



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Jim Lynch, Director  
Brian Schweitzer, Governor

County CARBON

April 26, 2005

**RECEIVED**

MAY 02 2005

LEGISLATIVE ENVIRONMENTAL  
POLICY OFFICE

To Whom It May Concern:

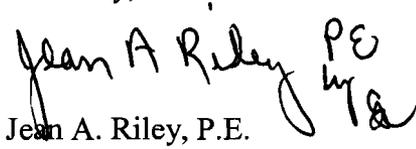
Subject: Cooperating Agency Environmental Documentation

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\BEARCR\_BEARCREEK\_CN4839

Attachment

Carlson ✓



Montana Department of Transportation

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

David A. Galt, Director  
Judy Martz, Governor

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APR 21 2005

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APR 18 2005

FHWA  
MONTANA DIVISION

April 14, 2005

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

ENVIRONMENTAL  
MASTER FILE  
COPY

Subject: BR 9005(26)  
BEAR CR - BEARCREEK  
Control #4839

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).

	YES	NO	N/A	UNK
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"/>		
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" 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><b>x</b></u>	___	___
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	___	<u><b>x</b></u>		
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the 1965 <i>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><b>x</b></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><b>x</b></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><b>x</b></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 1966 <i>U.S. DEPARTMENT OF TRANSPORTATION Act (49 U.S.C. 303)</i> on or adjacent to the proposed project's area.	<u><b>x</b></u>	___		
a. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	___	<input type="checkbox"/>	<u><b>x</b></u>	
b. This proposed project requires a full (i.e.: DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<u><b>x</b></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><b>x</b></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><b>x</b></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 would be coordinated with the Montana Inter-Agency Wetland Group.	___	<input type="checkbox"/>	<u><b>x</b></u>	
3. A <b>124SPA</b> Stream Protection permit will be obtained from the MDFW&P?	<u><b>x</b></u>	___	___	

YES   NO   N/A   UNK

(3.B. – concluded:)

4. There is a delineated floodplain in the proposed project's area under FEMA's Floodplain Management criteria.

\_\_\_   x

The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.

  x   \_\_\_

5. Tribal Water Permit would be required.

\_\_\_   x

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.

\_\_\_   x

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 *Section 7 of the Wild and Scenic Rivers Act (16 U.S.C. 1271 – 1287)*, this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or U.S. Bureau of Land Management (Missouri River).

\_\_\_      x

- C. This is a "Type I" action as defined under 23 CFR 772.5(h), 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.

\_\_\_   x

1. If yes, are there potential noise impacts?

\_\_\_   \_\_\_   x

2. A Noise Analysis would be completed.

\_\_\_      x

3. There will be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.

x      \_\_\_

- D. There would be substantial changes in access control involved with this proposed project.

\_\_\_   x

If yes, would they result in extensive economic and/or social impacts on the affected locations?

  \_\_\_   x

YES    NO    N/A    UNK

(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.
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.
3. Interference to local events( e.g.: festivals) would be minimized to all possible extent.
4. Substantial controversy associated with this pending action would be avoided.

x        \_\_\_\_\_  
x        \_\_\_\_\_  
x        \_\_\_\_\_  
x        \_\_\_\_\_

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.

\_\_\_\_\_    x    \_\_\_\_\_

All reasonable measures will be taken to avoid and/or minimize substantial impacts from same.

x        \_\_\_\_\_

G. The Montana Pollutant Discharge Elimination System's conditions (ARM 16.20.1314), including temporary erosion control features for construction will be met.

x        \_\_\_\_\_

H. Permanent desirable vegetation with an approved seeding mixture will be established on exposed areas.

x    \_\_\_\_\_    \_\_\_\_\_

I. Documentation of an "invasive species" review to comply with both E.O.#13112 and the *County Noxious Weed Control Act (7-22-21, M.C.A.)*, including directions as-specified by the county(ies) wherein its intended work would be done.

x        \_\_\_\_\_

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.

\_\_\_\_\_    x    \_\_\_\_\_

If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form has been completed in accordance with the *Farmland Protection Policy Act (7 U.S.C. 4201, et seq.)*.

\_\_\_\_\_        x

K. Features for the *Americans with Disabilities Act (P.L. 101-336)* compliance would be included.

\_\_\_\_\_        x

YES   NO   N/A   UNK

(3. – concluded:)

L. A written Public Involvement Plan has been completed in accordance with MDT's Public Involvement Handbook.

x  

4. This proposed project complies with the *Clean Air Act's Section 176(c)* (**42 U.S.C. 7521(a)**), as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:

A. "Unclassifiable"/attainment area. This proposed project is not covered under the EPA's September 15, 1997 Final Rule on air quality conformity.

x       

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.).

          x

C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under 40 CFR 52.1382(c)(3)?

       x

5. Federally listed Threatened or Endangered (T/E) Species:

A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.

       x

B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

  x       

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).

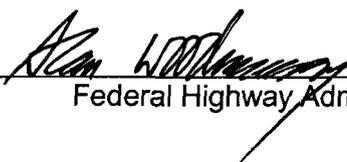
Janice W. Brown  
Page 6  
April 14, 2005

BR 9005(26)  
BEAR CR - BEARCREEK  
C#4839

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:[S:\PROJECTS\BILLINGS\4839\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  
Scott A. Keller, P.E. - MDT/MSU Design Supervisor  
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



Montana Department of Transportation  
P.O. Box 201001

JUL 05 2002 Helena, Montana 59620-1001

MASTER FILE  
COPY

Memorandum **ENVIRONMENTAL**

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: July 1, 2002

Subject: **BR 9005(26)**  
**Bear Cr - Bearcreek**  
**Control No. 4839**  
**Project Work Type 221, Bridge Replacement and Reconstruct Approaches**

Please approve the following Preliminary Field Review Report for the Bear Cr – Bearcreek project.

Approved *Joseph P. Kolman* Date *7/2/02*  
Joseph P. Kolman, P.E.  
Bridge Engineer

Delivered to Engineering Information Services Section *KFM* *7-3-02*  
Date Initial

We are requesting comments from those on the distribution list. We will assume concurrence if no comments are received within two weeks of the above date.

Distribution: (all with attachments)

- |                |                         |                 |
|----------------|-------------------------|-----------------|
| B. H. Barrett  | P. Saindon              | FHWA (HOP-MT)   |
| C. S. Peil     | B. A. Larsen            | R. D. Morgan    |
| R. E. Williams | <del>S. Sternberg</del> | M. A. Wissinger |
| M. A. Goodman  | W. F. Scott             | M. J. Murphy    |
| K. F. McCray   | B. F. Juvan             | Carbon County   |
| J. A. Walther  | J. H. Horton            | S.A. Keller     |
| K. M. Barnes   | D.M. Krings             | File            |
| D. W. Jensen   | S. Sillick              |                 |
| D. J. Blacker  | J. J. Moran             |                 |

KFM:tat 4839brpfr001.doc

**Preliminary Field Review Report**  
**BR 9005(26)**  
**Bear Cr - Bearcreek**  
**Control No. 4839**  
**Project Work Type 221**

**Introduction**

A preliminary field review for the project was held on March 20, 2002. The following personnel participated in this review:

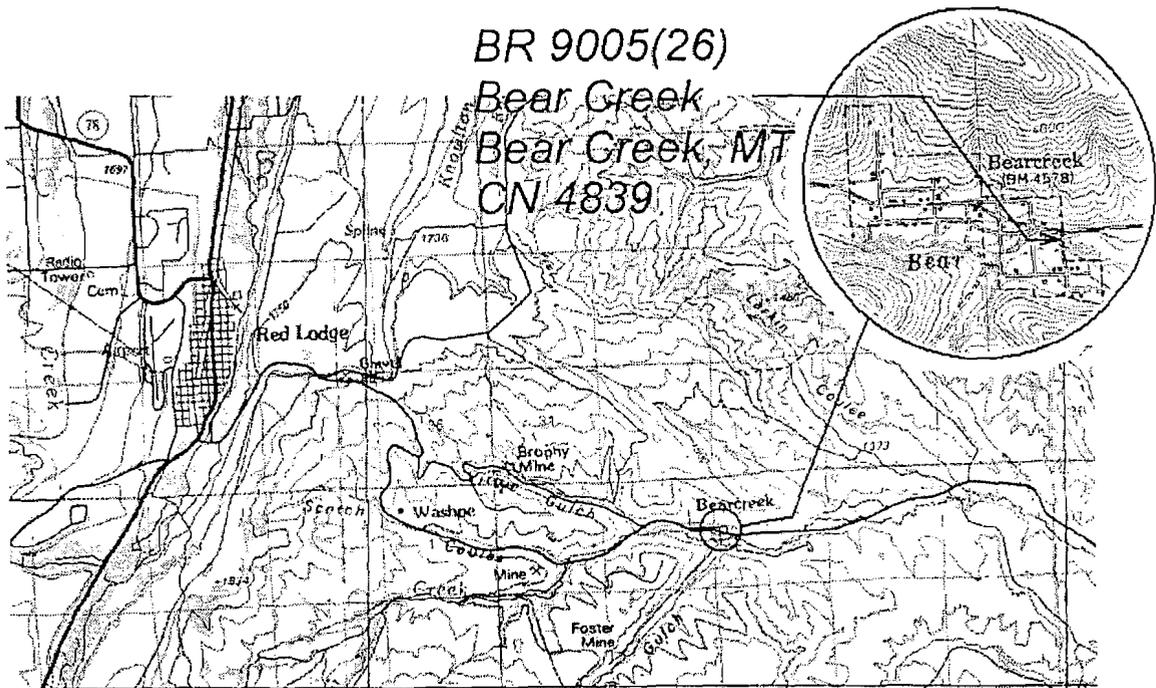
Gary Neville	DESS	Billings
Don Vanica	R/W	Billings
Damian Krings	Road Area Engineer	Helena
Scott Keller	MSU Design Supervisor	Bozeman
Kevin McCray	Bridge Area Engineer	Helena
Albert Brown	Commissioner	Carbon County
Rod Parker	Road Foreman	Carbon County
Dave Leitheiser	Hydraulics Engineer	Helena
Tim Tone	Bridge Bureau	Helena
Jim Tompkins	Surfacing Design	Helena
Shannon Schultz	Planning	Helena
Dick Lewis	Design Supervisor	Helena
Rich Jackson	Geotechnical Design	Helena

**Proposed Scope of Work**

The proposed project was nominated to replace the structurally deficient pony truss steel bridge built on timber piles crossing Bear Creek on 6<sup>th</sup> Street in the town of Bearcreek. The existing bridge will be replaced with a culvert on the existing alignment. Because of the close proximity to Secondary 308, the vertical alignment will be designed using public road approach standards.

**Project Location and Limits**

The proposed project is located on 6<sup>th</sup> Street in the town of Bearcreek near where 6<sup>th</sup> Street intersects with Secondary Highway 308. (See the attached map.) The structure rests in Carbon County in Section 4, T8S, and R21E. The limits of the project will be based on the minimum required approach lengths to tie the new culvert crossing to the existing roadway.



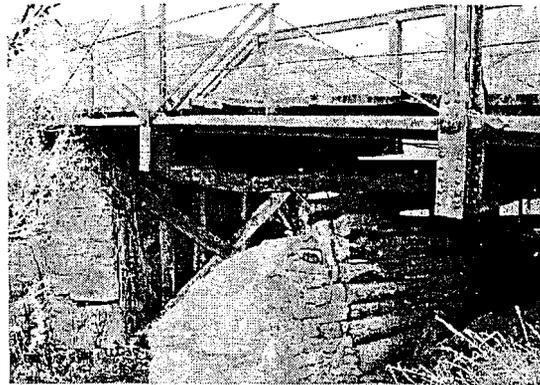
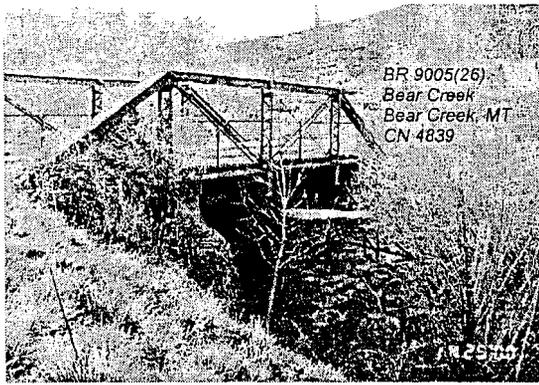
Location Map

**Physical Characteristics**

The existing bridge is a single-span pony truss, 15.85 meters long with a curb to curb width of 4.85 meters. The bridge was built in 1915 and moved to its present location in the mid-1970's. The structure is posted at 13 tons and has a current sufficiency rating of 20.8.

The existing structure is structurally deficient and eligible for replacement. Corrosion, pack rust and section loss is evident. The substructure is failing and sloughing into channel. (See photos) There are no As-Built plans for this local structure. The existing deck is timber. The roadway width is approx. 4.27 meters. An intersection with Secondary 308 is just uphill and adjacent to the west bridge end.

Year Built	1915
Inventory Number	M05 005000 + 00101
Length, m	15.85
Width (curb to curb), m	4.85
Number of Spans	1
Span Lengths, m	15.85
Bridge Rail Type	Steel Reinforcing Bar
Superstructure Type	Steel Truss
Abutment Type	Rock & Timber
Sufficiency Rating	20.8
Structure Status	Structurally Deficient and Eligible for Replacement



### Traffic Data

2002 ADT = 30 Present  
2005 ADT = 30 Letting Date  
2025 ADT = 60 Design (Future)  
DHV = 10  
Com Trucks = 0.0%  
80 kN ESALs = 0  
Growth Rate = 3.2%

### Accident History

A computer accident analysis was conducted for this project. There were no recorded accidents on or near the structure during the ten year analysis period (January 1, 1992 through December 31, 2001) based on the Safety Management System.

### Major Design Features

Functional Classification – This roadway is functionally classified as a rural local road.

Design Speed – The design speed for the project is 50 kilometers per hour based on the design criteria for a rural local road in town.

Horizontal and Vertical Alignments – The existing horizontal alignment is on a short tangent, and will be used as is. The length of reconstruction will be determined based on the required grade for the adjacent intersection and tying to the existing roadway. The total length of the project is expected to be less than 400 meters. The vertical alignment will be established based on the required typical section and the hydraulic opening required.

Typical Sections – The proposed surfacing will be 75 millimeters of Grade C plant mix on 300 mm of gravel, and crowned 2%. The finished surface will be 7.2 meters wide and will transition to match the existing roadway width at the project limits. The Surfacing Design Section will provide final surfacing recommendations.

Grading – Grading for this project will be accomplished with Embankment-In-Place.

Hydraulics – The culvert is within the floodplain and a permit will be required. No channel modifications are anticipated. Debris, drift and ice are a problem. For additional information, see the Location Hydraulic Study Report.

### Right of Way

This project may require new right of way.

### Utilities/Railroad

A sewer line runs N-S and parallel to Bear Creek at the west end of the bridge. A manhole and pump station is on the SW corner adjacent to the bridge. An overhead power line runs from the SW corner to the NE corner above the existing structure. This project will have no railroad involvement.

### Design Exceptions

No design exceptions are anticipated for this project.

### Traffic Control

Traffic will be rerouted to a structure over Bear Creek on 4<sup>th</sup> Street during construction. Appropriate signing and flagging will be maintained in accordance with the Manual on Uniform Traffic Control Devices.

### Environmental Considerations

Section 404 and SPA 125 permits will be required. No 4(f) or 6(f) lands were identified at the Field Review. Environmental Services will prepare the appropriate environmental studies and documents.

### Public Hearing

A public informational meeting will not be required. A news release to the appropriate newspapers explaining the project will be produced.

### Salvage

The County was not interested in salvaging any material from the existing structure. The existing structure is eligible for adoption.

### Stream Access

It appeared that Bear Creek is not accessed for fishing or other recreation at this location. The stream slopes are steep and the area not easily accessed.

### Survey Requirements

A conventional survey will be completed for this project. The hydraulic survey requirements are identified in the Location Hydraulic Study Report for the project. A survey request is attached to this report.

### Project Management

The Montana State University Design unit will manage the preconstruction phase of this project.

### Cost Estimate

The current cost estimate for the project is \$302,000 which includes 15% for mobilization, 10% for contingencies, 15% for construction engineering and a 3% annual inflation rate for three years. PE costs are not included. The culvert cost is based on a unit cost of \$2625 per meter and the approach cost is based on a unit cost of \$300,000 per kilometer.

Cost breakdown is as follows:

New Culvert	50,000
New Approach Roadways	120,000
Remove Existing Bridge	10,000
Traffic Control	<u>10,000</u>
Subtotal	\$190,000

+15% Mobilization	\$218,000
+10% Contingencies	\$240,000
+15% Construction Engr.	\$276,000
+ 3 yrs. Inflation	<b>\$302,000</b>

**Ready Date**

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

Kfm:tat



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Montana Department of Transportation

David A. Galt, Director

Judy Martz, Governor

DEC 24 2002

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

ENVIRONMENTAL

December 4, 2002

2002120601

Joseph

MT DOT

Cultural Resources

Bear Creek - Bearcreek  
Bridge Carbon Co

MASTER FILE  
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Mark Baumler  
State Historic Preservation Office  
1410 8<sup>th</sup> Avenue  
P.O. Box 201202  
Helena, MT 59620-1202

Subject: BR 9005(26)  
Bear Creek - Bearcreek  
Control No. 4839

BY: \_\_\_\_\_

Enclosed is the cultural resource report, CRABS, and site forms for the above project in Carbon County. We have determined that the Edwin Ellingson House (24CB1758) and the Henry Ellingson Place (24CB1759) are eligible for the National Register of Historic Places under Criteria A and C. The Bear Creek Bridge (24CB715) is not eligible for the National Register for the reasons specified in the report. We request your concurrence.

I did attend a meeting of the Carbon County Historic Preservation Commission (of which I am a member) in September, 2002 and asked the preservation officer and commission members if the bridge had any local significance. The answer was no, but they did support the idea of offering it for adoption. I also queried several long-time Bearcreek residents about the bridge and if it had any local significance to them and the community. Again the answer was no and all were anxious to have the bridge replaced as soon as possible.

If you have any questions, please contact me at 444-6258.

*Jon Axline*  
Jon Axline, Historian  
Environmental Services

CONCUR  
MONTANA SHPO

DATE 20 Dec 02 SIGNED

*Jon Axline*

Enclosures

cc: Bruce Barrett, Billings District Administrator  
Joe Kolman, P.E., Bridge Engineer  
Gordon Stockstad, Resources Bureau

200412004



Montana Department of Transportation

David A. Galt, Director  
Judy Martz, Governor

2701 Prospect Avenue  
PO Box 201001  
Helena MT 59620-1001

Cult. Res.  
**MASTER FILE COPY**

December 6, 2004

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DEC 23 2004

**ENVIRONMENTAL**

Mark Baumler, Ph.D.  
State Historic Preservation Office  
1410 8<sup>th</sup> Avenue  
P O Box 201202  
Helena, MT 59620-1202

Subject: BR 9005(26)  
Bear Creek - Bearcreek  
Control No. 4839

**CONCUR  
MONTANA SHPO**

DATE 21 Dec 04 SIGNED [Signature]

Josef  
MDT  
Bear Creek -  
Bearcreek  
EFFECT

Dear Mark:

Enclosed is the Determination of Effect for the above project in Carbon County. We have determined that the proposed project would have **No Effect** to the Edwin Ellingson House (24CB1758) and the Henry Ellingson Place (24CB1759) for the reasons specified in the document. We request your concurrence.

If you have any questions, please contact me at 444-6258.

[Signature]  
Jon Axline, Historian  
Environmental Services

Enclosure

cc: Bruce Barrett, Billings District Administrator  
Kent Barnes, P.E., Bridge Engineer  
Bonnie Steg, Resources Section

file: MDT/2004

# DISTRICT 5 (BILLINGS)

CARBON COUNTY NEWS

Red Lodge MT 59068

Thursday  
APR 24 2003

Superior Clipping Service

Glendive MT 406-377-6612

BR 9005(26)

CULVERT & APPRS

(P.M.S. Control #4839)

## **Bearcreek bridge to be replaced with culvert**

The Montana Department of Transportation has begun preliminary surveying to remove one of two old bridges spanning Bear Creek that eventually will be replaced with a culvert. The bridge to be removed is on the Belfry side of downtown Bearcreek, just off

Highway 308.

Gary Neville, MDT's Billings District engineering services supervisor, said the single span, pony truss bridge is deficient and eligible for replacement.

It was built in 1915, he said, and moved to its present location in the mid-

1970s. He didn't know from where the bridge had been moved.

Neville said the bridge will be replaced with either a concrete box culvert or a steel culvert, and that the estimated \$300,000 project will be contracted in 2006.

"If money becomes available before that, we could probably do it sooner," he said.

Neville said the off-system bridge is not eligible for the National Register, and that a query of local residents indicated it doesn't hold any local significance.

CARBON COUNTY NEWS BR 9005(26)

Red Lodge MT 59068

BEAR CR - BEARCREEK  
(PPMS-OPX2 Control #4839)

Thursday

DEC - 2 2004

Superior Clipping Service

Glendive MT 406-377-6612

# Bearcreek bridge to be replaced in 2006

The Montana Department of Transportation is planning to replace the bridge over Bearcreek on 6th Street in Bearcreek.

The project will include detouring traffic around the site, removal of the existing structure, installation of a large culvert, and complete construction of new paved road.

No new right of way will be required.

The department currently anticipates work to begin in the 2006 construction season, depending upon completion of design and availability of funds.