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FHWA
MONTANA DIVISION

May 23, 2013

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way, Suite 2
Helena, MT 59601-9785

Attention: Gene Kaufman

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
BR 9045(37)
Cabinet Gorge – 1 mile West of Heron
CN 6286

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion 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 PCE. A copy of the Alignment and Grade Report is attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large 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 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<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>
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 <i>1966 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 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>
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 33 CFR Parts 320-330 of the <i>Clean Water Act</i> (33 USC 1251-1376) would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Tribal Water Permit would be required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 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.	<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 23 CFR 772 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 CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), 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> (7-22-2152, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then a CPA 106 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 40 CFR 81.327 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 Resources Management Bureau, 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” under 40 CFR 52.1382(c)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L. Bend Wilderness Areas)	<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"/>

- | | <u>YES</u> | <u>NO</u> | <u>N/A</u> | <u>UNK</u> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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? | <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.

Susan Kilcrease, Date: 5/23/13
Susan Kilcrease - Missoula District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 5/29/13
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

Concur H.P. Kaufman, Date: 6/4/13
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: Alignment and Grade Report (8/23/2013)

Copy (w/o attach.):	Ed Toavs	Missoula District Administrator
	Kent Barnes, P.E.	Bridge Engineer
	Tom S. Martin, P.E.	Environmental Services Bureau Chief
	Heidy Bruner, P.E.	Environmental Services Bureau
	Suzy Price	Contract Plans Bureau Chief
	Lisa Hurley	Fiscal Programming Section Supervisor
	Tom Erving	Fiscal Programming Section
	Robert Stapley	Right-of-Way Bureau Chief
	Susan Kilcrease	Environmental Services Bureau
	File	Environmental Services Bureau
	Montana Legislative Branch Environmental Quality Council (EQC)	



Montana Department of Transportation
 PO Box 201001
 Helena, MT 59620-1001



Memorandum

To: Tim J. Conway, P.E., Consultant Design Engineer
 From: Bryan L Miller, P.E., Consultant Plans Engineer *BLM*
 Date: August 23, 2012
 Subject: BR 9045(37)
 Cabinet Gorge – 1 mi W Heron
 UPN 6286000
 220 - Bridge Replacement with added capacity

Please Approve the Alignment and Grade Review for this project.

Approved *[Signature]* Date *8/29/12*
 Tim J. Conway, P.E., Consultant Design Engineer

We are requesting comments from the below distribution. If no comments are received within two weeks of the release date we will assume concurrence.

Distribution:

- | | |
|---|--|
| Ed Toavs, Missoula District Administrator | Tom Martin, Environmental Services Bureau Chief |
| Kent Barnes, Bridge Engineer | Lynn Zanto, Rail, Transit, & Planning Division Administrator |
| Paul Ferry, Highways Engineer | Jake Goettle, Construction Engineering Services Bureau |
| Roy Peterson, Traffic and Safety Engineer | Matt Strizich, Materials Engineer |
| Robert Stapley, Right-of-Way Bureau Chief | Gene Kaufman, FHWA - Operations Engineer |

cc:

- | | |
|--|---------------------------------------|
| Nicole Pallister, Fiscal Programming Section | Consultant Design Project file |
| Dawn Stratton, Fiscal Programming Section | Tony Cox, Sanders County Commissioner |
| Bryan Miller, Consultant Plans Engineer | Jim Scoles, Morrison Maierle Inc. |

e-copies:

- | | |
|---|---|
| Jim Walther, Engineering, Preconstruction Engineer | Maureen Walsh, Right-of-Way Supervisor |
| Lesly Tribelhorn, Highways Design Engineer | Jake Goettle, Construction Bureau – VA Engineer |
| Mark Goodman, Hydraulics Engineer | Shane Stack, District Engineering Services |
| K.C. Yahvah, Helena Hydraulics | Ben Nunnallee, District Projects Engineer |
| Bonnie Gundrum, Env. Resources Section Supervisor | Darin Reynolds District Materials Lab |
| Pat Bastings, District Biologist | Jack May, District Maintenance Chief |
| Susan Kilecrease, District Project Development Engineer | Steven Giard, R/W Utilities Section |
| Danielle Bolan, Traffic Engineer | David Hoerning, R/W Engineering Manager |
| Ivan Ulberg, District Traffic Project Engineer | Greg Pizzini, Acquisition Manager |
| Kraig McLeod, Safety Engineer | Joe Zody, R/W Access Management Section Manager |
| Bridge Area Engineer, Missoula District | Paul Johnson, Project Analysis Bureau |
| Matt Strizich, Materials Engineer | Sue Sillick, Research Section Supervisor |
| Daniel Hill, Pavement Analysis Engineer | Dave Hedstrom Helena Hydraulics |
| Brett Boundy, District Geotechnical Manager | Dan Ham, District Environmental Engineer |
| Bryce Larsen, Supervisor, Photogrammetry & Survey | Dean Sackett, Engineering Oversight |
| Marty Beatty, Engineering Information Services | Rob Vosen, Construction Supervisor |
| Paul Grant, Public Involvement Officer | |
| Jean Riley, Planner | |
| Scott Bunton, Engineering Cost Analyst | |

Introduction

An Alignment and Grade Review meeting for this project was held beginning at 1:00 p.m. on July 11, 2012. The meeting was held in Helena, Montana, at the Montana Department of Transportation (MDT) Headquarters with the following in attendance:

Mark Studt	MDT Consultant Design	444-9191
Bill Durbin	MDT Consultant Design	444-7902
KC Yakvah	MDT Hydraulics	444-7654
Tyrel Murfitt	MDT Geotechnical	444-9259
Kent Barnes	MDT Bridge	444-6260
Dave F. Johnson	MDT Bridge	444-6261
Ben Nunnallee*	MDT Missoula - Engineering	523-5846
Susan Kilcrease*	MDT Missoula- Environmental	523-5842
Shane Stack*	MDT Missoula - Engineering	523-5830
Dean Sackett*	MDT Kalispell - Engineering	751-2065
Bob Vosen*	MDT Kalispell - Construction	751-2020
Dean Jones*	MDT Missoula - Construction	523-5823
Tony Cox*	Sanders County Commissioner	827-6966
Gary Quinn*	NTL(Terracon) Engineering	453-5400
Brian Williams*	NTL(Terracon) Engineering	453-5400
Phillip Forbes	Morrison-Maierle, Inc.	495-3450
Jim Scoles	Morrison-Maierle, Inc.	495-3443
Jake Gunther	Morrison-Maierle Inc.	495-3452
Keely Matson	Morrison-Maierle Inc.	495-3480

* via telephone

Scope of Work

The proposed scope of work for this project is to replace the existing bridge, and to improve roadway geometrics with the connections to the existing roadway. Improvements to signing and guardrail along an existing horizontal curve approximately 400' east of the end connection will be included. This road is a county road currently posted at 25 mph or less near the structure. Existing horizontal curves and roadside environment effectively reduce vehicle speeds to much less than would otherwise be expected on a rural collector road. The design speed selected for the project is 35mph which improves the existing conditions while limiting the project extents

Alignment and Grade Report

BR 9045(37); Cabinet Gorge – 1 mi W Heron
Project Manager: Mark Studt, P.E.

Project Location and Limits



This project site is on Heron Road in Section 28, Township 27 North, Range 34 West, in the northwest corner of Sanders County. It crosses the Clark Fork and the Cabinet Gorge Reservoir approximately one-and-a-half miles west of Heron and roughly three-and-a-half miles east of the Idaho border, connecting a local road with Montana 200. The current bridge has the identification number L 45 025 001+0.0001 in the bridge inventory.

Heron Road is a local, off-system roadway. Stationing on the project runs from south to north, opposite to reference post mileage. The project length is approximately 1,820'.

Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). We will inform the public through one upcoming public meeting, and regular contact with the Sanders County Commissioners. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

The existing steel truss bridge gives Heron residents access across Cabinet Gorge Reservoir to Montana 200. The bridge was originally built around 1930 as part of a Forest Highway project by the Bureau of Public Roads, across the Clark Fork at Trout Creek, about 24 miles northwest of Thompson Falls. The Bureau of Public Roads replaced the Trout Creek Bridge in 1952. In that same year, Sanders County awarded a contract to dismantle the existing bridge and re-build it at its current location near Heron. The existing 12-span bridge crosses a steep gorge

containing the reservoir. Based on topographic mapping, the maximum depth of water in the area of the bridge is 110 feet. The bridge is 695 feet long.

Heron Road extends south from Montana 200, crosses the bridge and bends to the west to cross the railroad tracks before intersecting Railroad Avenue. Heron Road varies in width, ranging from 20' to 24', although the bridge itself is only 18' wide. The surface consists of road mix in poor condition that appears to have been overlaid in the segment south of the bridge.

The gorge lies in a broad fluvial valley cut through a mountainous region. The general area is forested and rural, while within the project limits the area feels rural residential. One house lies on the north bank of the river. The north side is largely Forest Service land, part of the Kootenai National Forest. The south side of the bridge is primarily private property, with the nearest residence about 200 feet south of the bridge, on the east side of Heron Road.

The horizontal curve that ends about 365 feet south of the bridge has a radius of about 165 feet. Off the south end of the bridge the road climbs on a sag vertical curve 200 feet long with one tangent on a -2% grade. The other grade is illegible on the as-built plans but appears to be about +2%. The VPI is 100 feet from the end of the bridge. The horizontal alignment is tangent.

Going north from the bridge, Heron Road is on a 400-foot sag vertical grade with tangents of -4% and +10% and a vertical PI 262 feet off the end of the bridge. Horizontally the road lies on a tangent for the first 140 feet, then bears to the right on a 326-foot curve with $\Delta = 50^\circ 30''$ and tangent lengths of 180.15 feet and a PI 320 feet from the end of the bridge.

The nominal design speeds back-calculated from existing geometry and superelevation rates range from 26 mph to 34 mph. The posted speed within the project limits is 15 mph.

Year built	1952
Total length, ft.	695
Width (curb-to-curb), ft.	18.0
Number of spans	12
Span lengths	15 ft-15 ft-15 ft-15 ft-15 ft-15 ft-15 ft-100 ft-360 ft-100 ft-15 ft-15 ft
Bridge rail type	Steel thrie beam on steel posts
Structure type	Timber approach spans with cantilevered steel truss spans supporting a central truss span by pin-and-hangar
Abutment type	concrete
Sufficiency Rating	42.1
Structure status	Functionally obsolete – Eligible for Replacement

Horizontal Alignment

The proposed roadway alignment begins on the south side of the reservoir, connecting with the existing PTW using a 30 mph design speed 231-foot radius compound curve and a 6% superelevation rate. The curve does not meet the project design speed in order to minimize right-of-way acquisition in an existing one-acre lot subdivision. The 0.2-mile tangent section extending north of this curve is parallel to the existing PTW and offset 40-feet downstream (to the west) of the existing bridge centerline. Upon reaching the north side of the reservoir, a 35

Alignment and Grade Report

MPH design speed 340-foot radius, 6% superelevated curve connects the proposed alignment back into a tangent section of the existing PTW.

Driver expectancy in the project area most closely mirrors that of urban conditions. The two curves were designed using AASHTO Green Book Method 2 (low-speeds) for distributing e and f . The design maximum superelevation rate of 6% was selected in order to improve safety on both curves, while providing similar rates of superelevation to that of the existing roadway.

In order to keep the tangent runout completely off of the bridge structure, a 60/40 split for the runoff length for the second curve was chosen. This non-standard distribution was then used for both curves on the project for consistency. The 60/40 split exceeds minimum AASHTO requirements and improves upon existing conditions.

Vertical Alignment

The proposed vertical alignment ties into the existing roadway on the south side of the reservoir with a grade of -1.24%, a slight break from the existing grade of -1.86%. This grade break is less than the 1.0% allowed per section 10.2.3.3 of the RDM. As the profile advances along the alignment, a 700-foot vertical sag curve is used to connect to the +0.80% grade which is extended across the bridge structure. Efforts were made to lower the bridge profile as much as possible while maintaining acceptable approach grades for the two approaches on the south side of the reservoir. The +0.80% tangent section continues to the north across the bridge structure prior to connecting to a +8.59% grade using a 400-foot vertical sag curve. Roadway elevations through the vertical curve are similar to that of the existing roadway; as the +8.59% tangent section continues up the hill, the roadway profile reaches a maximum of roughly two-feet above the existing roadway profile. The +8.59% grade is an improvement over existing conditions and ties in to the existing +9.48% grade with a VPI at the project connection.

Due to the limited change in grade, stopping sight distance for the 700-foot vertical curve exceeds SSD requirements set forth in the RDM. The 400-foot vertical curve has a SSD of 250-feet, meeting the requirements for the 35 mph design speed.

Surfacing and Typical Section

The typical section includes two 12' travel lanes and two 3' shoulders to match the proposed 30-foot bridge width. This will provide sufficient shy distance for guardrail placement at the bridge ends. Normal cross slope of 2% on tangents is proposed; 6% max superelevation is proposed on curves as described above in **Horizontal Alignment**.

The following surfacing section is proposed:

- 0.25 ft – Commercial Mix – PG 64-28
- 1.00 ft – Crushed Aggregate Course
- 4:1 – Surfacing Inslopes
- CRS-2P – Seal Oil
- Type 1 – Cover Material

Because protection of the bridge ends requires guardrail, non-standard side slopes will be considered behind rail to minimize right-of-way acquisition.

Grading

The new bridge will be off alignment, with traffic left on the PTW during construction of the bridge. This will require importing embankment material to construct the new roadway, and later wasting the materials contained in the existing PTW.

Hydraulics

The proposed replacement bridge over the Clark Fork River is the only major hydraulic feature. This crossing is located within an approximate delineated floodplain (FIRM panel 720002).

A new bridge will be required, and road grades dictate the bridge elevations, i.e. freeboard is not an issue (40'+). The maximum spread width across the structure in a 10-year event is less than the allowable spread width which is equal to the shoulder + ½ lane width, or 9 feet. Drainage across the structure will be carried to the south abutment by rail curb on the deck and dropped through deck drains onto riprap pads located in the south bank highland. If proprietary deck drains are required, a Finding of Public Interest may be necessary.

Roadway drainage will be carried in borrow ditches graded to drain towards the reservoir. Erosion control on each bank will be provided, as necessary.

Irrigation

There are no irrigation facilities that will be affected by this project.

Channel

No modifications to the channel are anticipated for permanent construction activities. Scour of up to 2.0' at the south pier and up to 3.2' at the north pier is possible.

Permits

The following permits are anticipated:

1. Federal Clean Water Act (USACE 404);
2. Montana Land-use License of Easement on Navigable Water (DNRC);
3. Montana Stream Protection Act (MT FW&P SPA 124);
4. Floodplain (Sanders County); and
5. Short-Term Water Quality Authorization (MDEQ 318).

Bridges

MDT Bridge design standards require a 30- foot structure width for an off-system structure and design ADT of 630 vehicles. The proposed structure over Cabinet Gorge Reservoir will have a typical bridge section of 33'-4" wide from back-of-rail to back-of-rail. The bridge will include two 12-foot lanes (one in each direction), two 3-foot shoulders, and 1'-8" wide 3-tube, curb-mounted bridge rail on each side. The proposed structure is a steel tied network arch structure.

The proposed horizontal alignment is approximately 40' downstream of the existing structure. The horizontal location of the structure was kept tight to the existing bridge and the vertical alignment was lowered approximately 4-feet on the south side of the structure to minimize right-of-way and to keep the abutment backslopes out of the water in the cove on the south west corner of the structure. The offset was set based on the geometric and construction requirements of the tied arch. The bridge is located on a tangent section of roadway between two horizontal curves. The approach roadway super elevation transition rate was adjusted so that the structure would have normal crown cross-slope across its entire length. The proposed vertical alignment places

Alignment and Grade Report

the low point off the south end of the structure and minimizes the length of vertical curve on the structure. The main span and northern approach spans have a 0.8% constant grade. The vertical alignment allows the entire structure to drain to the south end without exceeding the allowable spread width on the structure.

The project will include removal of the existing bridge.

Traffic

Traffic data from 2009 will be used for the project. New signs will be designed and installed with the project. It is to be determined if pavement markings will be included, as there are no other markings in the general area, and maintaining the markings would become a burdensome, on-going expense to Sanders County.

The limits of the project will be modified to include signing upgrades and guardrail (re)placement on the horizontal curve immediately east of the end connection, from approximately Station 123+50 to Station 126+50.

Intelligent Transportation Systems (ITS) Features

No ITS solutions are proposed.

Miscellaneous

Drive approaches will be designed to maintain existing accesses.

The PTW at either / both ends of the existing bridge may be used as off-roadway parking area(s) for sightseers. Providing adequate bridge end crash protection may preclude incorporation of this feature.

Design Exceptions

As an off-system roadway, no design exceptions are required. However, all deviations or variances from MDT standards will be documented in the scope of work report.

Right-of-Way

New right-of-way will be required because of the shift of the alignment to the west (downstream). On the south side of the reservoir, the right-of-way take is expected to leave a non-useable remnant of an existing, vacant 1.0-acre residential parcel. On the north side, the new right-of-way will be closer to an existing residence, but no relocation is anticipated.

Utilities/Railroads

The proposed alignment and the removal of the existing bridge will effectively require relocation of all utilities within the project limits. The beginning of the project lies within railroad right-of-way, but more than 25' from the centerline of the main track.

Environmental Considerations

A programmatic categorical exclusion is expected to be the appropriate level for environmental review. No wetlands within the project limits have been identified. Threatened and endangered species within the area include Bull Trout, Grizzly Bear, and Canada Lynx.

A resource agency meeting will be scheduled to reach consensus on allowable bridge removal

Alignment and Grade Report

BR 9045(37); Cabinet Gorge – 1 mi W Heron
Project Manager: Mark Studt, P.E.

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techniques, and the level to which the existing piers must be removed. Lead-based paint has been found on the bridge and will be addressed with a project special provision.

Experimental Features

No project features are considered experimental.

Traffic Control

There are no viable detour routes available for this project. The off-alignment placement of the new structure will allow the majority of work to progress prior to making connections. Flagging and one-way traffic is expected while making the connections and paving.

Public Involvement

A public meeting will be scheduled for September 2012, to be held in Heron, MT.

Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	\$ 354,800		
New Structure	8,750,000		
Remove Structure	850,000		
Detour	-		
Traffic Control	196,000		
Subtotal	\$10,150,800		
Mobilization (20%)	2,030,160		
Subtotal	\$12,180,960		
Contingencies (25%)	3,045,240		
Total CN	<u>\$15,226,200</u>	<u>\$ 2,537,553</u>	<u>\$17,763,753</u>
CE (15%)	<u>\$2,283,930</u>	<u>\$ 380,656</u>	<u>\$2,664,586</u>
TOTAL CN+CE	<u>\$17,510,130</u>	<u>\$2,918,209</u>	<u>\$20,428,339</u>

Note: Inflation is calculated from PPMS for two years. IDC is calculated at 11.08% as of FY 2013.

Ready Date

The ready date shown in the Project Management System is March 2014.

The project is currently in negative float, but all efforts will be made to deliver plans on-schedule.

The proposed letting date is December 2014 in the Tentative Construction Program.

MONTANA DIVISION

"NATIONWIDE" PROGRAMMATIC SECTION 4(f) EVALUATION FOR HISTORIC BRIDGES

Project # BR 9045(37), (CN # 6286)

Date: March 4, 2013

Project Name: Cabinet Gorge - 1 Mile West of Heron Bridge No.: L 45 025 001+0.0001

Location: The bridge is on Heron Road in Section 28, Township 27 North, Range 34 West, in the northwest corner of Sanders County. It crosses the Clark Fork and the Cabinet Gorge Reservoir approximately one-and-a-half miles west of Heron and roughly three-and-a-half miles east of the Idaho border, connecting a local road with Montana 200.

This proposed project requires use of a historic bridge structure that is on, or eligible for listing on the NATIONAL REGISTER OF HISTORIC PLACES. A location map of this proposed bridge replacement project is attached.

NOTE: Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.

	<u>YES</u>	<u>NO</u>
1. Is the bridge a NATIONAL HISTORIC LANDMARK?	<input type="checkbox"/>	<u>X</u>
2. Have agreements been reached through the procedures pursuant to <i>Section 106</i> of the <i>National Historic Preservation Act</i> with the following:		
STATE HISTORIC PRESERVATION OFFICE (SHPO)?	<u>X</u>	<input type="checkbox"/>
ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)?	<u>X</u>	<input type="checkbox"/>
3. Any other agency/ies with jurisdiction at this location?	<u>X</u>	_____
a) If "YES" will additional approval(s) for this <i>Section 4(f)</i> application be required?	<input type="checkbox"/>	<u>X</u>
b) List of agencies with jurisdiction at this location:		
USA - CORPS OF ENGINEERS (<i>Section 404</i> Permit)	<u>X</u>	_____
USDA - Forest Service	<input type="checkbox"/>	<u>X</u>
USDA - Soil Conservation Service (<i>FPPA</i>)	<input checked="" type="checkbox"/>	_____
FEMA Regulatory Floodway (Permit)	<input checked="" type="checkbox"/>	_____
MDFW&P - Parks Division (Fishing Access Site)	<input type="checkbox"/>	<u>X</u>
MDFW&P - Wildlife Division (wetlands)	<input type="checkbox"/>	<u>X</u>
MDFW&P - Fisheries Division (<i>MSPA</i>)	<input checked="" type="checkbox"/>	_____
MDSL (navigable rivers under state law)	<input checked="" type="checkbox"/>	_____
MDEQ - Air And Waste Management Bureau	_____	<u>X</u>
MDEQ - Water Quality Bureau	_____	<u>X</u>
MDNR&C (irrigation systems)	_____	<u>X</u>
Other: _____	_____	<u>X</u>

ALTERNATIVES & FINDINGS

EACH of the following **ALTERNATIVES** for this proposed project have been evaluated to avoid the use of the historic bridge:

1. "Do Nothing."
2. Rehabilitate the existing bridge without affecting the historic integrity of the structure in accordance with the provisions of *Section 106* in the *NHPA*.
3. Construct the proposed bridge at a location where the existing historic structure's integrity will not be affected as determined by the provisions of the *NHPA*.

The above **ALTERNATIVES** have been applied in accordance with this PROGRAMMATIC SECTION 4(f) EVALUATION and are supported by **EACH** of the following **FINDINGS**:

	<u>YES</u>	<u>NO</u>
1. The "Do Nothing" ALTERNATIVE has been evaluated and has been found to ignore the basic transportation need at this location.	<u>X</u>	<input type="checkbox"/>
This ALTERNATIVE is neither feasible nor prudent for the following reasons:		
a) Maintenance — this ALTERNATIVE does not correct the structurally deficient condition and/or poor geometrics (clearances, approaches, visibility restrictions) found at the existing bridge. Any of these factors can lead to a sudden catastrophic collapse, and/or a potential injury including loss of life. Normal maintenance will not change this situation.	<u>X</u>	<input type="checkbox"/>
b) Safety — this ALTERNATIVE also does not correct the situation which causes the existing bridge to be considered deficient. Because of these deficiencies, the existing bridge presents serious and unacceptable safety hazards to the travelling public and/or places intolerable restrictions (gross vehicle weight, height, and/or width) on transport.	<u>X</u>	<input type="checkbox"/>
A copy of the MDT Bridge Bureau's Inspection Report is attached.	<u>X</u>	<input type="checkbox"/>
2. The rehabilitation ALTERNATIVE has been evaluated with one or more of the following FINDINGS :		
a) The existing bridge's structural deficiency is such that it cannot be rehabilitated to meet minimum acceptable load and traffic requirements without adversely affecting the structure's historic integrity.	<u>X</u>	_____
b) The existing bridge's geometrics (height, width) cannot be changed without adversely affecting the structure's historic integrity.	<u>X</u>	_____

ALTERNATIVES & FINDINGS (#2 - conclusion:)

	<u>YES</u>	<u>NO</u>
c) This ALTERNATIVE does not correct the serious restrictions on visibility (approach geometrics, structural requirements) which also contributes to an unsafe condition at this location.	<u>X</u>	___
Is this rehabilitation ALTERNATIVE therefore considered to be feasible and/or prudent based on the preceding evaluations?	<input type="checkbox"/>	<u>X</u>
3. The relocation ALTERNATIVE , in which the new bridge has been moved to a site that presents no adverse effect upon the existing structure has also been considered under the following FINDINGS :		
a) Terrain and/or local geology. The present structure is located at the only feasible and/or prudent site for a bridge on the existing route. Relocating to a new site — either up-, or downstream of the preferred location — will result in extraordinary bridge/approach engineering and associated construction costs.	<u>X</u>	___
The preferred site is the <u>only</u> prudent location due to the terrain and/or geologic conditions in the general vicinity.	<u>X</u>	___
Any other location would cause extraordinary disruption to existing traffic patterns.	<u>X</u>	___
b) Significant social, economic and/or environmental impacts. Locating the proposed bridge in other than the preferred site would result in significant social/economic impacts such as the displacement of families, businesses, or severing of prime/unique farmlands.	<u>X</u>	___
Significant environmental impacts such as the extraordinary involvement in wetlands, regulated floodplains, or habitat of threatened/endangered species are likely to occur in any location outside the preferred site.	___	<u>X</u>
c) Engineering and economics. Where difficulty/ies associated with a new location are less extreme than those listed above, the site may still not be feasible and prudent where costs and/or engineering difficulties reach extraordinary magnitudes. Does the ALTERNATE location result in significantly increased engineering or construction costs (such as a longer span, longer approaches, etc.)?	<u>X</u>	___
d) Preservation of existing historic bridge may not be possible due to either or both of the following:		
the existing structure has deteriorated beyond all reasonable possibility of rehabilitation for a transportation or alternative use;	<u>X</u>	___
no responsible party can be located to maintain and preserve the historic structure.	___	<u>X</u>

ALTERNATIVES & FINDINGS (#3. - conclusion:)

	<u>YES</u>	<u>NO</u>
Therefore, in accordance with the previously-listed FINDINGS it is neither feasible nor prudent to locate the proposed bridge at a site other than the preferred ALTERNATE as described.	<u>X</u>	<input type="checkbox"/>

MEASURES TO MINIMIZE HARM

This "Nationwide" Programmatic Section 4(f) Statement applies only when the following **Measures to Minimize Harm** have been assured; a check in a box MAY void the Programmatic application — if so, a full Section 4(f) Evaluation **will be required**:

	<u>YES</u>	<u>NO</u>
1. Is the bridge being rehabilitated under this proposed project?	_____	<u>X</u>
If "YES", is the historic integrity of the structure being preserved to the greatest extent possible; consistent with unavoidable transportation needs, safety, and load requirements?	<u>N/A</u>	<input type="checkbox"/>
<u>NOTE:</u> If "NO", refer to item 2., following, to determine <u>Programmatic</u> applicability.		
2. The bridge is being replaced, or rehabilitated to the point where historic integrity is affected. Are adequate records being made of the existing structure under HISTORIC AMERICAN ENGINEERING RECORD standards, or other suitable means developed through consultation with SHPO and the ACHP?	<u>X</u>	<input type="checkbox"/>
3. If the bridge is being replaced, is the existing structure being made available for alternative use with a responsible party to maintain and preserve same?	<u>X</u>	<input type="checkbox"/>
4. If the bridge is being adversely affected, has agreement been reached through the <u>Section 106</u> process of the <u>National Historic Preservation Act</u> on these Measures to Minimize Harm (which will be incorporated into the proposed project) with the following:		
SHPO (Date: <u>1/21/10</u>)	<u>X</u>	<input type="checkbox"/>
ACHP (Date: <u>12/18/2006</u>)	<u>X</u>	<input type="checkbox"/>
FHWA (Date: <u>12/12/2006</u>)	<u>X</u>	<input type="checkbox"/>
A copy of the Amendment to Programmatic Agreement signed/approved by these agencies is attached.	<u>X</u>	<input type="checkbox"/>

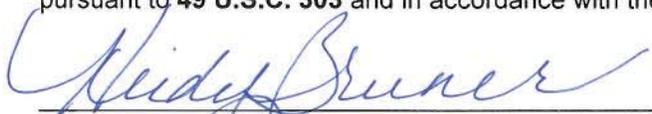
COORDINATION

There has been additional **COORDINATION** with the following agencies regarding this proposed project (other than those listed previously):

City/County government: Sanders County
Local historical society: Sanders County Historical Society
Adjacent property owners:
Others:

Copies of letters from these agencies regarding this proposed project are attached. This proposed project is also documented as a Categorical Exclusion under the requirements of the *National Environmental Policy Act (42 U.S.C. 4321, et seq.)*.

SUMMARY & APPROVAL - The proposed action meets all criteria regarding the required **ALTERNATIVES, FINDINGS, and Measures to Minimize Harm** which will be incorporated into this proposed project. This proposed project therefore complies with the July 5, 1983 Programmatic Section 4(f) Evaluation by the U.S. DEPARTMENT OF TRANSPORTATION's Federal Highway Administration. 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: 5/29/13

Approved: 
Federal Highway Administration

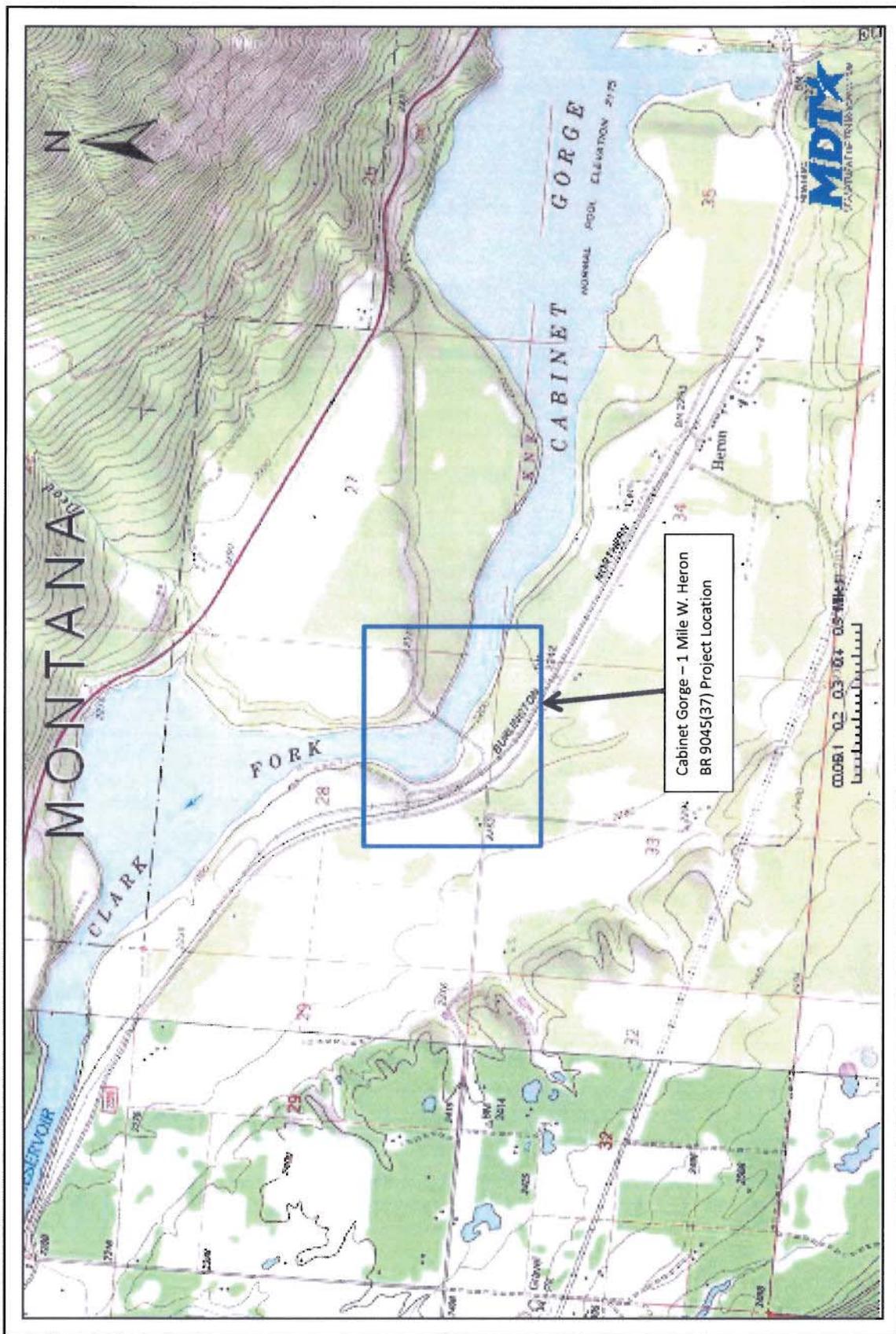
Date: 6/4/13

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or Montana Relay at 711.

HB:smk

Attachments

cc: Ed Toavs, P.E. - Missoula District Administrator
Paul Ferry, P.E. - Highway Engineer
Kent Barnes, P.E. - Bridge Engineer
Mark Studt, P.E. - Consultant Design
Robert Stapley, Right-of-Way Bureau Chief
Lisa Hurley - Fiscal Programming Section
Tom Erving - Fiscal Programming Section
Susan Kilcrease - Environmental Services
File - Environmental Services



L45025001+00001

Location : 1M W HERON Structure Name: Heron Bridge

General Location Data

District Code, Number, Location : **01 Dist 1 MISSOULA** Division Code, Location : **11 MISSOULA**
 County Code, Location : **089 SANDERS** City Code, Location : **00000 RURAL AREA**
 Kind fo Hwy Code, Description : **4 4 County Hwy** Signed Route Number : **45004**
 Str Owner Code, Description : **2 County Highway Agency** Maintained by Code, Description : **2 County Highway Agenc**
 Intersecting Feature : **CABINET GORGE RES 049** Kilometer Post, Mile Post : **1.61 km 1.00**
 Structure on the State Highway System : Latitude : **48°04'07"**
 Structure on the National Highway System : Longitude : **115°58'46"**
 Str Meet or Exceed NBIS Bridge Length :

Construction Data

Construction Project Number :
 Construction Station Number : **0+00.00**
 Construction Drawing Number : **RECORDSE**
 Construction Year : **1952**
 Reconstruction Year :

Traffic Data

Current ADT : **750** ADT Count Year : **2003** Percent Trucks : **3 %**

Structure Loading, Rating and Posting Data

Loading Data :

Design Loading :		2 M 13.5 (H 15)
Inventory Load, Design :	12.4 mton	2 AS Allowable Stress
Operating Load, Design :	18.5 mton	2 AS Allowable Stress
Posting :		3 10.0-19.9%below

Rating Data :

	Operating	Inventory	Posting
Truck 1 Type 3 :	18	12	12
Truck 2 Type 3-S3 :	28	19	
Truck 3 Type 3-3 :	35	23	

Structure, Roadway and Clearance Data

Structure Deck, Roadway and Span Data :

Structure Length : **211.84 m**
 Deck Area : **1,163.00 m sq**
 Deck Roadway Width : **5.49 m**
 Approach Roadway Width : **5.49 m**
 Median Code, Description : **0 No median**

Structure Vertical and Horizontal Clearance Data :

Vertical Clearance Over the Structure : **99.99 m**
 Reference Feature for Vertical Clearance : **N Feature not hwy or RR**
 Vertical Clearance Under the Structure : **0.00 m**
 Reference Feature for Lateral Underclearance : **N Feature not hwy or RR**
 Minimum Lateral Under Clearance Right : **0.00 m**
 Minimum Lateral Under Clearance Left : **0.00 m**

Span Data

Main Span

Number Spans : **3**
 Material Type Code, Description : **3 Steel**
 Span Design Code, Description : **9 Truss - Deck**

Deck

Deck Structure Type : **8 Wood or Timber**
 Deck Surfacing Type : **6 Bituminous**
 Deck Protection Type : **0 None**
 Deck Membrain Type : **0 None**

Approach Span

Number of Spans : **9**
 Material Type Code, Description : **7 Wood or Timber**
 Span Design Code, Description : **2 Stringer/Multi-beam or Girder**



Structure Vertical and Horizontal Clearance Data Inventory Route :

Over / Under Direction Name	Inventory Route	South, West or Bi-directional Travel			North or East Travel		
		Direction	Vertical	Horizontal	Direction	Vertical	Horizontal
Route On Structure	L45004	Both	99.99 m	5.49 m	N/A		

L45025001+00001
Continue

Inspection Data

Sufficiency Rating : **42.1**
Structure Status : **Func Obs - Elg Repl**

Inspection Due Date : **27 August 2013**
(91) Inspection Fequency (months) : **24**
Next Fracture Critical Due Date : **27 Aug 2013**
Fracture Critical Detail : **Steel trusses**

Next Under Water Insp : **12 Aug 2016**
Under Water Insp Type : **Type II**
Next Other Insp Due Date : **15 Sep 2016**
Other Insp Type : **Pin and Hanger**

NBI Inspection Data

(90) Date of Last Inspection : 27 August 2011
(90) Inspection Date :
Last Inspected By : Chuck Hanson - 2053
Inspected By :

(58) Deck Rating : 6	(68) Deck Geometry : 2	(36C) Approach Rail Rating : 1	(62) Culvert Rating : N
(59) Superstructure Rating : 6	(67) Structure Rating : 3	(36A) Bridge Rail Rating : 1	(61) Channel Rating : 8
(60) Substructure Rating : 7	(69) Under Clearance : N	(36B) Transition Rating : 0	(71) Waterway Adequacy : 9
(72) App Rdwy Align : 5	(41) Posting Status : P	(36D) End Rail Rating : 1	(113) Scour Critical : 8

Unrepaired Spalls : 0 m sq
Deck Surfacing Depth : 1.00 in

Inspection Hours

Crew Hours for inspection : 1	Snooper Required : N
Helper Hours : -1	Snooper Hours for inspection : 0
Special Crew Hours : 30	Flagger Hours : -1
Special Equipment Hours : -1	

Inspection Work Candidates		Status	Priority	Effected Structure Unit	Scope of Work	Action	Covered Condition States								
Candidate ID	Date Requested														
D11-FY2006-000043	16 November 2005	Not Approved	Medium	All Spans	32 Timber Deck/AC Ovly	Min Repair									
PATCH ASPHALT OVERLAY. BandN Notes-10-3-07- Replace the timber planking and asphalt overlay for the deck. Install waterproofing membrane under the asphalt. Repair or replace split timber stringers. Possibly replace all of the stringers due to suspected rot. Enforce load posting of the bridge. Overweight vehicles continue to use the bridge. Monitor the lower chord panel point pins L11 and L17 of both trusses for signs of distress due to possible substructure movement and lower chord overstressing in span 10. Monitor the pin and link bearing asseblies at pier 11. Clean exposed anchor bolt shafts at pier 11 and paint with corrosion inhibitor and patch the concrete bearing pedestals. Re-attach timber crossframes for timber stringers. Clear vegetation growing up inside east truss at L27L28. Clean the soil and debris from the top of the upper chord members and teh lower chord bottom horizontal gusset plates at the panel points. Reconnect approach barrier and bridge rail at the southwest corners of the bridge. Patch spalls at the ends of northwest, southwest and southeast approach barriers. Repair/replace missing 1ft long section of timber deck 2in x 4in board. Patch potholes and seal cracks throughout the deck.															
D11-FY2006-000086	19 January 2006	Not Approved	High	All Spans	117 Timber Stringer	Rehab Elem	X	X	X	X	X				
Repair or replace broken stringer. See pic..															

L45025001+00001
Continue

Element Inspection Data

***** Span : Main-0 - -1 *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 32 - Timber Deck/AC Ovly										
	1	2	1019	sq.m.	X	0	100	0	0	
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - The asphalt overlay cracking and potholes continue to gain in frequency along the bridge deck. IQBZ

08/21/2010 - The asphalt overlay cracking/potholes continue to gain in frequency along the bridge deck. OZCZ

09/20/2009 - The east wheel path between panel points 7 and 8 exhibited a 1ft by 2 in wide hole in the deck through the asphalt and the 2x4 deck board. The asphalt overlay was heavily cracked with potholes. PAJM

10/10/2007 - Band N Notes-10-03-07-Heavy patches and cracking in the asphalt overlay. Timber planks are saturated. Sanders Co. maintenance workers say that most of the timber planks are rotten. RZIZ

General and FC inspection performed by Collins Engineers Sept.27-30, 2008. Their notes; Overlay is cracked with potholes. Timber cores revealed 1/2 inch of saturation/rot in the timber deck.

11/04/2005 - OVERLAY BADLY CRACKED. (170.69 * 5.97 = 1019.02) QBLZ

08/26/2003 - OVERLAY CONTINUES TO GET WORSE. EVBZ

08/23/2001 - ASPHALT OVERLAY BADLY CRACKED AND DETERIORATED. QLIB

01/05/1999 - OVERLAY BADLY CRACKED AND POTHOLED. OAJQ

Inspection Notes:

Element 117 - Timber Stringer										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	2	2560	m.		70	30	0	0	
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection. IQBZ

08/21/2010 - The stringer 15 split between U23 and U24 has widened since the 2009 inspection. However, the split is the same length. OZCZ

09/20/2009 - Random stringers have splits. PAJM

10/10/2007 - BandN Notes-10-03-07-Several split stringers in span nos. 8,910 and 11. See the 2007 Physical Condition Report by Burgess and Niple for the exact locations. Timber deck planks are lifting off the timber stringer tops indicating potential rot. RZIZ

Collins notes 9-27-08-Split timber stringers have been repaired since the previous inspection. Recommend 70 percent condition state 1 and 30 percent condition state 2.

11/04/2005 - STRINGER CONDITION UNCHANGED. (15 * 170.69 = 2560.35) QBLZ

08/26/2003 - BROKEN STRINGERS UNCHANGED. EVBZ

08/23/2001 - ONE BROKEN STRINGER AT PANEL U0-U1. ONE CRACKED STRINGER AT PANEL U12-U13. QLIB

01/05/1999 - TT 0.1 X 0.4 m OAJQ

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L45025001+00001
Continue

***** Span : Main-0 - -1 (cont.) *****

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 131 - Paint Stl Deck Truss										
	1	3	341	m.		0	40	50	10	0
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Less state 2 and more state 3 as the painted condition has continued to deteriorate since the 2010 inspection. IQBZ

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - Lower chord exhibited moderate corrosion on top and bottom faces of the member. The truss typically exhibited areas of failed paint. Unchanged from 2008 inspection. PAJM

10/10/2007 - BandN Notes-10-03-07-Peeling paint with surface corrosion is typical on deck truss members. Lower chord pis for L11 and L17 are at the limits of the slotted gusset plates. RZIZ

Collins Notes-9-30-08-Top and bottom faces of the lower chord exhibited moderate corrosion. Typical truss members exhibited areas of failed paint. Recommend 50 percent in condition state 2, 40 percent in condition state 3 and 10 percent in condition state 4. QBLZ

11/04/2005 - None. (170.69 * 2 = 341.38) EVBZ

08/26/2003 - None QLIB

08/23/2001 - None OAJQ

01/05/1999 - _

Inspection Notes:

Element 152 - Paint Stl Floor Beam

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	2	164	m.		50	45	5	0	0
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection. IQBZ

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - Loss of painted coating on less than 5 percent of the surface area. PAJM

10/10/2007 - BandN Notes-10-03-07-Creosote and peeling paint with surface corrosion are typical on floorbeams. RZIZ

Collins Notes 9-27-08-Areas if creosote observed with loss of paint coating on less than 57 percent of the surface area. Recommend 50 percent in condition state 1, 45 percent in condition state 2 and 5 percent in condition state 3. QBLZ

11/04/2005 - None EVBZ

08/26/2003 - None QLIB

08/23/2001 - None OAJQ

01/05/1999 - _

Inspection Notes:

L45025001+00001
Continue

***** Span : Main-0 - -1 (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 161 - Paint Stl Pin/Hanger										
	1	3	4	ea.		0	50	40	10	0
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection. IQBZ

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - Slotted pin connections in full expansion. PAJM

10/10/2007 - BandN Notes-10-03-07-Peeling paint with surface corrosion observed at pin and hanger assemblies. Pin assemblies exhibit minor wear and fretting corrosion at upper shord panel point gusset plates. RZIZ

Collins Notes-9-27-08-Slotted pin connections were at their limits damaging rivets. Loss of painted coating with moderate corrosion was typical on pins. Recommend 50 percent in condition state 2, 40 percent in condition state 3 and 10percent in condition state 4.

11/04/2005 - Per FC report - Some minor paint loss and minor rusting mainly at panel connection points - Nate QBLZ

08/26/2003 - None EVBZ

08/23/2001 - PINS INSPECTED 9/26/01. NO FLAWS DETECTED. QLIB

01/05/1999 - _ OAJQ

Inspection Notes:

Element 205 - R/Conc Column										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	3	8	ea.		100	0	0	0	
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection. IQBZ

From the 2011 diving inspection by Infrastructure Engineers; The inspected substructures are in good condition. Both piers have typical hairline pattern cracking on the columns and the strut above the waterline. Pier 9 has pieces of timber formwork on the northeast side of the east column 1 to 2.5 feet above the channel bottom. Pier 9 also has a 4 inch diameter void with 1/2 inch penetration, located 2 feet above the channel bottom on the south side of the east column. Pier 10 has form steel protruding from the east column.

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - Random hairline temperature and shrinkage cracks. Unchanged from the 2008 climb inspection. PAJM

10/10/2007 - BandN Notes-10-03-07-Possible substructure movement for pier 11. RZIZ

Collins Notes-9-27-08-Random hairline temp and shrinkage cracks.

11/04/2005 - Per Infrastructure Engineers Sept. 21, 2006 underwater inspection, both piers have typical harline cracking on the columns and the strut above the waterline. Peir 9 has pieces of timber formwork on the northeast side of the east column 1 to 2.5 feet above the channel bottom. Pier 10 has form steel protruding from the east column. QBLZ

08/26/2003 - None EVBZ

08/23/2001 - None QLIB

01/05/1999 - _ OAJQ

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L45025001+00001
Continue

***** Span : Main-0 --1 (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 227 - R/C Submerged Pile										
	1	4	4	ea.		95	5	0	0	
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - None IQBZ

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - The underwater components of this bridge were not inspected during this inspection. Condition states are based off previous underwater inspections. PAJM

10/10/2007 - The inspected substructure units are in good condition. Both piers have, typical hairline pattern cracking on the columns and the strut, above the waterline. Refer to Photos 7 and 9. RZIZ

Pier 9 has pieces of timber formwork on the northeast side of the east column 1 to 2.5 feet above the channel bottom.

Pier 10 has form steel protruding from the east column. Refer to Photo 10.

Infrastructure Engineers, Inc.

Collins Notes-9-27-08-Same as 2007 inspection. Underwater componenets were not inspected this inspection.

11/04/2005 - None QBLZ

08/26/2003 - None EVBZ

08/23/2001 - None QLIB

01/05/1999 - LW - Piers 3 & 4 Underwater Inspection 8/4/98 (Guthrie Diving Co) -- Both piers are in good condition with no significant deterioration or distress -- Pier 3 has area of scale @ W/L on upstream faces & 9" dia. Spall 1" deep located 1" above M/L on SE face OAJQ

Inspection Notes:

Element 234 - R/Conc Cap										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	3	31	m.		95	5	0	0	
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection. IQBZ

08/21/2010 - Element condition unchanged since the 2009 inspection. OZCZ

09/20/2009 - Random hairline temperature and shrinkage cracks were observed. Unchanged from the 2008 climb inspection. PAJM

10/10/2007 - BandN Notes-10-03-07-Cracks and spalls in the north bearing grout pads for pier 11. The pin and link bearings are rotated against the lower masonry plate assemblies causing spalling of the grout and exposure of the north anchor bolts. RZIZ

Collins Notes-9-27-08-Bearing pads at pier 4 have been repaired since last inspection. Previous inspections mislabeled pier 4 as pier 11. Random hairline temp and shrinkage cracks were observed. Recommend 95 percent in condition state 1 and 5 percent in condition state 2.

11/04/2005 - None QBLZ

08/26/2003 - None EVBZ

08/23/2001 - None QLIB

01/05/1999 - _ OAJQ

Inspection Notes:

L45025001+00001
Continue

***** Span : Main-0 - -1 (cont.) *****

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 313 - Fixed Bearing										
	1	3	4	ea.		40	60	0		
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection.	IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.	OZCZ
09/20/2009 - Fixed bearings at piers 2 and 3 exhibited approximately 50 percent loss of protective coating with negligible loss of section. Unchanged from the 2008 climb inspection.	PAJMJ
10/10/2007 - BandN Notes-10-03-07-Cracks and spalls in the north bearing grout pads for pier 11. The pin and link bearings are rotated against the lower masonry plate assemblies causing spalling of the grout and exposure of the north anchor bolts.	RZIZ
Collins Notes-9-27-08-Fixed bearings at Piers 2 and 3 (panel points L5 and L23) loss of paint with corrosion was typical, especially on pins. Bearing plates slightly overhang piers. Recommend 40 percent in condition state 1 and 60 percent in condition state 2.	
11/04/2005 - None	QBLZ
08/26/2003 - None	EVBZ
08/23/2001 - None	QLIB
01/05/1999 - _	OAJQ

Inspection Notes:

Element 334 - Metal Rail Coated

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	2	341	m.		100	0	0	0	0
						%	%	%	%	%

Previous Inspection Notes :

08/27/2011 - Element condition unchanged since the 2010 inspection.	IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.	OZCZ
09/20/2009 - The east guardrail was damaged between guardrail post 81 and 82 from the south.	PAJMJ
10/10/2007 - Collins Notes-9-27-08-East guardrail exhibited 2 lf of impact damage.	RZIZ
11/04/2005 - UNCHANGED. (170.69 * 2 = 341.38)	QBLZ
08/26/2003 - None	EVBZ
08/23/2001 - None	QLIB
01/05/1999 - _	OAJQ

Inspection Notes:

***** Span : Appr-1 - -1 *****

Element Description

Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
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INITIAL ASSESSMENT FORM FOR STRUCTURE :

L45025001+00001
Continue

***** Span : Appr-1 --1 (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 32 - Timber Deck/AC Ovly										
	1	2	246	sq.m.	X	0	100	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - the asphalt overlay cracking and potholes continue to gain in frequency along the bridge deck.										IQBZ
08/21/2010 - The asphalt overlay cracking/potholes continue to gain in frequency along the bridge deck.										OZCZ
09/20/2009 - Random cracks and potholes.										PAJM
10/10/2007 - BandN Notes-10-03-07-Heavy patches and cracking in the asphalt overlay. Sanders Co. maintenance workers said that most of the timber planks are rotten.										RZIZ
BandN recommends 100 percent in condition state 4.										
Collins Eng Notes-9-27-08-Overlay cracked with potholes. Timber cores revealed 1/2 inch of saturation/rot in timber deck.										
11/04/2005 - OVERLAY BADLY CRACKED. (41.15 * 5.97 = 245.67) Changed 02/13/2006 Please verify - Nate.										QBLZ
08/26/2003 - OVERLAY GETTING WORSE.										EVBZ
08/23/2001 - ASPHALT OVERLAY BADLY CRACKED AND DETERIORATED.										QLIB
01/05/1999 - OVERLAY BADLY CRACKED AND POTHOLING.										OAJQ
Inspection Notes:										
Element 117 - Timber Stringer										
	1	2	617	m.		70	30	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - Element condition unchanged since the 2010 inspection.										IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.										OZCZ
09/20/2009 - Random stringers throughout the bridge exhibited splitting. Stringers typically exhibited random checking. Unchanged from the 2008 climbing inspection.										PAJM
10/10/2007 - BandN Notes-10-03-07-One split stringer in span no. 5. See 2007 Physical Condition Report by Burgess and Niple for the exact location. Timber deck planks lifting off tops of stringers indicating potential rot.										RZIZ
BandN recommends 95 percent in state 3 and 5 percent in state 4										
Collins Notes-9-27-08-Split timber stringers have been repaired since the last inspection. Recommend 70 percent in condition state 1 and 30 percent in condition state 2.										
11/04/2005 - STRINGER CONDITION UNCHANGED.										QBLZ
08/26/2003 - BROKEN STRINGERS UNCHANGED.										EVBZ
08/23/2001 - ONE BROKEN STRINGER AT SPAN 6.										QLIB
01/05/1999 - TT 0.1 X 0.4 m										OAJQ
Inspection Notes:										

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L45025001+00001
Continue

***** Span : Appr-1 --1 (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 206 - Timber Column										
	1	2	28	ea.		90	10	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - Element condition unchanged since the 2010 inspection.										IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.										OZCZ
09/20/2009 - Random checking in timbers.										PAJM
10/10/2007 - BandN Notes-10-03-07-Checks emanating from bolts in columns for the bracing at timber bents are typical. BandN recommends 55percent in state 1 and 45 percent in state 2.										RZIZ
Collins Notes-9-27-08-Lightly weathered and checking timber was typical, but in good condition. Recommend 90 percent in condition state 1 and 10 percent in condition state 2.										
11/04/2005 - UNCHANGED										QBLZ
08/26/2003 - UNCHANGED.										EVBZ
08/23/2001 - SIRT PILED UP ON COLUMN BASES AT B4 AND B3.										QLIB
01/05/1999 - _										OAJQ
Inspection Notes:										
Element 215 - R/Conc Abutment										
	1	2	18	m.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - Element condition unchanged since the 2010 inspection.										IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.										OZCZ
09/20/2009 - Good condition. Unchanged from the 2008 climbing inspection.										PAJM
10/10/2007 - Collins Notes-9-27-08-Good condition.										RZIZ
11/04/2005 - None										QBLZ
08/26/2003 - None										EVBZ
08/23/2001 - None										QLIB
01/05/1999 - _										OAJQ
Inspection Notes:										

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L45025001+00001
Continue

***** Span : Appr-1 --1 (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 235 - Timber Cap										
	1	2	51	m.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - Element condition unchanged since the 2010 inspection.										IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.										OZCZ
09/20/2009 - Timber cap typically exhibited checking. Unchanged from the 2008 Climbing inspection.										PAJM
10/10/2007 - BandN Notes-10-03-07-Top timber cap for bent 12 not centered over timber piles. Possible movement in bent 12. Checks were observed in timber caps for bents 7 and 12.										RZIZ
Collins Notes-9-27-08-Typical checking observed. Timber cap at the north approach timber pile bent was still offset as noted in previous inspections.										
11/04/2005 - None										QBLZ
08/26/2003 - None										EVBZ
08/23/2001 - None										QLIB
01/05/1999 - _										OAJQ
Inspection Notes:										
Element 334 - Metal Rail Coated										
	1	2	82	m.		100	0	0	0	0
						%	%	%	%	%
Previous Inspection Notes :										
08/27/2011 - Element condition unchanged since the 2010 inspection.										IQBZ
08/21/2010 - Element condition unchanged since the 2009 inspection.										OZCZ
09/20/2009 - The top handrail connections were loose at random locations. Approach temporary barriers were not secured at the NW, SW and SE corners of the bridge.										PAJM
10/10/2007 - BandN Notes-10-03-07-The southwest and southeast bridge rails are no longer connected to the concrete approach barriers due to spalling. No deficiencies noted in the metal rail.										RZIZ
Collins Notes-9-27-08-The NW, SW and SE temporary barriers were not secured to the bridge rail due to spalls in the temporary barriers.										
11/04/2005 - UNCHANGED. (41.15 * 2 = 82.30)										QBLZ
08/26/2003 - COLLISION DAMAGE UNCHANGED										EVBZ
08/23/2001 - COLLISION DAMAGE TO APPROAXH RAIL/TRANSITIONS AT BOTH ENDS OF BRIDGE.										QLIB
01/05/1999 - _										OAJQ
Inspection Notes:										

**PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE MONTANA DEPARTMENT OF TRANSPORTATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
AND
THE MONTANA STATE HISTORIC PRESERVATION OFFICE
REGARDING HISTORIC ROADS AND BRIDGES
AFFECTED BY MONTANA DEPARTMENT OF TRANSPORTATION
UNDERTAKINGS IN MONTANA**

WHEREAS, the Federal Highway Administration, Montana Division (FHWA), proposes to make Federal funding available to the Montana Department of Transportation (MDT) for that agency's on-going program to construct or rehabilitate highways and bridges; and

WHEREAS, the FHWA has determined that this federally-assisted program may have an effect upon a certain class of properties included in or eligible for inclusion in the National Register of Historic Places (NRHP) and has consulted with the Advisory Council on Historic Preservation (Council) and the Montana State Historic Preservation Office (SHPO) pursuant to Section 800.14 of the regulations (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the FHWA and the MDT developed an Historic Preservation Plan (HPP) regarding historic roads and bridges in 1997 and that document was subject to review under 36 CFR 800.14 and was adopted by FHWA, SHPO, and the Council and implemented through Programmatic Agreements in 1997 and 2001 with amendments in 1999 and 2003, respectively; and

WHEREAS, the FHWA and MDT in consultation with SHPO has re-evaluated the 1997 HPP and the 1997 and 2001 Programmatic Agreements and their amendments to determine what products and actions have been completed, have been effective, or should be dispensed, revised or restated in a new Programmatic Agreement; and

WHEREAS, this Programmatic Agreement (Agreement) shall supercede all of the previous Programmatic Agreements and their amendments regarding undertakings affecting historic roads and bridges in Montana; and

WHEREAS, the MDT participated in the consultation and has been invited to concur in this Agreement; and

WHEREAS, all references to 36 CFR 800 within this Agreement are to the Council's revised regulations, effective August 5, 2004;

NOW THEREFORE, the FHWA, the MDT, the Council, and the Montana SHPO agree that the Montana historic roads and bridges program addressed in this Agreement shall be

administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual undertakings of the program.

Stipulations

The FHWA will ensure that the following measures are carried out:

1. MONTANA DEPARTMENT OF TRANSPORTATION AND MONTANA STATE HISTORIC PRESERVATION OFFICE COOPERATION

- A. MDT and SHPO will strive to work cooperatively in all matters concerning the identification, evaluation and treatment of historic roads and bridges.
- B. MDT will routinely encourage, invite, and support SHPO participation in on-site field visits and meetings for MDT undertakings involving historic roads and bridges.
- C. SHPO will routinely provide constructive reviews and comments to all written requests for consultation from MDT and will routinely communicate, advise and meet with MDT to share information and seek to resolve issues pertaining to historic roads and bridges before they arise.

2. FOR UNDERTAKINGS INVOLVING HISTORIC ROADS

- A) This Agreement will apply to all historic roads constructed in Montana after 1859.

B) Montana Historic Highway Program

For those roads built after 1859 under the jurisdiction of the MDT, the following program will be established:

- 1) The MDT Environmental Services Bureau in consultation with SHPO will compile a list of a minimum of 12 (twelve) historic road segments in Montana that are especially significant for their historic associations and/or engineering and associated features (i.e. bridges, roadside architecture, proximity to abandoned segments of historic road, etc.) for inclusion in a Montana Historic Highway Program.
 - a) The MDT Environmental Services Bureau historian, in consultation with SHPO, will identify proposed segments in a draft list for inclusion in this program by June 30, 2007.
 - b) A segment is defined as a recognizable section of roadway that retains a significant portion of its original design features, alignment and associated features (i.e. roadside architecture,

bridges, etc.) to meet the criteria for inclusion in the National Register of Historic Places.

- c) The draft list will be distributed to the FHWA, MDT Highways and Planning Division Administrators, MDT District Administrators, and the MDT Highways Bureau for comment.
 - d) A final list with map (to be included as **Attachment 1** to this Agreement) will be mutually approved by MDT and SHPO by December 31, 2007 for inclusion in the Montana Historic Highway Program to be implemented by this Agreement.
- 2) If not already inventoried and evaluated and prior to any undertaking with the potential to impact the road segments identified above, the MDT will record each identified historic road segment in the Montana Historic Highway Program as a minimally defined linear site and assign it Smithsonian trinomial number. The MDT will evaluate the historic significance and integrity of the road in consultation with SHPO, pursuant to 36 CFR 800.4.
 - 3) For the historic road segments in the Montana Historic Highway Program, MDT will seek whenever prudent and feasible to preserve or incorporate into the design of all proposed undertakings as many of the historic features associated with the designated roadway as is possible based on current American Association of State Highway and Transportation Officials (AASHTO) standards. Specifically, MDT will incorporate preservation and context sensitive design early in the planning process, including (but not limited to):
 - a) MDT will consider the historic road and features associated with it under the guidelines delineated in *Saving Historic Roads: Design & Policy Guidelines* (National Trust for Historic Preservation, 1998).
 - b) MDT will ensure that when a segment of designated historic roadway is programmed for widening or reconstruction, the MDT Preconstruction Bureau will notify the MDT Environmental Services Bureau prior to the Preliminary Field Review for early consideration for preservation of historic values.
 - c) MDT will use design exceptions as necessary and allowable to minimize impacts to historic highway features that may be located within the right-of-way (R/W) or clear zone.
 - d) MDT will integrate existing historic road features into changes in the proposed roadway. If necessary and feasible to move features, they will be relocated to correspond to their original context (i.e. concrete R/W markers and retaining walls).
 - e) MDT will coordinate historic preservation with MDT's mandate to provide safe and efficient roadways for the traveling public.
 - 4) For all undertakings involving roads in the Montana Historic Highway Program, MDT will explicitly identify the roads as part of the Montana

Historic Highway Program and invite the public in the early stages of planning to comment upon the potential for impact to historic values. Public comments may be solicited through regular MDT procedures as part of the National Environmental Policy Act (NEPA) process as specified in 36 CFR 800.8 (a). MDT will document public comment on impacts to historic values.

- 5) For all undertakings involving roads in the Montana Historic Highway Program, MDT will explicitly identify the roads as part of the Montana Historic Highway Program, submit documentation including description, public comment and assessment of effect; and invite SHPO to comment pursuant to 36CFR800.5 upon the potential for impact to historic values. SHPO will have 30 days to respond.
 - 6) If MDT, in consultation with SHPO, determines that a road in the Montana Historic Highway Program will be adversely affected pursuant to the criteria as defined in 36 CFR 800.5(a), FHWA and MDT will consult with the Council, SHPO and any other consulting parties to resolve the adverse effect pursuant to 36 CFR 800.6-7, including development of a Memorandum of Agreement (MOA), as necessary.
- C) For undertakings involving all other historic roads *not* included as part of the Montana Historic Highway Program, the following procedures will apply:
- 1) The MDT and FHWA will comply with 36 CFR 800.3-6 for consideration and consultation on historic properties in the Area of Potential Effect (APE) other than historic roads.
 - 2) For the historic roads, MDT will identify, record, and assign Smithsonian trinomial site numbers to historic-age (> 50 years old) roads or road segments located within the Area of Potential Effect (APE) of MDT's undertakings.
 - 3) MDT in consultation with SHPO will seek to avoid impacts to all intact historic features associated with the historic-age roads.
 - 4) If MDT and SHPO determine that a particular road contains historically significant features that are eligible for listing in the National Register of Historic Places on a *statewide* or *national* level, MDT will consult with SHPO to develop and implement a plan to avoid or incorporate the features into the agency's undertaking in a manner that preserves their historical significance and integrity.

3. FOR UNDERTAKINGS INVOLVING HISTORIC BRIDGES

- A) MDT will comply with 36 CFR 800.4 with regard to identifying and evaluating, in consultation with SHPO, the National Register eligibility of historic-age (>50 years old) bridges.
1. MDT will identify, record, and obtain Smithsonian trinomial site numbers from the state Site Records Office, The University of Montana, for all bridges to be evaluated for eligibility to the NRHP.
 2. MDT will consider national, state, and local levels of significance in determining the eligibility of bridges to the NRHP.
- B) For NRHP-eligible bridges that may be impacted by MDT undertakings, including proposed bridge replacement, FHWA and MDT will consider preservation in place and historic bridge rehabilitation alternatives early and thoroughly in the planning and public comment process.
1. Where applicable, FHWA and MDT will encourage use of Community Transportation Enhancement Program (CTEP) and Treasure State Endowment Program (TSEP) funds for the preservation and rehabilitation of NRHP-eligible bridges rather than bridge demolition or removal.
- C) For all NRHP-eligible bridges that MDT concludes, after planning and public comment, that the bridge will be affected by an undertaking, (including those considered for the Montana Adopt-A-Bridge Program or the Montana Historic Bridge Rehabilitation Program [see below Stipulation 3E and 3F]), MDT will implement the following actions:
1. MDT will notify SHPO and any other consulting parties and invite their comment on the undertaking. SHPO and other consulting parties shall have at least 30 days to comment. MDT will take into consideration the comments of SHPO and other consulting parties in implementing the undertaking
 2. MDT will consult with the National Park Service's Historic American Engineering Record (HAER) to determine the level of documentation necessary and appropriate for recording the bridge.
 - A. If accepted by HAER for official record-keeping, MDT will submit original documentation to HAER and copies to the SHPO, The University of Montana Site Records Office (as a site update), the Montana State University-Bozeman, interested local historical societies and/or museums, and new owners, as applicable (i.e., Montana Adopt-A-Bridge Program).
 - B. If not accepted by HAER for official record-keeping, MDT will submit original documentation to SHPO and copies to The University of Montana Site Records Office (as a site update),

interested local historical societies and/or museums, and new owners, as applicable (i.e., Montana Adopt-A-Bridge Program).

3. As allowable and appropriate, MDT will salvage historic components (i.e. trusses, masonry abutment walls, guardrails, etc.) for reuse on new bridges and/or include structural features in the design of new bridges that closely approximate historic structural components and design.

D) For all bridges determined to be not NRHP eligible that will be affected by a MDT undertaking, MDT will update the historic property record (site form) to reflect the impact of the undertaking.

1. Updated information, including before and after photographs, will be submitted to The University of Montana Site Records Office as a site update.

E) *Montana Adopt-A-Bridge Program*

1. MDT will initiate and promote a Montana Adopt-A-Bridge program to find new locations, uses and/or owners for certain historic bridges that are NRHP eligible and have been designated for replacement or demolition because rehabilitation and preservation in-place is not feasible.
2. The Montana Adopt-A-Bridge program will encompass all historic truss and steel girder bridges with a structural rating of three (3) or above. At its discretion, MDT may also consider other bridges for adoption.
3. A determination of suitability of an historic truss or steel girder bridge for inclusion in the Montana Adopt-A-Bridge program will be made during the preliminary field review of the proposed project by the appropriate District Administrator, in consultation with the MDT Bridge Bureau and the MDT's Environmental Services Bureau historian.
 - a. The MDT Bridge Bureau's recommendation will be based on the structural condition of the bridge and its suitability for relocation.
 - b. The MDT Environmental Services Bureau historian's recommendation will be based on the bridge's historic and/or structural significance.
 - c. MDT will notify SHPO of the bridge's selection or non-selection for the Montana Adopt-A-Bridge Program and given fifteen (15) calendar days to comment.
4. MDT will prepare and distribute a brochure that provides information about the Montana Adopt-A-Bridge program to the general public.
 - a. The brochure will be available through the MDT headquarters and each of the five district offices. Copies of the brochure will also be provided to the 56 Montana counties. It will also be distributed at public hearings where bridges deemed eligible for the program are discussed.

- b. The brochure will include specific guidance on the issue of legal liability and insurance.
- 5. If deemed suitable for the Montana Adopt-A-Bridge Program, the bridge will be advertised for adoption in the local newspapers, radio public service announcements (PSAs), and on the MDT's Internet website.
 - a. The MDT Environmental Services Bureau historian will prepare the advertisement and submit it to the appropriate newspaper(s) at least ninety (90) days before the scheduled ready date for the project.
 - b. MDT will offer potential owners the demolition cost of the bridge as an incentive to adopt the historic bridge.
 - (i). If the bridge will be adopted and relocated, then the demolition money may be applied to the reimbursement for the move.
 - (ii). If the bridge will be adopted and left in-place, then the money must be applied to the restoration, rehabilitation or insurance liability for the historic bridge.
 - (iii). Where possible, MDT will encourage and give preference to the adoption of bridges in-place.
- 6. Upon receipt of and consideration of response(s), MDT will determine the disposition of bridges in the Montana Adopt-A-Bridge Program as follows:
 - a. The MDT Bridge Bureau will contact all interested new owners of the historic bridge and request they provide information in writing regarding: the proposed new or in-place location; the intended use of the bridge when adopted; and the ability to assume the liability and responsibility for the bridge.
 - (i) If it is determined that a potential recipient of an historic bridge intends to demolish it for its value as scrap metal, then he/she will be removed from further consideration.
 - b. An FHWA representative, the appropriate MDT District Administrator, the Chief Bridge Engineer, the MDT attorney and the MDT Environmental Services Bureau historian will together select a new owner among viable interested owners based on the written information provided and using criteria described in **Attachment 2** to this Agreement.
 - c. The selected new owner (2nd Party) must agree, in writing, to maintain the bridge and the features that give it its historical significance and assume the liability and responsibility for the bridge once he/she has taken possession of the structure. MDT and/or the county in which the bridge resides or is taken will not be held liable for the bridge once ownership has been transferred to the 2nd Party. A sample copy of the agreement is included as **Attachment 3** to this Agreement.
 - (i) No demolition funds will be provided to the 2nd Party until they have assumed the liability and responsibility for the bridge.
 - d. The MDT Environmental Services Bureau historian will conduct HAER-level documentation of the bridge prior to its adoption (see above, Stipulation 3C).

- e. If the adopted bridge will be relocated, the 2nd Party must remove the bridge from the construction site within 30 days of notification by the MDT Project Manager. The 2nd Party will be provided with the demolition funds once the MDT Bridge Bureau has been notified by the MDT Project Manager that the bridge has been removed from the construction site and relocated.
 - f. If the abutments are determined historically significant, they will be left in place if practicable. MDT will make this determination on a case-by-case basis.
 - g. MDT will ensure that the 2nd Party must maintain the bridge and the features that contribute to its historical significance for a period of no less than 10 years, to be established in the agreement between the 2nd Party and the MDT.
 - h. The 2nd party must assume all future legal and financial responsibility for the bridge, holding MDT harmless in any liability action.
 - i. The 2nd Party will permit access to the relocated bridge by the MDT Environmental Services Bureau historian for up to ten years for monitoring and follow-up documentation purposes. MDT will notify the 2nd Party of any inspection of the bridge ten working days before the visit. MDT shall invite SHPO to participate.
 - j. If the adopted bridge is to be left in-place, the 2nd Party will be provided the demolition funds once documentation detailing plans for restoration or rehabilitation has been received and approved by the MDT District Administrator, the MDT Bridge Bureau and the MDT Environmental Services Bureau historian and an agreement to this effect has been executed. The MDT may consult with the SHPO regarding the plans for restoration or rehabilitation. Rehabilitation shall meet the *Secretary of the Interior's Standards and Guidelines for Rehabilitation* (36 CFR 67).
 - (i) MDT will give the 2nd party a copy of the HAER-level documentation and also specific guidance for historic preservation of the bridge.
 - (ii). MDT will ensure that the 2nd Party must maintain the bridge and the features that contribute to its historical significance for a period of no less than 10 years, to be established in the agreement between the 2nd Party and the MDT.
 - k. The 2nd Party will be responsible for securing any and all necessary permits and easements from appropriate federal and state agencies (i.e. Army Corps of Engineers, Montana Department of Natural Resources and Conservation, etc.), as applicable for the relocation or preservation in-place of an adopted bridge.
7. If no interested new owners respond or no suitable owners are identified, MDT may proceed with the replacement and demolition of the bridge after following the procedures established in Stipulation 3C above.
8. As part of the biennial Agreement implementation report (Stipulation 5), the success of the Montana Adopt-A-Bridge Program will be reviewed by MDT in consultation with SHPO. If the Montana Adopt-A-Bridge

program is deemed deficient or ineffective in its purpose to preserve historic bridges under public or private ownership, either in place or at alternate locations, then it may be revised through consultation between MDT and SHPO and amendment to this Agreement, pursuant to Stipulation 7.

F). ***Montana Historic Bridge Rehabilitation Program***

1. The Montana Historic Bridge Rehabilitation Program will apply to a select group of NRHP-eligible or potentially eligible state-administered on-system bridges as well as county or city maintained off-system bridges.
 - a. On-system bridges will be selected for the program by the MDT Bridge Bureau and District Administrators, in consultation with the MDT Environmental Services Bureau historian and SHPO.
 - (i) The public will be solicited for its input in the selection process through advertisements in local newspapers.
 - b. Off-System bridges will be selected for the program by the appropriate city and county governments in consultation with the MDT Bridge Bureau and District Administrators, the MDT Environmental Services Bureau historian, and SHPO.
2. The program will initially include 25 NRHP-eligible or potentially eligible bridges (preferably 5 bridges from each of the MDT's five administrative districts). A draft list of these bridges is attached as **Attachment 4** to this Agreement.
3. The selection of bridges for the program will be made by December 31, 2007.
4. All bridges included in the program will be programmed in initial planning by MDT as bridge rehabilitation rather than replacement projects.
5. MDT will address all undertakings with the potential to affect bridges within the Montana Historic Bridge Rehabilitation Program pursuant to all policies and procedures established in 36 CFR 800.
 1. All rehabilitations will meet the *Secretary of the Interior's Standards and Guidelines for Rehabilitation* (36 CFR 67).
 2. Rehabilitation project designs will be reviewed by the MDT historian and submitted to SHPO for consultation pursuant to 36 CFR 800.5-7.
6. In the unlikely event that if, at the time of an undertaking, MDT and SHPO agree that a bridge in the program cannot in fact be rehabilitated because of a new structural condition or other unforeseen factors, another NRHP-eligible bridge must be selected under this Stipulation to replace it in the program within 6 months of the mutual determination.

7. Once a bridge in the program has been successfully rehabilitated, another NRHP-eligible bridge must be selected under the terms of this Stipulation to replace it in the program within 6 months of the completion of the rehabilitation, thereby maintaining 25 bridges in the program at all times. At such time as MDT determines, in consultation with SHPO, that fewer than 25 bridges exist that are eligible for the program, the number of total bridges in the program may decrease accordingly.
8. Within 1½ years of a completed rehabilitation project, MDT will nominate the bridge to the National Register of Historic Places and provide an interpretive sign describing the history and significance of the bridge along with details acknowledging the rehabilitation project.
9. The MDT may develop further procedures for administering the Montana Historic Bridge Rehabilitation Program and submit them to SHPO for comment and concurrence. If MDT and SHPO agree, these procedures may be amended to this agreement, pursuant to Stipulation 7.

4. NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS AND CONTEXT DEVELOPMENT

For Roads

- A. MDT will nominate the Point of Rocks Segment of the Mullan Military Road (24MN133), with or without the adjacent abandoned Milwaukee Road Railroad grade, to the National Register of Historic Places by December 31, 2007.
 - 1) Within 1 year of the National Register listing, MDT will install interpretive markers about the Mullan Military Road at the I-90 Dena Mora Rest Area and the parking area located adjacent to the road segment at MP 72 on I-90.
- B. MDT will nominate at least one historic road segment in the Montana Historic Highway Program to the National Register of Historic Places every three (3) years beginning in 2008 (see Stipulation 2B) until such time that all roads in the program have been nominated.

For Bridges

- C. MDT in consultation with SHPO will develop National Register Multiple Property Documents (MPD's) for steel truss, reinforced concrete, steel stringer, girder, and timber bridges in Montana.
 1. MDT will submit the draft MPD's to SHPO as they are completed and SHPO will provide comments to MDT within 90 days.

2. Once mutually agreed upon by MDT and SHPO, the MPDs will provide the basis on which historic bridges are evaluated by MDT and SHPO according to the National Register criteria, pursuant to 36 CFR 63 (see Stipulation 3A)
3. As time and opportunity allow, the MDT and SHPO will collaborate to nominate eligible bridges to the National Register of Historic Places under the MPDs and submit both the MPDs and the bridge nominations to the Keeper.

5. EDUCATION AND OUTREACH PROGRAMS

For Roads

- A. MDT will provide funding for the development and installation of five new roadside interpretive markers describing the history and significance of pre-1913 historic roads. The markers will be adjacent to Montana's existing primary and secondary highway system. The marker locations will be determined by MDT in consultation with SHPO.
- B. MDT will expand its historical marker program to MDT-administered Rest Areas to concentrate specifically on Montana's transportation history.
 - a. Ten new markers will be established at Rest Areas by 2015.
 - b. The first interpretive marker will be installed at the Interstate 90 Dena Mora Rest Area and describe the history and significance of the Mullan Military Road to west central Montana (see Stipulation 4A).
 - c. This first marker will be installed by December 31, 2007.
- C. MDT will finance the updating and republishing (with the Montana Historical Society Press or other publisher) of *Montana's Historical Highway Markers* when the current print run of the volume has been exhausted.
- D. MDT will revise and expand its 1993 unpublished document, *Roads to Romance: The Origins and Development of the Road and Trail System in Montana*, by December 31, 2009. Copies will be distributed to SHPO, the Montana Historical Society Library, and other interested parties, organizations, and agencies.

For Bridges

- E. MDT will develop, deploy and maintain a Statewide Bridge Database/GIS in consultation with the Montana SHPO and the Montana State Library's Natural Resource Information System (NRIS) program.
 - a. The initial Statewide Bridge Database/GIS will be completed by December 31, 2007.

- b. Information in the database will include locations, Smithsonian trinomial numbers, National Register evaluations, photographs, bridge type, and brief narrative descriptions and histories of each bridge.
 - c. The production and maintenance of the database will encourage and solicit multi-agency participation, including not only SHPO and NRIS, but also the Forest Service, National Park Service, U.S. Bureau of Land Management, Bureau of Reclamation, Indian Tribal governments, and the Bureau of Indian Affairs.
 - d. The Statewide Bridge Database/GIS will be made available to and shared with the public, interested parties and agencies via the Montana State Library's NRIS website.
- F. MDT will sponsor an historic bridge workshop or seminar in 2008 and again at least once every five (5) years thereafter.
- a. The workshops/seminars will address issues associated with the preservation and rehabilitation of historic bridges.

For Roads and Bridges

- G. MDT will encourage and support the attendance of appropriate MDT employees at regional and national forums (workshops, seminars, conferences) dealing with the preservation of historic roads and bridges.
- H. MDT will develop a "History of the Montana Department of Transportation" PowerPoint presentation, advertise and make it available to the public and interested agencies and organizations. The presentation will be completed by March 31, 2008.
- I. MDT will develop and distribute a "Compilation of Montana Historical Highway Maps" to appropriate schools and agencies by June 30, 2007.
- J. MDT will seek to participate as possible in other historic transportation-related educational and outreach programs on a can-do basis as they may become known.

6. PROGRAMMATIC AGREEMENT IMPLEMENTATION REPORT

- A. Biennially, MDT will complete and distribute a report providing a stipulation-by-stipulation accounting of the implementation of this Agreement.
- B. The report will be provided to the signatories to this Agreement for review and comment.
- C. The first report will be prepared two years from the execution of this Agreement, and every two years thereafter.

7. AGREEMENT MONITORING, AMENDMENT, AND TERMINATION

- A. This Agreement will remain in force until such time that it is terminated by one or more of the signatory parties.
- B. Any signatory to this Agreement may terminate it by providing, in writing, forty-five (45) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek arrangement on amendments or other actions that would avoid termination. In the event of termination, FHWA will comply with 36 CFR 800 with regard to each individual undertaking covered by this Agreement.
- C. The Council and SHPO may monitor any activity carried out pursuant to this Agreement, and the Council will review such activities if so requested. MDT and FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities.
- D. Any signatory of this Agreement may request that it be amended, whereupon the signatories will consult to consider such amendment. An amendment will go into effect when agreed to in writing by all the signatories.

8. OBJECTIONS, DISPUTE RESOLUTION, AND FAILURE TO FULFILL

- A. Should any signatory to this Agreement object within sixty (60) days to any action proposed or undertaken pursuant to this Agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objections cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council, including the FHWA's proposed response to the objection. Within thirty (30) calendar days after receipt of all pertinent documentation, the Council will either:
 - 1. advise the FHWA that it concurs with the FHWA response, whereupon the FHWA will respond to the objection accordingly; or
 - 2. advise the FHWA that it should enter into adverse effect consultation pursuant to 36CFR800.6; or
 - 3. provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
 - 4. notify the FHWA that it will comment pursuant to 36 CFR 800.7(c), and proceed to comment on the subject of the objection. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.7(c)(4) with reference only to the subject of the dispute; the FHWA and MDT's responsibility to carry

out all actions under this Agreement that are not the subjects of the dispute will remain unchanged.

5. If the Council fails to provide recommendations or to comment within the specified time period, the FHWA may implement that portion of the undertaking subject to dispute under this Stipulation in accordance with the documentation submitted to the Council for review.
- B. At any time during implementation of the measures stipulated in this Agreement, should any objection to any such measure or its manner of implementation be raised by a member of the public or other non-signatory to the Agreement, the FHWA shall take the objection into account and consult as needed with the objecting party, the SHPO or the Council to address the objection.
 - C. In the event that the FHWA or MDT does not carry out the terms of this Programmatic Agreement, it shall not take any action or make any irreversible commitment that would result in an adverse effect to historic properties or would foreclose the Council's consideration of modifications or alternatives to the undertaking.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for all individual undertakings subject to the terms of the Agreement.

MONTANA DIVISION, FEDERAL HIGHWAY ADMINISTRATION

By: *Theodore H Burch*
Ted Burch, Program Development Engineer

Date: 12/12/2006

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: *John M. Fowler*
John M. Fowler, Executive Director

Date: 2/1/07

MONTANA STATE HISTORIC PRESERVATION OFFICE

By: *Mark F. Baumler*
Mark F. Baumler, State Historic Preservation Officer

Date: 12/18/2006

CONCUR:

MONTANA DEPARTMENT OF TRANSPORTATION

By: *Jim Lynch*
Jim Lynch, Director MDT

Date: 1/08/07

APPROVED FOR
LEGAL CONTENT
Date Nov. 1, 2006
By Lytle J. Manley



SANDERS COUNTY

BOARD OF COMMISSIONERS

RECEIVED

JUL - 8 2010

ENVIRONMENTAL

June 25, 2010

Moriah Thunstrom
Project Development Engineer
Environmental Services Bureau
MDT
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Subject: Information request for MDT Bridge Replacement Project
Cabinet Gorge - 1 mile west of Heron, MT
BR 9045 (37)
Control Number: 6286

Dear Moriah,

Thank you for the opportunity to comment on the "Heron Bridge". Here are the answers to your specific questions:

1. Sanders County is very concerned about the condition of the bridge and its impact on the safety and economy of the community of Heron. The bridge needs to be replaced as quickly as possible - no delays! The preliminary field review report issued on August 26, 2009 is not totally accurate. The bridge was never previously located in Trout Creek, MT. The bridge was constructed in Washington State in November of 1920 and moved to Heron, MT in 1952. Yes, the bridge is coming up on 90 years old! I have included a copy of a newspaper article for your records.
2. We do not have any planned projects in the area.
3. We do not have a "master plan".
4. If you need information, please contact Commissioner A. B. "Tony" Cox at PO Box 519, Thompson Falls, MT 59873. He can be reached at the office by calling 406-827-6966 or by calling his cell phone at 406-274-4379.

Again, we would simply like to state that we are in favor of your proposed project and hope that everything is done to keep this project on schedule to replace our soon to be 90 year old bridge.

Sincerely,

A.B. (Tony) Cox, Commissioner
Board of Commissioners
Sanders County, Montana

From: Thunstrom, Moriah
Sent: Wednesday, June 23, 2010 4:50 PM
To: 'Lee Kramer'
Subject: RE: Heron Bridge proposal

Thanks Lee! I appreciate the quick response. Nothing more formal is needed – this response is sufficient. Thank you for the information.

Moriah Thunstrom, P.E.
Glendive District Project Development Engineer
Environmental Services Bureau
Montana Department of Transportation
Phone: (406) 444-0456 Fax: (406) 444-7245

From: Lee Kramer [<mailto:lkramer@fs.fed.us>]
Sent: Wednesday, June 23, 2010 4:37 PM
To: Thunstrom, Moriah
Cc: Paul Stantus; Paul Bradford; Gary Kedish
Subject: Heron Bridge proposal

This is in response to your letter of June 18, 2010 to the Kootenai National Forest regarding the replacement of the Heron Bridge.

Contrary to the statement in the field report, at the bottom of page 2, the north bank is not National Forest System Land. There is no Forest Service property within a mile of the current bridge location. So National Forest Lands are not directly impacted by the bridge replacement and we have no concerns. We do support the proposal. A new bridge will greatly facilitate recreation use, vegetation management and fire control on National Forest System Lands.

Please let me know if you need a more formal response.

Lee Kramer
District Ranger
Cabinet Ranger District
Kootenai National Forest
406-827-0714