



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

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NOV 28 2011

FHWA
MONTANA DIVISION

November 22, 2011

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

Attention: Jeff Patten

Subject: Categorical Exclusion
SF099 JCT FILSON/QUARTER CIRCLE ROAD
HSIP 8-4(60)61
Control Number: 7178000

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. A Copy of its Preliminary Field Review Report (PFRR) dated August 19, 2010 is attached. This proposed action also qualifies as a CE under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

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 shaded box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

Table with 4 columns: YES, NO, N/A, UNK. Contains 3 main rows of questions regarding environmental impact, unusual circumstances, and Right-of-Way requirements, with checkboxes for each response option.

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
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"/>	<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"/>
3. There is a high rate of commercial growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land & Water Conservation Fund Act</i> (16 USC 460L, <i>et seq.</i>) on or adjacent to proposed the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (<i>e.g.</i> : MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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</i> (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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>US DEPARTMENT OF TRANSPORTATION Act</i> (49 USC 303) on or adjacent to the project area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. De minimis finding(s) is/are necessary for this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full (<i>i.e.</i> : DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (<i>e.g.</i> : "state waters").	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act</i> (33 USC 403) and/or <i>Section 404</i> under <u>33 CFR Parts 320-330</u> of the <i>Clean Water Act</i> (33 USC 1251-1376) would be met.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<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 US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In accordance with <i>Section 7</i> of the <i>Wild and Scenic Rivers Act</i> (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both <u>23 CFR 772</u> for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. There would be substantial changes in access control involved with this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events(e.g.: festivals) would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under <i>CERCLA</i> or <i>CECRA</i>) site(s) are currently on and/or adjacent to this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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 would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
I. Documentation of an "invasive species" review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-21, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then an AD-1006 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act</i> (7 USC 4201, <i>et seq.</i>).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan, would be completed in accordance with MDT's Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the <i>Clean Air Act's Section 176(c)</i> (42 USC 7521(a), as amended) 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a "Class I Air Shed" (Indian Reservations) under <u>40 CFR 52.1382(c)(3)</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences, and/or critical habitat in this proposed project's vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Would this proposed project result in a "jeopardy" opinion (under <u>50 CFR 402</u>) from the Fish & Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

In accordance with the provisions of 23 CFR 771.117(a), this pending action would 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.

Barry Brosten, Date: 11/22/11
Barry Brosten - Butte District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 11/28/11
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

Concur Jeffrey A. Patten, Date: 11/29/11
Federal Highway Administration

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Dept. Alternative accessible formats of this information will be provided upon request. For further information, call 406-444-7228 or TTY (800-335-7592), or call Montana Relay at 711.

Attachment: PFRR

Copy (w/o attach.):
Jeff Ebert
Paul Ferry
Tom Martin
Robert Stapley
Suzy Price
Dawn Stratton
Barry Brosten
Environmental Services File
Montana Legislative Branch Environmental Quality Council (EQC)
Butte District Administrator
Highway Engineer
Chief, Environmental Services Bureau
Right-of-Way Bureau Chief
Contract Plans Bureau Chief
Fiscal Programming Section
Environmental Services

MONTANA DIVISION

"NATIONWIDE" SECTION 4(f) EVALUATION FOR MINOR IMPACTS
ON
HISTORIC SITES
EXCLUDING HISTORIC BRIDGE REPLACEMENTS

Project # HSIP 8-4(60)61, (P.M.S. C# 7178000)

Date: November 21, 2011

Project Name: SF099 JCT FILSON/QUARTER CIRCLE ROAD

Location: McMaster Ditch, (24BW0147) Broadwater County

*NOTE: Any response in a box requires additional information.
Consult the "Nationwide" Section 4(f) Evaluation criteria.*

	<u>YES</u>	<u>NO</u>
1. Is the 4(f) site adjacent to the existing highway?	<u>X</u>	<input type="checkbox"/>
2. Does the proposed project require the removal or alteration of historic structures, and/or objects?	<input type="checkbox"/>	<u>X</u>
3. Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover?	<input type="checkbox"/>	<u>X</u>
4. Is the impact on the 4(f) site considered minor (i.e.: no effect; or no adverse effect)?	<u>X</u>	<input type="checkbox"/>
5. Has the STATE HISTORIC PRESERVATION OFFICE (SHPO) agreed in writing with the assessment of impacts, and the proposed mitigation?	<u>X</u>	<input type="checkbox"/>
6. Is the proposed action under an <u>Environmental Impact Statement (E.I.S.)</u> ?	<input type="checkbox"/>	<u>X</u>
7. Is the proposed project on a new location?	<input type="checkbox"/>	<u>X</u>
8. The Scope-of-Work for the proposed project is one of the following:	<u>X</u>	<input type="checkbox"/>
a) Improved traffic operation;		
b) Safety improvements;		
c) 3R;		
d) Bridge replacement on essentially the same alignment; or		
e) Addition of lanes.		

ALTERNATIVES CONSIDERED

- | | | |
|---|----------|--------------------------|
| 1. The "do-nothing" ALTERNATIVE has been evaluated, and is <u>not</u> considered to be feasible and prudent. | <u>X</u> | <input type="checkbox"/> |
|---|----------|--------------------------|

NOTE: Any response in a box requires additional information.
Consult the "Nationwide" Section 4(f) Evaluation criteria.

<u>ALTERNATIVES CONSIDERED</u> (conclusion:)	<u>YES</u>	<u>NO</u>
2. An ALTERNATIVE has been evaluated on the existing alignment which improves the highway without any 4(f) impacts, and is also <u>not</u> considered to be feasible and prudent.	<u>X</u>	<input type="checkbox"/>
3. An ALTERNATIVE on a new location avoiding the 4(f) site has been evaluated, and is <u>not</u> considered to be feasible and prudent.	<u>X</u>	<input type="checkbox"/>
Descriptions of ALTERNATIVES 2. and 3. are attached.*	<u>X</u>	<input type="checkbox"/>

*** SHIFT OF ALIGNMENT NECESSARY TO CORRECT INTERSECTION SAFETY ISSUES.**

MINIMIZATION OF HARM

1. The proposed project includes all possible planning to minimize harm.	<u>X</u>	<input type="checkbox"/>
2. Measures to minimize harm include the following:		

SPOT IMPROVEMENT AT THE INTERSECTION WILL KEEP THE IMPACTS TO THE DITCH TO A MINIMUM.

COORDINATION

1. The proposed project has been **COORDINATED** with the following:

a) SHPO (date: <u>8/10/2011</u>)	<u>X</u>	<input type="checkbox"/>
b) ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP, date: __)	—	<input type="checkbox"/>
c) Property owner (date __)	—	<input type="checkbox"/>
d) Local/State/Federal agencies	—	<input type="checkbox"/>

List:

County Commissioners (date: _____)

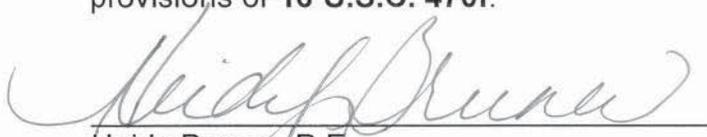
2. One of the preceding had the following comment(s) regarding this proposed project, and/or the mitigation:

SUMMARY

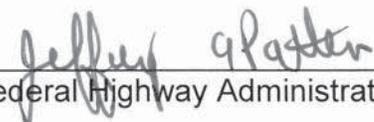
All required **ALTERNATIVES** have been evaluated and the proposed project meets all the criteria included in the "Nationwide Programmatic" *Section 4(f)* evaluation approved on December 23, 1986. This Programmatic Evaluation includes all possible planning to minimize harm which will be incorporated in this proposed project.

APPROVAL

This document is submitted pursuant to **49 U.S.C. 303** and in accordance with the provisions of **16 U.S.C. 470f**.


Heidi Bruner, P.E.
Engineering Section Supervisor
Environmental Services

Date: 11/28/11

Approved: 
Federal Highway Administration

Date: 11/29/11

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HB:bc

copies:

- Jeff Ebert, P.E. - Butte District Administrator
- Paul Ferry, P.E. - Highway Engineer
- Kent Barnes, P.E. - Bridge Engineer
- Robert Stapley, Chief, Right-of-Way Bureau
- Dawn Stratton - Fiscal Programming Section
- File - Environmental Services

7178000 HSIP 8-4(60)61 SF099 JCT FILSON/QUARTER CIRCLE ROAD

(24BW0147 – MacMillan Ditch) DITCH AVOIDANCE ALTERNATIVES CONSIDERED

Alternative 2

Under this alternative the roadway would not be realigned in order to minimize impacts to the historic ditch.

This **ALTERNATIVE** has been evaluated on the existing alignment which improves the highway without any 4(f) impacts, and is also not considered to be feasible and prudent.

A portion of the roadway will not remain on the existing alignment. The purpose of the project is to correct an angled approach to the crossing. This would require a change in alignment.

The proposed increase in the horizontal curve radius would shift the alignment toward the inside of the curve which is necessary to improve the sight distance along the highway.

Alternative 3

Under this alternative the roadway would be shifted to avoid any impact to the 4(f) resource.

This **ALTERNATIVE** on a new location avoiding the 4(f) site has been evaluated, and is not considered to be feasible and prudent.

The historic ditch cannot be avoided because it is adjacent to the intersecting roads that are being realigned to correct a safety issue.

The purpose of this project is to reconstruct this location to improve both horizontal and vertical alignments.

The project will realign the angles of the county roads (Filson and Quarter Circle) intersecting the highway to as close to 90 degrees as possible.

Another safety feature designed into this project is the addition of left turn lanes onto Filson and Quarter Circle Roads as well as widened shoulders on the highway.

The unavoidable encroachment of construction limits into the Macmillan Ditch is due to a combination of design features; the new left turn lane, the realignment of the intersecting roadways, the construction of 6:1 side slopes with standard ditch section and the increased horizontal curve radius which would shift the alignment toward the inside of the curve. Attempting to avoid impacts by shifting the alignment away from the ditch would not allow a flatter curve radius, which is needed to improve sight distance, without causing other problems related to curve geometry.



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
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Jim Lynch, Director
Brian Schweitzer, Governor
SHPO ENVIRONMENTAL

July 22, 2011

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

CONCUR
MONTANA SHPO
DATE 10 Aug 2011 SIGNED [Signature]

• Josef
• MDOT
• Junction
Filson/
Quarter Circle
Road
EFF
FINDING

Subject: HSIP 8-4(60)61
Junction Filson/Quarter Circle Road
UPN 7178

MASTER FILE
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Dear Mark:

Enclosed is the Determination of Effect for the above project in Broadwater County. We have determined that the proposed project would have **No Adverse Effect** to the McMaster Ditch (24BW0147) and **No Effect** to the Northern Pacific Railway (24BW0818) 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

Copies: Jeff Ebert, P.E., Butte District Administrator
Paul Ferry, P.E., Highways Engineer
Bonnie Gundrum, Resources Section

MONTANA HISTORIC PROPERTY RECORD

For the Montana National Register of Historic Places Program and State Antiquities Database

Montana State Historic Preservation Office
Montana Historical Society
PO Box 201202, 1410 8th Ave
Helena, MT 59620-1202

Property Address: **Milepost 60.5-61.1 on US Highway 12**

Site Number: **24 BW 0147**

(An historic district number may also apply.)

Historic Address (if applicable):

City/Town: **Winston Vicinity**

County: **Broadwater**

Historic Name: **McMaster Ditch**

Legal Location

Original Owner(s): **William McMaster**

PM: **Montana** Township: **9 North** Range: **1 West**

Current Ownership Private Public

E $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section: **22**

Current Property Name: **McMaster Ditch**

Lot(s):

Owner(s): **Bureau of Land Management**

Block(s):

Owner Address: **501 Southgate Drive
Billings, MT 59101-4669**

Addition: Year of Addition:

Phone:

USGS Quad Name: **Canyon Ferry SW** Year: **1972**

Historic Use: **Irrigation Ditch**

UTM Reference www.nris.mt.gov/topofinder2

Current Use: **Irrigation Ditch**

NAD 27 (preferred) NAD 83

Construction Date: **1893** Estimated Actual

Zone: **12** Easting: **445927** Northing: **5151423**

Original Location Moved Date Moved: **1972**

National Register of Historic Places

Date of this document: **May 5, 2011**

NRHP Listing Date:

Form Prepared by: **Jon Axline**

Historic District:

Address: **Montana Department of Transportation**

NRHP Eligible: Yes No

Daytime Phone: **444-6258**

MT SHPO USE ONLY

Eligible for NRHP: yes no

Criteria: A B C D

Date:

Evaluator:

Comments:

MONTANA HISTORIC PROPERTY RECORD

PAGE 2

Property Name: **McMaster Ditch**

Site Number: **24 BW 0147**

ARCHITECTURAL DESCRIPTION

See Additional Information Page

Architectural Style: **N/A** If Other, specify:

Property Type: **Agriculture** Specific Property Type: **Irrigation Ditch**

Architect: Architectural Firm/City/State:

Builder/Contractor: **William McMaster** Company/City/State:

Source of Information:

Concisely, accurately, and completely describe the property and alterations with dates. Number the buildings and features to correlate with the Site Map.

The site consists of a lateral of the McMaster Ditch that parallels US Highway 12 on the east side of the existing right-of-way fence north of Filson Road. The lateral is approximately 2,000 feet in length and consists of two concrete-lined sections separated by 700-foot section of un-lined ditch. The ditch is approximately 100 feet east of the highway centerline and five feet east of the existing right-of-way fence. The lined sections consist of 20-foot sections of roughly V-shaped concrete. The ditch is 13 inches deep and one-foot wide at the bottom; it is four feet wide at the top. The concrete is 3 inches thick. The concrete-lined sections have rectangular notches on the east side spaced every 20 feet.

The unlined section is approximately 700 feet long and varies in depth between two feet to less than one foot. The ditch has a round bottom with the crests spaced about four feet across the top. The ditch terminates at the junction of Filson Road and the highway.

MONTANA HISTORIC PROPERTY RECORD

PAGE 3

Property Name: **McMaster Ditch**

Site Number: **24 BW 0147**

HISTORY OF PROPERTY

See Additional Information Page

William McMaster obtained a water appropriation from Beaver Creek in May 1893 and built this ditch shortly thereafter. The ditch carried water to his homestead and that of his wife, Lizzie. When he died about 1902, she acquired the water right, which was later transferred to her son, James. The currently irrigates a little over 303 acres, including 133 acres in the southeast quarter of section 22 (DNRC; Montana Land Tract Books).

The ditch paralleled US Highway 10-North (now US 12) close to its existing location by 1936. In 1972, the MDT reconstructed the 8.3 miles of the highway, rechanneling the ditch and placing it outside the new right-of-way boundary. The department, moreover, placed the ditch in a concrete-lined channel with an un-lined section that accommodated the owner's flood irrigation practices (As-Built Plans 1936, 1970).

INFORMATION SOURCES/BIBLIOGRAPHY

See Additional Information Page

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MONTANA HISTORIC PROPERTY RECORD

PAGE 4

Property Name: **McMaster Ditch**

Site Number: **24 BW 0147**

NATIONAL REGISTER OF HISTORIC PLACES

NRHP Listing Date:

NRHP Eligibility: Yes No Individually Contributing to Historic District Noncontributing to Historic District

NRHP Criteria: A B C D

Area of Significance: Period of Significance: **1893-1961**

STATEMENT OF SIGNIFICANCE

See Additional Information Page

The McMaster Ditch was constructed about 1893 by William McMaster, a member of a locally prominent farming and ranching family. It was likely rechanneled in 1936 and was rechanneled again in 1972 and placed on its current alignment. The ditch is eligible for the National Register of Historic Places under Criterion A for its association with agricultural development of the Beaver Creek Valley in the late nineteenth and twentieth centuries.

INTEGRITY (location, design, setting, materials, workmanship, feeling, association)

See Additional Information Page

The existing ditch was constructed in 1972. It has not been altered since then. There was no water in the ditch at the time of the cultural resource survey in April 2011 (there was no water in it when the site was revisited on May 24, 2011). It is not known if it is still an active irrigation ditch.

MONTANA HISTORIC PROPERTY RECORD
PHOTOGRAPHS

Property Name: **McMaster Ditch**

Site Number: **24 BW 0147**



Roll #
Frame #
Feature #
Facing: **NW**
Description:



Roll #
Frame #
Feature #
Facing: **SW**
Description:

MONTANA HISTORIC PROPERTY RECORD
TOPOGRAPHIC MAP

Property Name: **McMaster Ditch**

Site Number: **24 BW 0147**

