statewide Transportation Improvement Program, or STIP, recently released by the Montana Department of Transportation.

MDT is seeking public comment on these and other transportation improvements planned statewide.

The major transportation projects planned for the Central Montana area include:

Slide repair: Northeast of Hilger, a slide correction project at RP 20.4 on U.S. 191 for an estimated cost of over \$200,000.

Hilger-east: An 11.73-mile resurface project at RP 14.84 on U.S. 191 for an estimated cost of over \$1 million.

Hilger-north: A 24.08-mile seal and cover project beginning at RP 0.00 on S-236 for an estimated cost of over \$700,000.

Hobson-Utica: An 11.67-mile widen and resurfacing project with structures beginning at RP 0.0 on S-239 for an estimated cost of over \$4 million.

Warm Springs Creek - 20 kilometers southwest of Hilger: A bridge and approaches project at RP 33.6 on MT 81 for an estimated cost of over \$1 million.

Lewistown-west: A 9-mile reconstruction project beginning at RP 70 on U.S. 87 for an estimated cost of almost \$8 million.

These projects are part of the transportation construction program described in the STIP, according to MDT project analysis engineer Jeff Ebert. It identifies how state and federal funds will be used to meet transportation needs for highways, aeronautics, railroads and public transportation throughout Montana.

The STIP represents the department's best estimate of when transportation projects will begin over the next three years, according to Ebert. The STIP also lists a number of new projects that have been proposed for Montana's Transportation Network.

The STIP is developed each year and is based on assumptions about amounts of available funding and projections on when design work, environmental documentation, right-of-way acquisition, utility relocation, permitting and all other aspects of project development can be completed.

"Congress is already preparing to re-authorize the next Transportation Bill when it comes due in 2003. Montana has greatly expanded its transportation program as a result of the last increase in the Federal Transportation Bill," said Ebert.

He further stated that public comment is more important than ever in order to help guide the department with its future decisions for transportation improvements. "We must also show Congress that our needs, in a rural state as large as Montana, must be addressed with another increase in funding," he said.

For a copy of the draft STIP or to comment, call 1-800-714-7296 or write the Montana Department of Transportation, Transportation Improvement Program, P.O. Box 201001, Helena, MT 59620-1001.

Copies of the draft STIP are also available in your local public library or on the MDT's Internet web site at [www.mdt.state.mt.us](http://www.mdt.state.mt.us).

The TDD number for the hearing impaired is 1-800-335-7592. Alternative accessible formats of the information will be made available upon request.

MASTER FILE  
COPY

DEPARTMENT OF NATURAL  
RESOURCES AND CONSERVATION  
NORTHEASTERN LAND OFFICE

cc: B. H. Barrett  
J. P. Kolman  
C. S. Peil  
J. H. Horton



STATE OF MONTANA  
RECEIVED

(406) 538-7789 Telephone  
(406) 538-7780 FAX  
June 15, 2001  
JUN 18 2001

613 NE MAIN  
PO BOX 1021  
LEWISTOWN, MONTANA 59457-1021

MT Dept of Transportation ENVIRONMENTAL  
PO Box 201001  
Helena MT 59620-1001

Attn: Terry L. Yarger, PE

Subj: Your BR 81-1(8)34 (PMS Control 4693), Warm Sprg C-20K SW Hilger  
Our State Leases 2313 and 5444  
Sec. 16, T17N, R17E, Fergus County

Dear Mr. Yarger:

Thank you for the opportunity to comment on the above project.

- A cultural resource survey has not been performed on this site by DNRC.
- To my knowledge there are no mineral leases, mining activity, abandoned or reclaimed mines on this tract.
- There is a home site lease and an agricultural and grazing lease on this section.
- There is no merchantable timber on the site.
- There are no parks, wildlife refuges, or recreation areas.
- This tract has not been purchased, improved, or administered for recreational purposes under the National Land and Water Conservation Fund Act.
- Fish, Wildlife and Parks is interested in working with DOT to coordinate the development of a parking area to be used by folks wanting to access Warm Spring Creek for fishing. A representative from FWP will be contacting you regarding this matter.

If an additional easement and/or a temporary use or construction permit is necessary, please forward the application(s) to this office for initial processing.

Sincerely,

CRAIG E. ROBERTS  
Area Manager  
Northeastern Land Office

cc: Clive Rooney, Bureau Chief, Special Use Management Bureau, Helena