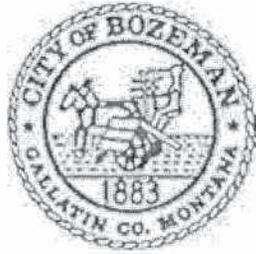


Jeff Patten, Operations Engineer  
January 15, 2010  
Page 1

**RECEIVED**

JAN 25 2010

Robert Peccia & Associates



January 15, 2010

Jeff Patten, Operations Engineer  
Federal Highway Administration (FHWA)  
2880 Skyway Drive  
Helena, MT 59602

Subject: **Categorical Exclusion Group (d) Action Letter**  
Reference: Federal-aid Project Number: **STPE 1299 (22)**  
Federal-aid Project Name: **College and Huffine Shared-Use Pathway**  
MDT Uniform Project Number: **UPN 5946**

This is a request for FHWA concurrence that the proposed project meets the criteria for classification as a Categorical Exclusion under the provisions of 23 *CFR* 771.117(d). This proposed action also qualifies as a Categorical Exclusion under the provisions of *ARM* 18.2.261 (*MCA* Sections 75-1-103 and 75-1-201).

The City of Bozeman plans to construct a 10-foot wide shared-use pathway for pedestrian and bicycle use along College Street and Huffine Lane in Bozeman, Montana. The project also involves road approach and intersection safety improvement for the pathway crossings. The proposed project is along the south side of College Street and the north side of Huffine Lane. It will begin on the south side of College Street at the intersection of South 11<sup>th</sup> Avenue, and extend westerly to the intersection of Huffine Lane. On Huffine Lane, the project will continue with removing existing 5-foot wide existing sidewalk and construct a new 10-foot wide path east of Ferguson Avenue to connect to an existing path of the same width. In addition, a short segment of path will be constructed on the east side of Fowler Avenue from Huffine Lane to provide a connector route to the Bozeman Ponds. A project location map is attached.

The proposed shared-use pathway along College Street from South 11th Avenue westerly and along Huffine Lane from College Street westerly to Ferguson Avenue was identified by the City of Bozeman in the Greater Bozeman Area Transportation Plan, 2001 Update. The project has several purposes including:

- Complete discontinuities in the existing pathway corridor to create an "uninterrupted" transportation facility for pedestrians and bicyclists;
- Widen existing sections of the route to 10 feet wide to accommodate bi-directional non-motorized travel by removing narrow sidewalks and reconstructing with a paved pathway; and

- Assess and design effective safety features for all street and local access crossings.

The attached figures (1 thru 9) show the proposed alignment of the shared use path, areas of new path construction and areas where existing paths would be incorporated or replaced. On Figures 3 and 4, alternative path locations and alignment were considered. Construction in this area along Huffine Lane, between Fowler Avenue and the intersection of College Street, will not be under this project, but instead are or will be built by the Bozeman Gateway project.

The pathway and intersection treatments along the proposed alignment were developed based on design criteria presented in the following references and standards:

- City of Bozeman Unified Development Ordinance;
- City of Bozeman Modifications to Montana Public Works Standard Specifications;
- City of Bozeman Design Standards and Specifications Policy;
- City of Bozeman Parks, Recreation, Open Space, and Trails (PROST) Plan - Appendix C;
- AASHTO Guide for the Development of Bicycle Facilities, 1999 Edition;
- Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD);
- Accessibility Guidelines for Buildings and Facilities (ADA Guidelines); and
- AASHTO's A Policy on Geometric Design of Highways and Streets.

The path will typically be 10 feet wide, asphalt surfaced, and have 1-foot-wide gravel shoulders. Slopes immediately adjacent to both sides of the path will be designed with 1:4 slopes or flatter that will be top-soiled and seeded or sodded. The path will be surfaced with 4.0 inches of asphalt over a 9-inch crushed aggregate base course.

This project will result in a shared-use pathway that will parallel two heavily traveled corridors within the City of Bozeman and serve commercial, residential, retail, and campus uses. Due to the high vehicle traffic on these routes, and the anticipated high level of pathway use, this project will incorporate a higher level of design treatments along this project than has been customary of other shared use facilities in Bozeman. Special treatments will be needed to ensure cyclists recognize the potential for vehicle conflicts before crossing driveways and streets. High visibility striping and signage at crossings will be installed to alert motorists of the potential to encounter pedestrians and cyclists using the path. All crossings will be developed with 10-foot-wide ADA accessible curb ramps with truncated dome warning strips.

This project will require that the City obtain right-of-way easements from some adjoining property owners. During project development, these owners have expressed an interest in donating the needed property for construction. Either donation or easement acquisition will be undertaken depending on the outcome of property owner negotiations.

If budgetary constraints become an issue, the City of Bozeman may elect to construct only certain portions of the project to provide connectivity only through the corridor. As an example, consideration may be given to leaving the existing concrete paths in place (not reconstructing), and building new pathways in select locations, or in the locations that have none.

## **PURPOSE AND NEED**

The need for pedestrian and bicyclist facilities in the project area has long been recognized in previous community planning efforts. The Bozeman Urban Transportation Plan 1993 Update and Greater Bozeman Area Transportation Plan 2001 Update both cited the lack of infrastructure and a consistent sidewalk and trail network in Bozeman as major issues facing pedestrians and bicyclists. The 2001 Update of the Transportation Plan specifically noted that portions of the project area lacked sidewalks and that limited sidewalk facilities existed along College Street between 19th and 11th Avenues. The 2001 Transportation Plan Update recommended the development of a boulevard trail along West Main (Huffine) and College Street from Fowler to 19th Avenue and identified the need for enhanced pedestrian facilities along College Street between 19th and 11th Avenues.

The Greater Bozeman Area Transportation Plan (2007 Update), adopted by local governments in early 2009, identifies and recommends the development of shared use path facilities as proposed with this project.

The City of Bozeman's Parks, Recreation, Open Space, and Trails (PROST) Plan provides a framework for integrating existing facilities and programs and further developing a system of parks, recreation facilities and programs, open spaces, and trails within the greater Bozeman area. The PROST Plan has been developed around the locally expressed desire to "enhance the quality of life of the City's citizens through the provision of high quality parks, recreation facilities and programs, trails, and open spaces." With respect to trail development in the community, the Plan advocates providing a system that provides transportation options and connects residential neighborhoods with schools, parks, shopping, and longer distance commuter trails.

The PROST Plan, adopted in 2007, incorporates many of the recommendations for trail system development from the Greater Bozeman Area Transportation Plan 2001 Update and previous trail planning efforts. The PROST Plan recommends the development of a shared use path along West Main (Huffine) and College Street between Fowler Avenue and 11th Avenue. Consistent with the one of the key goals of the PROST Plan, the College and Huffine Shared-Use Path will provide a vital link for bicyclists and pedestrians from adjoining neighborhoods to safely access commercial and retail areas along West Main Street and Huffine Lane, Montana State University facilities, and other elements of the City of Bozeman and Gallatin County's greater trail system.

## PROJECT IMPACTS

The proposed project has been evaluated for, and does not have any adverse effect on the following environmental areas of concern:

- |                                                                     |                                                                   |
|---------------------------------------------------------------------|-------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Stormwater Runoff               | <input checked="" type="checkbox"/> Noise                         |
| <input checked="" type="checkbox"/> Prime and Unique Farmlands      | <input type="checkbox"/> Section 404 – <i>Clean Water Act</i>     |
| <input checked="" type="checkbox"/> Floodplains (EO 11988/FEMA)     | <input checked="" type="checkbox"/> Social/Economic               |
| <input checked="" type="checkbox"/> Hazardous Waste                 | <input type="checkbox"/> Stream Preservation/Water Quality        |
| <input checked="" type="checkbox"/> Historical/Cultural Resources   | <input checked="" type="checkbox"/> Threatened/Endangered Species |
| <input checked="" type="checkbox"/> Changes in Land Use             | <input type="checkbox"/> Wetlands (EO 11990)                      |
| <input checked="" type="checkbox"/> USDOT – 4(f)/NL&WCF – 6(f) Acts | <input checked="" type="checkbox"/> Air Quality                   |

The proposed project will have a minor effect on the following environmental area(s):

**Historic/Cultural Resources** – On October 13, 2005, MDT's Historian concluded that there are no historic age buildings along the project area and the little, if any, chance for encountering intact archaeological properties in the project area. Consequently, based on the scope of the project, MDT's Historian concluded that no cultural resource survey is necessary for the project and no Section 106 compliance is required. A copy of the October 13, 2005 letter from MDT's Historian is attached.

**Threatened/Endangered Species** – In accordance with Section 7(a) of the Endangered Species Act (16 U.S.C. 1531-1543), the City's engineering consultant reviewed a current list of endangered, threatened, proposed, and candidate species that occur in Gallatin County. The U.S. Fish and Wildlife Service (USFWS) online summary of listed species (accessed on October 28, 2009) shows the following Threatened/Endangered species occur in Gallatin County:

- Ute Ladies' Tresses (*Spiranthes diluvialis*) - Threatened Species
- Grizzly bear (*Ursus arctos horribilis*) – Threatened Species
- Canada lynx (*Lynx Canadensis*) – Threatened Species (with Designated Critical Habitat)

According to Biological Resources Report prepared for this project (dated November 17, 2008), there is no habitat present for listed/proposed Threatened and Endangered, candidate, or non-essential experimental population species, nor are there listed/proposed critical habitats in the project area. Habitat for grizzly bears and Canada lynx does not occur within the immediate Bozeman area.

**Species of Concern** – The Montana Natural Heritage Program identifies four species of concern within a 1-mile radius around the project including: dwarf purple monkeyflower (*Mimulus nanus*), a stonefly (*Isocapnia crinita*), small dropseed (*Sporobolus neglectus*) and slender wedgrass (*Sphenopholis intermedia*). However, none of these species or their habitats are found within the project area.

**Stream Preservation/Water Quality** – Perennial surface waters in the vicinity of the College and Huffine Shared-Use Path project include an unnamed tributary of Baxter Creek, Upper Cattail Creek, East Catron Creek, an unnamed tributary of East Catron Creek, the Farmers Canal, and Mauderville Creek. The segments of these perennial streams found within the project corridor have been altered (mowed, moved, culverted) to accommodate the urban setting.

As proposed, this project would affect only East Catron Creek and an unnamed tributary of Catron Creek due to the need to construct fill slopes for the proposed path at East Catron Creek and to extend existing culverts at both locations.

Both of these perennial streams are likely jurisdictional for U.S. Army Corps of Engineers (COE) Section 404 - *Clean Water Act* purposes and subject to Montana Fish, Wildlife & Parks (MDFWP) SPA 124 permitting requirements. Coordination with the COE and MDFWP about permitting requirements will occur as the design progresses.

Because the area of soil disturbances for this project would exceed 1.0 acre, a Montana Pollutant Discharge Elimination System (MPDES) storm water permit administered by the MDEQ will be required. Best Management Practices, including temporary and long-term erosion control measures

for controlling erosion and sediment transport, would be considered in the design of a Storm Water Pollution Prevention Plan (SWPPP) for this project. Such practices may include silt fences, ditch blocks, mulch, slope protection and other commonly accepted control measures.

All areas disturbed by the construction activities will be promptly reseeded or sodded in accordance to city specifications.

**Floodplains** – The project area is not located within a delineated floodplain.

**Wetlands** – Two riparian wetland areas adjoining East Catron Creek and the unnamed tributary of East Catron Creek would be impacted by the proposed project. The wetland adjacent to East Catron Creek (identified as Site #3 in the Biological Resources Report for this project) is comprised primarily of *Carex*, *Juncus* and *Phalaris* species, with notable invasive species within the utility corridor just south of College Avenue. Small trees and shrubs like *Populus* and *Salix* species line the banks of the stream. This wetland site would be impacted by the need to construct fill slopes for the proposed path and to extend an existing culvert.

A small wetland fringe (approximately 1-foot wide) lines the banks of the un-named tributary of East Catron Creek. The proposed replacement of a culvert at this stream crossing would result in minor impacts to this wetland area (identified as Site #4 in the Biological Resources Report for this project).

The wetland evaluation conducted for this project indicates both wetland sites are likely jurisdictional based on the COE's 1987 Manual wetland criteria and proximity to surface waters. Preliminary design work shows about 0.04 acres (1,570 square feet) of wetlands would be impacted at these sites by the proposed College and Huffine Shared-Use Path project.

The proposed alignment of the path in the vicinity of East Catron Creek was established to minimize impacts to wetland Site #3 by positioning this crossing as close to College Street as practicable. The proposed path location minimizes clearing and grubbing of the riparian vegetation and disturbs wetlands that were previously impacted by utility and roadway activities. Wetland impacts at the crossing of the unnamed tributary of East Catron Creek are unavoidable due to the need to extend the existing culvert. Best management practices will be used around all wetland/waterways during construction.

Since the project will result in minor impacts to jurisdictional wetlands and waters, a Nationwide Section 404 permit will be required. Coordination with the Corps of Engineers about permitting needs will occur as the design progresses.

**Air Quality** – The proposed project is not located within a Nonattainment Area identified in the Federal Register (56 FR 56874). This proposed project would not create new violations of the Federal air quality standards. The College Huffine Path would generally benefit air quality in the community by allowing walking and bicycle trips to replace a portion of vehicle trips in the City of Bozeman.

**Section 4(f)** – The proposed College and Huffine Shared-Use Path project does not occur in the vicinity of any wildlife and waterfowl refuges. There are two public parks near the project, Valley

Commons and Bozeman Pond. However, these public parks would not be affected by the College and Huffine Shared-Use Path project.

**Section 6(f)** – Section 6(f) of the *National Land & Water Conservation Fund Act* (LWCF Act) applies to transportation projects that impact or permanently convert outdoor recreation property acquired or developed with LWCF grants of any type. Section 6(f)(3) of the Act prohibits the conversion of property acquired or developed with these grants to uses other than public outdoor recreation without the approval of the National Park Service (NPS). Section 6(f)(3) directs the NPS to assure that replacement lands of equal value, location and usefulness are provided as conditions to approval of land conversions.

A review of LWCF grants in Gallatin County shows there are no properties encumbered by Section 6(f)(3) in the College and Huffine Shared-Use Path project area.

**Cumulative Impacts** – MDT currently has 1 active project in the general vicinity of the College and Huffine Shared-Use Path project and 9 proposed projects in the City of Bozeman according to 2009-2013 Final Statewide Transportation Improvement Program (STIP) released in August 2009. These projects are identified and briefly described below:

- **S 19th & College-Bozeman; UPN 4918** – This active project involves intersection upgrades and signalization at the intersection of Urban routes U-1201 and U-1210. This project was let on August 28, 2008.
- **Bozeman Structures; UPN 3871001** – This planned bridge rehabilitation project is proposed for implementation during Fiscal Year 2010.
- **SF-069-Guardrail-Bozeman NE; UPN 6077** – This planned guardrail installation and skid treatment project on MT 86 is proposed for implementation during Fiscal Year 2010.
- **W Bozeman Interchange-Bozeman; UPN 3871002** – This planned bridge replacement project is proposed for implementation during Fiscal Year 2012.
- **MRL Structures-Bozeman; UPN 3871003** – This planned bridge replacement project is proposed for implementation during Fiscal Year 2011.
- **Rouse Ave-Bozeman; UPN 4805** – This planned reconstruction project on MT Highway 86 is proposed for implementation during Fiscal Year 2011.
- **2002-College St Signal-Bozeman; UPN 5376** – This planned project involves intersection upgrades and signalization on Urban route 1209 and is proposed for implementation during Fiscal Year 2013.
- **Huffine Ln-Four Crnrs to 19th; UPN 6810** – This planned mill and fill project on US 191 is proposed for implementation during Fiscal Year 2010.
- **S 11th Ave-College-Main (Boz); UPN 6981**– This planned chip and seal project on U-1203 is proposed for implementation during Fiscal Year 2010.

- **South Church Avenue- Bozeman; UPN 6982**– This planned chip and seal project on U-1213 is proposed for implementation during Fiscal Year 2010.

The MDT projects listed above are generally being undertaken to provide additional roadway capacity and/or improve the operation and safety of local roads and streets. Notable growth and changes in land use have already occurred and continue to occur in Bozeman and surrounding areas. MDT's projects are simply an attempt to respond to that growth. The most apparent cumulative effect of implementing these projects would be a safer and more efficient road and street system.

The Greater Bozeman Area Transportation Plan (2007 Update) evaluates transportation conditions within the community, identifies emerging issues, and sets new priorities for implementing improvements to the local transportation network. Major projects proposed by the City of Bozeman in the general vicinity of the proposed College and Huffine Shared-Use Path project are shown below. The table shows committed and recommended major street network and transportation management system projects. Major street network projects are those needed to meet the anticipated traffic demands for the year 2030. Transportation system management projects are lower cost projects that can enhance the safety or operation of local road and street network. It should be noted that the implementation of these projects depends on the availability of funding.

**Notable Planned Major Street Network and Transportation System Management Projects by the City of Bozeman**

<b>CMSN-2: College Street</b> (19th Avenue to 8th Avenue)	This project consists of reconstructing College Street from the intersection with 19th Avenue east to the intersection with 8th Avenue to meet minor arterial standards.
<b>MSN-5: College Street</b> (Main Street to 19th Avenue)	This project consists of reconstructing College Street from the intersection with Main Street east to the intersection with 19th Avenue to a five-lane urban arterial roadway.
<b>MSN-14: W. Babcock Street</b> (11th Avenue to 19th Avenue)	W. Babcock Street should be upgraded to a two-lane urban collector standard between the intersection with 11th Avenue and the intersection with 19th Avenue.
<b>CTSM-2: College Street/11th Avenue</b>	This project includes the installation of a traffic signal, roundabout, or other adequate traffic control device to the intersection of 11th Avenue and College Street.
<b>CTSM-6: College Street/19th Avenue</b>	This project is consists of constructing additional northbound and southbound through lanes. It is expected that this project will be completed in conjunction with the S 19th & College-Bzmn project identified earlier.
<b>TSM-6: College Street/23rd Avenue /Technology Boulevard</b>	It is recommended that left-turn lanes be added to the intersection of College Street and 23rd Avenue/Technology Boulevard as necessitated by the growing traffic demand.

CMSN = Committed Major Street Network Improvement Project  
 MSN = Recommended Major Street Network Improvement Project  
 CTSM = Committed Transportation System Management Project  
 TSM = Recommended Major Street Network Improvement Project

The incremental impacts of this project, when added to past, present and reasonably foreseeable projects in the area by MDT and/or the City of Bozeman, would not expected to result in a

significant cumulative impact. This conclusion was reached due to the limited scope of the College and Huffine Shared-Use Path project and because the other projects considered are not located immediately adjacent to the project area. The expected timing of construction activities for this project and other known or foreseeable projects will generally not coincide. The impacts directly associated with other known or foreseeable projects will typically be identified through the development of environmental documents and mitigated through the permitting processes established by the federal, state and local authorities.

Therefore, none of the above projects, in conjunction with the proposed project, will have any significant cumulative environmental impacts.

## PERMITS

**Permits Required** – The following permits will be acquired prior to any relevant disturbance:

This proposed project will be in compliance with the provisions for both Water Quality under *MCA* 75-5-401(2) for Section 3(a) authorizations, and 124 SPA Stream Protection Notification under *MCA* 87-5-501 through 509, inclusive.

The proposed project will require the following permit(s) under the *Clean Water Act* (33 U.S.C. 1251 - 1376):

- A Section 402/Montana Pollutant Discharge Elimination System permit from the Montana Department of Environmental Quality (DEQ) Permitting and Compliance Division.
- A Section 404 permit from the COE will be required for the placement of fill or excavation in delineated jurisdictional wetlands and all “Waters of the United States.” The COE will determine if this proposed project qualifies for a “Nationwide” permit or requires an “Individual” permit under the provisions of 30 CFR 330.

All work will be in accordance with the *Water Quality Act of 1987* (PL 100-4), as amended.

## PUBLIC INVOLVEMENT

**Public Involvement** – The Bozeman CTEP program is developed by a Steering Committee which nominates, selects, and prioritizes project applications. This Committee is comprised of representatives of several local non-profit organizations and volunteer advisory boards including: Gallatin Valley Land Trust, Bozeman Parks and Recreation Advisory Board Bozeman Area Bicycle Advisory Board Bozeman Bicycle/Pedestrian Safety Committee, Bozeman Beautification Board, Bozeman Downtown Business Association, Bozeman Historic Preservation Association, MDT, and City of Bozeman staff.

A public informational meeting was held at Bozeman City Hall on December 10, 2003, where an outline of the proposed project was made available to the public for review and comment. The meeting was advertised in the Bozeman Daily Chronicle. No verbal or written comments were received from the public.

This project was selected from three proposals submitted to the Committee on April 29, 2004, as a high priority. The reasons for this selection included MDT's plans to improve the Huffine Lane/College Street and Huffine/Fowler Lane intersections and the rapid development underway in the Huffine-College area.

The proposal has been presented to:

- Bozeman Bicycle/Pedestrian Safety Committee, February 10, 2004 and February 14, 2005
- Bozeman Parks and Recreation Advisory Board, March 11, 2004
- Montana State University Planning Department, April 1, 2004 and March 2, 2005
- City of Bozeman Planning/GIS, April 1, 2004 and ongoing
- Bozeman Area Bicycle Advisory Board, April 1, 2004 and ongoing
- Gallatin Valley Land Trust, April 1, 2004 and ongoing
- Bozeman City Commissioner's Work Session (public meeting), February 14, 2005

A public hearing on the project was held during the March 7, 2005 meeting of the Bozeman City Commission when the proposal was submitted for Commission review and approval. The Bozeman City Commission unanimously approved the submittal of a CTEP application for this project.

Various letters of support from Bozeman area residents, advisory groups, Montana State University and local non-profit organizations have been received during the development of this project.

The proposed College and Huffine Shared-Use Path has been identified as a desirable trail project within the City of Bozeman's Parks, Recreation, Open Space, and Trails (PROST) Plan approved in December 2007. The PROST Plan included numerous public outreach activities including an area-wide recreation survey, meetings with stakeholders and the development community, workshops, and public hearings before the Recreation and Parks Advisory Board Public and Bozeman City Commission in 2007 to gain valuable public input into the PROST Plan. Participants in these outreach activities expressed a strong interest in developing trails within the community.

During preliminary design activities for this project, City staff and their consultants held a scoping meeting on October 7, 2008 at the Plew Building on the Montana State University (MSU) campus. The purpose of the meeting was to solicit comments from MSU's Facilities Planning Department staff to help finalize the scope of work. Input from the scoping meeting was incorporated into the project.

## **EROSION CONTROL PLAN**

An Erosion Control Plan will be submitted to the Montana DEQ Permitting and Compliance Division in compliance with their Montana Pollutant Discharge Elimination System Regulations (ARM 16.20.1314) for the proposed project. BMPs will be included in the design of this Plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Workplan. The objective is to minimize erosion of disturbed areas during and following construction of this proposed project.

In accordance with MCA 7-22-2152 and 60-2-208, the City of Bozeman will re-establish a permanent desirable vegetation community along all areas disturbed by the proposed construction.

A set of revegetation guidelines will be developed for this project that must be followed by the contractor. These specifications include instructions on seeding methods, seeding dates, types and amounts of mulch and fertilizer, along with seed mix components. Seed mixes include a variety of species to ensure that areas disturbed by construction are immediately stabilized by vegetative cover.

### AMERICANS WITH DISABILITIES ACT

The City of Bozeman has had an ADA Implementation Plan in place since 1993, which drives its annual Sidewalk Improvement Plan and new development activities. All crossings are required to be ramped and curbed according to ADA provisions. This project is particularly important in that it includes:

- A safety-improved, accessible crosswalk at all major and minor intersections, and
- Pathway signage and striping for the vehicle approach and path intersecting legs.

### CONCLUSION

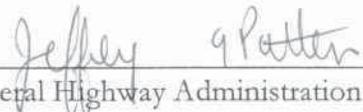
The project will not induce significant land use changes or promote unplanned growth. There will be no significant affects on access to adjacent properties or present traffic patterns. The project will not create disproportionately high and adverse human health or environmental effects on minority and low-income populations (EO 12898) and complies with Title VI of the *Civil Rights Act of 1964* (42 USC 2000d). In accordance with 23 CFR 771.117(a), this action will neither individually nor cumulatively, have any significant environmental impacts. Therefore, we are requesting FHWA's concurrence that the proposed project is properly classified as Categorical Exclusion.



Signature of Environmental Certifying Official  
Ron Dingman, Director  
City of Bozeman Parks and Recreation Department

Concur:   
CTEP Section Supervisor

Date Feb. 2, 2010

Concur:   
Federal Highway Administration

Date Feb 9, 2010

Attachments

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

Jeff Patten, Operations Engineer

January 15, 2010

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cc: Jeff Ebert, MDT, District Administrator – Butte District  
Tim J. Conway, P.E., MDT, Consultant Design Engineer  
Tom Martin, MDT, Bureau Chief – Environmental Services Bureau  
David W. Jensen, Supervisor - MDT Fiscal Programming Section  
Michael J. Wherley, MDT, CTEP Section Supervisor  
Todd Everts, Environmental Quality Council  
Tom Cavanaugh, Robert Peccia & Associates, Inc.  
Ron Dingman, Director, City of Bozeman, Parks and Recreation Department

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Environmental Services  
Montana Department of Transportation  
Helena, Montana 59620-1001

Memorandum

To: Ross Tervo, CTEP Coordinator  
Consultant Design Bureau

From: Jon Axline, historian *JJA*  
Resources Section

Date: October 13, 2005

Subject: STPE 1299(22)  
College & Huffine Path - Bozeman  
Control No. 5946

The City of Bozeman has proposed a CTEP project to construct a bicycle/pedestrian path along College Avenue and Huffine Lane from 11<sup>th</sup> Avenue to Ferguson Avenue. The path would be located on the south side of College Avenue and Huffine Lane from 11<sup>th</sup> Avenue to Fowler Avenue and on the north side of the roadway from Fowler to Ferguson Avenue. The path would be 10-feet wide, set back from the curb and include signage, three bridges across irrigation ditches, and protected crosswalks. There are no historic age buildings on the sides of the streets described in the application and the chance for intact archaeological properties is virtually nil. **Consequently, based on the scope of the project, no cultural resource survey is necessary for this project and no Section 106 compliance is required for this project.**

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

JAA:env

cc: Bonnie Steg, Resources Section