Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

October 30, 2009

Jeff Patten
Operations Engineer
Federal Highway Administration
585 Shepard Way
Helena, Montana 59601-9785

Subject: Re-Evaluation of Categorical Exclusion Determination

Brockton-East	Big Muddy Creek-West
NH 1-10(46)626	NH 1-10(62)633
Control Number: 4058000	Control Number: 4058001

Dear Jeff:

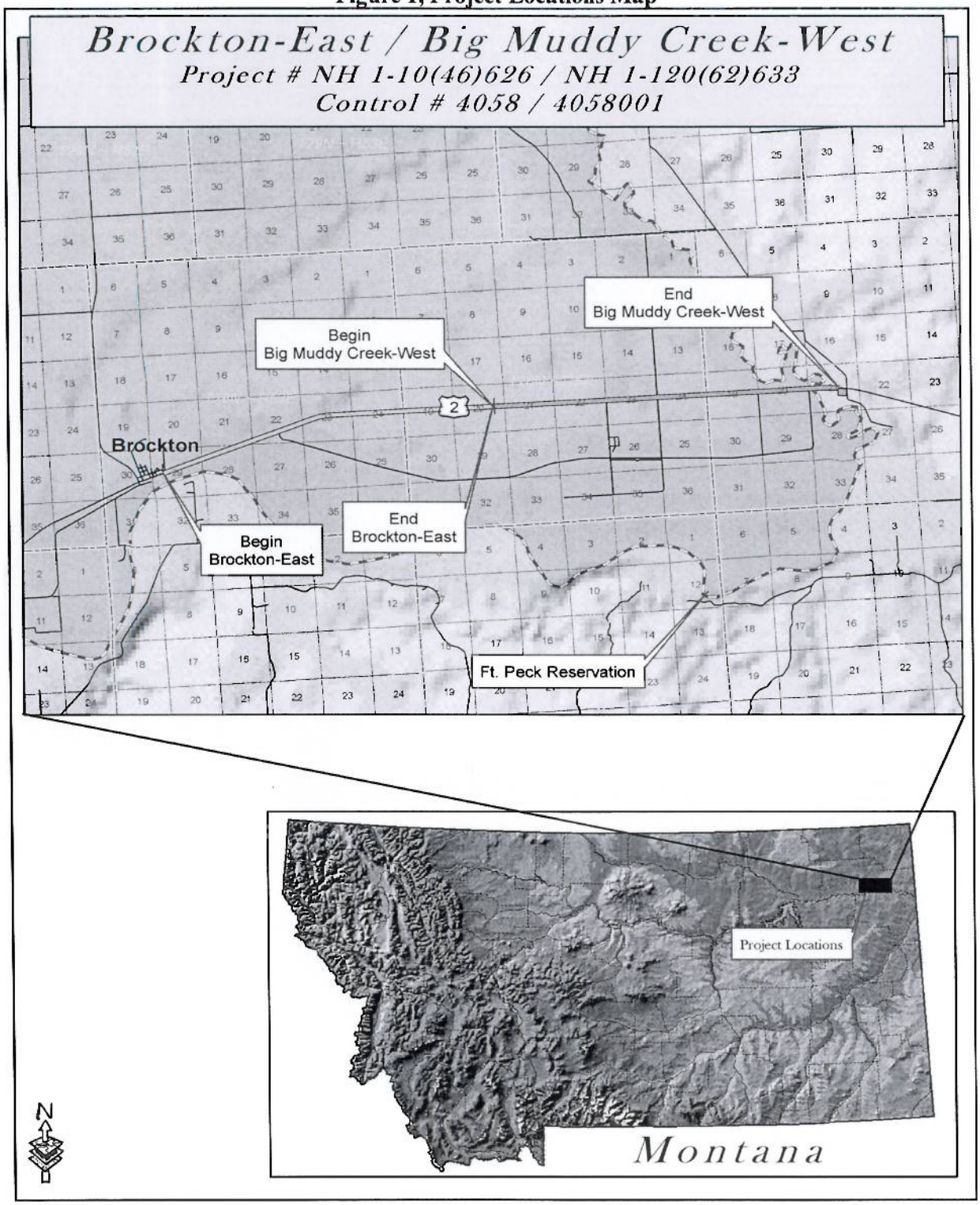
Environmental Services has reviewed the above subject projects and concluded that the previously approved Categorical Exclusion (Cat-Ex) remains valid under the provisions of 23 CFR 771.117(d) and 771.129(c). The original Cat-Ex for these projects was signed by the Federal Highway Administration (FHWA) on October 18, 2001. This proposed action also continues to qualify as a Cat-Ex under the provisions of ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA). This determination is based on the following information.

I. Project Overview

The proposed projects involve reconstruction and realignment of US Highway 2. Brockton-East begins on the eastern city limits of Brockton, Montana (RP 626.15) and extends approximately 6.7 miles east, at which point Big Muddy Creek-West begins and extends approximately 6.8 miles east (RP 639.64). The projects are located within the boundaries of the Fort Peck Indian Reservation, with the exception of the last approximately 0.5 miles of the Big Muddy Creek-West project. **See Figure 1, Project Locations Map.**

These projects were initiated in 1999, then known cumulatively as Brockton-East, and complied with the National Environmental Policy Act (NEPA) and the Montana Environmental Policy Act (MEPA) through a FHWA-approved Cat-Ex. Due to issues with funding, the projects were not constructed in the 2002 construction season as anticipated. Since the original Cat-Ex was issued, the project limits have not changed; however, the original Brockton-East project has been subdivided into two separate projects: Brockton-East and Big Muddy Creek-West. Additionally, the proposed action now includes realignment of the roadway 36 feet to the north, rather than 59 feet to the north as originally planned. In addition to on-site wetland mitigation, a wetland mitigation bank has been proposed for this watershed. This wetland mitigation bank would be constructed in conjunction with the Big Muddy Creek-West project. Excavated material from the wetland mitigation bank would be used as fill material for the Big Muddy Creek-West project. Due to the scope of the project changing and the lapse in time, this document serves as a re-evaluation of the Cat-Ex in order to comply with NEPA and MEPA.

Figure 1, Project Locations Map



II. Purpose and Need

As described in the original Cat-Ex, the proposed projects are driven by the need to facilitate greater volumes of traffic, address flooding issues on the east city limits of Brockton, and address a structurally deficient bridge spanning Big Muddy Creek. The purpose of the proposed projects is to improve the safety and operational characteristics of the roadway, and to facilitate highway-related stormwater drainage on the east city limits of Brockton. In addition to the original purpose and need, the project scope has expanded to include a wetland mitigation bank for this watershed. Excavated material from this mitigation site would be used as fill material in the Big Muddy Creek-West project.

III. Existing Roadway Conditions

The proposed projects are located on Primary Route 1 (US Highway 2) in Roosevelt County, Montana. This route is classified as a principal arterial. The existing 32-foot roadway consists of two 12-foot travel lanes and two 4-foot shoulders.

Three structures occur within the Brockton-East project corridor. They are summarized as follows:

- A 39-foot two-span treated timber structure, constructed in 1942, located at RP 626.46;
- A 12-foot treated timber stock pass, constructed in 1946, located at RP 631.20;
- A 19-foot treated timber stock pass, constructed in 1946, located at RP 632.3.

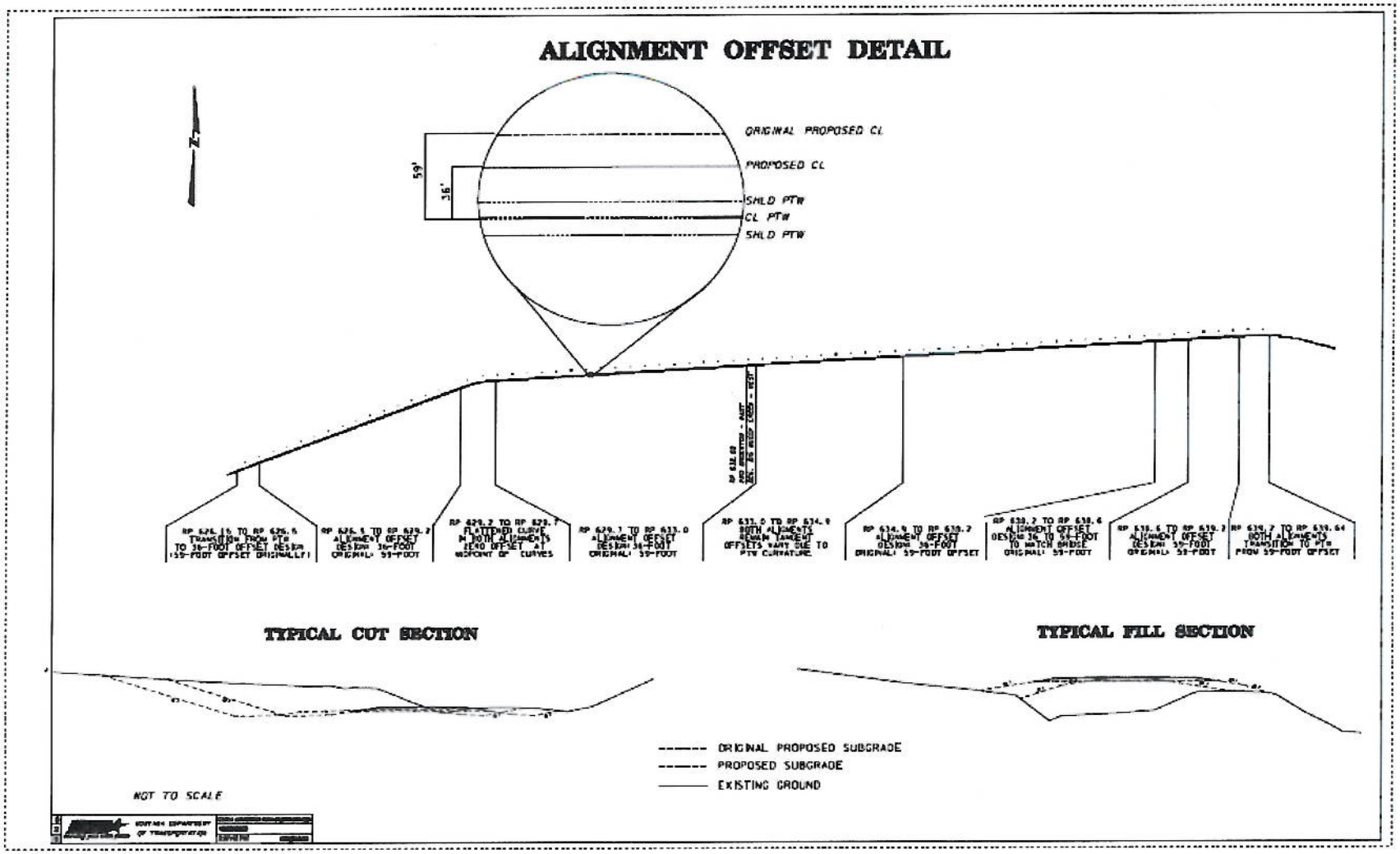
One structure occurs within the Big Muddy Creek-West corridor at RP 639.20. This structure was constructed in 1952 and is a 166-foot three-span continuous steel structure. With a sufficiency rating of 45.1, the structure is considered deficient.

IV. Project Details

As previously described, reconstruction would consist of widening the roadway to a total width of 40 feet, which would be composed of two 12-foot travel lanes and two 8-foot shoulders. In addition, the projects would include clearing and grubbing, grading, base course, plant mix surfacing, drainage improvements, intersection improvements, replacing conflicting utilities, signing, pavement marking, seeding, fencing, and other related items. Right-of-way acquisition, construction permits, and easements would be necessary throughout the length of both projects.

The horizontal alignment within the project corridors would be shifted 36 feet to the north for the entire length of the project. The shifting of the roadway has been reduced from the original design of 59 feet which would further reduce the impacts of the projects, while still allowing for traffic flow during the project construction. **See Figure 2, Alignment Offset Detail.** The horizontal alignment is designed for a 65 mph design speed. Only one (1) curve requires super-elevation. The proposed vertical alignment is designed for a 65 mph design speed.

Figure 2: Alignment Offset Detail



There are a total of twenty-eight (28) vertical curves along the alignment. A location with a steep grade is located in the Box Elder Creek area from RP 629.0 to RP 929.21. A design exception has been requested and approved at this location for 6.00% grade. All other grades are less than 4%.

All existing pipe and structures along the projects, with the exception of the 11.0-foot SSPP at Box Elder Creek, are proposed to be replaced. The SSPP is being extended to the north and would remain in place. This pipe was recently replaced and is in good condition. The two-span timber structure and two treated timber stock passes would be replaced with pipe. The bridge spanning Big Muddy Creek would be replaced with a 240-foot three-span concrete structure. The existing bridge would remain in operation during construction.

The western project limit for the Brockton-East project would include the installation of culverts at the east city limits of Brockton. This area has experienced some flooding and additional culverts in this area are proposed to help alleviate flooding.

Access control is not included in the proposed action. Unused and/or unneeded approaches would be eliminated. Other approaches may be relocated or realigned for safety purposes.

The proposed wetland mitigation bank would be composed of two excavated areas. These excavated areas would capture runoff from a large drainage area northeast of the site. No physical diversions or berms would be proposed. Although there are existing wetlands on the property, by excavating the existing upland areas, new wetlands would be created. Water rights would need to be secured for the wetland mitigation bank.

V. Affected Environment, Impacts, & Mitigation

All practicable means to avoid or minimize adverse social, economic and environmental impacts from the proposed projects have been adopted. Potential impacts and proposed mitigation measures are summarized in **Table 1** below.

Table 1: Summary of Potential Impacts and Proposed Mitigation

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Land Use	Acquisition of approximately 59 acres of right-of-way would create direct land use impacts. Of this acreage, less than one acre is residential, 53 acres are grasslands/range, and 6 acres are mixed rangeland. The proposed project would not be expected to change the growth patterns in the area. Overall, land uses in the area would not be affected.	Acquisition of approximately 37 acres of right-of-way would create direct land use impacts. Of this acreage, 12 acres are crop land, 18 acres are grasslands/range, and 7 acres are mixed rangeland. The proposed project would not be expected to change the growth patterns in the area. Overall land uses in the area would not be affected.	No mitigation required.	The original project would have resulted in acquisition of approximately 162 acres of right-of-way. As currently proposed, approximately 96 acres of right-of-way will be required. Therefore, the land use impacts resulting from these projects have been lessened since issuance of the 2001 Cat-Ex.
Farmland	Approximately 58 acres of farmland would be converted into a transportation corridor; of which 23 acres are of statewide importance.	Approximately 37 acres of farmland would be converted into a transportation corridor; of which 2 acres are of statewide importance. An additional 14.8 acres of farmland would be converted for the wetland mitigation bank, none of which are of statewide importance.	No mitigation required.	The acreage of farmland converted in the original Cat-Ex was not identified. However, by reducing the amount of right-of-way acquisition required for this project, it is assumed that the farmland impacts have also been lessened since issuance of the 2001 Cat-Ex.
Social	The proposed projects would provide a beneficial social impact by improving the safety and operation of the roadway. The proposed projects would not change the population growth or demographic trends projected for the project areas.		No mitigation required.	No change.
Economy	The proposed projects would not be expected to significantly affect tax revenues and public expenditures, employment opportunities, accessibility, and retail sales on the regional and/or local economy.		No mitigation required.	No change.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Pedestrian and Bicycle Facilities	There are no pedestrian or bicycle facilities along the project corridors. Additionally, none are proposed as part of the projects.		No mitigation required.	No change.
Environmental Justice	Impacts to residences along the corridors would be mainly due to realigning the roadway and right-of-way acquisition north of the existing roadway. The majority of the project corridors are devoid of residences. Additionally, right-of-way acquisition on the north side of the roadway would be uniform along the project corridors and none of the identified low-income and/or minority populations are expected to bear the brunt of these impacts. Based on the uniform acquisition of right-of-way, minimization of impacts, and sparse population adjacent to the roadway, the proposed projects would not be anticipated to result in disproportional adverse effects on minority and/or low-income populations.		No mitigation required.	No change.
Right-of-way and Relocations	The proposed project would result in acquisition of approximately 56 acres of right-of-way on the north side of the highway and approximately 3 acres on the south side of the highway. The acquisition of right-of-way would not require relocations.	The proposed project would result in acquisition of approximately 35 acres of right-of-way on the north side of the highway and approximately 2 acres on the south side of the highway. The acquisition of right-of-way would not require relocations.	MDT would comply with the "Uniform Act," or Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.), and amendments.	The original project would have resulted in acquisition of approximately 162 acres of right-of-way. As currently proposed, 96 acres of right-of-way would be required. Therefore, the right-of-way impacts resulting from these projects have been lessened since issuance of the 2001 Cat-Ex.
Utilities	Overhead and underground power lines and underground telephone lines are located parallel to the project areas. Some relocation of these lines may be required, which could result in interrupted service.		Potential impacts would be coordinated with appropriate utility companies. Notification of service interruption due to relocation would be the responsibility of the appropriate utility line owner.	No change.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Air Quality	Negligible impacts to air quality are anticipated.		No mitigation is required.	No change.
Visual/Aesthetics	The project areas mainly consist of previously disturbed land. No visual/aesthetic impacts are anticipated, and no visual/aesthetic design elements have been incorporated into the projects.		No mitigation required.	No change.
Noise	Noise impacts were re-evaluated using the FHWA TNM lookup tables. The data shows that any sensitive receptors located within 60 feet of centerline would experience outdoor noise levels above the noise abatement criteria of 66 dBA for design year 2028. However, no receptors occur closer than 90 feet from centerline. Therefore, the proposed projects would have minimal noise impacts. Noise levels would not increase substantially and are in compliance with MDT's noise policy.		No mitigation required.	No change.
Hazardous Materials	Based upon a records search of the Natural Resource Information System database in May 2009, no hazardous materials or underground storage tanks are within the vicinity of the proposed projects.		No mitigation required. If hazardous materials are discovered, generated, or used, they would be stored, handled, and disposed of in accordance with applicable local, state, and federal laws.	No change.
Wild and Scenic Rivers	There are no wild and scenic rivers within the project corridors.		No mitigation required.	No change.
Water Resources/Water Quality	Impacts to water quality may result from culvert, pipe, and bridge replacement. The proposed project would result in a negligible increase of impermeable surface through roadway widening. Water rights would be required for the wetland mitigation bank.		The proposed project has been designed to be in compliance with applicable water quality regulations and standards. MDT would coordinate with agencies throughout the design to obtain the appropriate permits for the projects.	No change.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Wetlands	Approximately 0.3 acre of wetlands impacts would occur as a result of realignment and widening of the road.	Approximately 0.7 acres of wetlands impacts would occur due to realignment of the roadway to the north. In addition, a wetland mitigation bank would be created for this watershed. This wetland mitigation bank would be used to mitigate wetland impacts from other road projects.	Adverse impacts to wetlands would be avoided and minimized to the greatest extent practicable. Unavoidable impacts would be mitigated according to permit requirements at an approved mitigation site.	The original project would have resulted in direct impacts to 1.41 acres of wetlands. As currently proposed, only 1 acre of wetland impacts would occur. Therefore, the wetland impacts resulting from these projects have been lessened since issuance of the 2001 Cat-Ex.
Wildlife Habitat and Ecosystems	The proposed projects would require the removal of vegetation for roadway reconstruction and realignment, bridge construction, and culvert replacement. Re-disturbance along the roadway and the drainages has the potential to spread invasive species. In addition, loss of habitat due to roadway reconstruction and realignment, culvert replacement, bridge construction, and highway fill would occur. However, the projects mainly occur directly adjacent to the existing roadway, which is an area that has been previously disturbed by human activities. Therefore, substantial impacts to wildlife would not be anticipated. The proposed projects may impact aquatic species through bridge construction, culvert replacement, highway fill placement, pipe inlet/outlet channel realignment and stabilization, increase of impervious surfaces which may cause increased runoff, and increased water temperature due to potential clearing and grubbing in riparian areas. However, no substantive losses of spawning habitat for fish species are anticipated and the increase in water temperature is expected to be negligible as most clearing and grubbing would not occur in riparian areas.		Clearing of vegetation and reseeding of disturbed areas would be done in accordance with MDT Standard Specifications. Noxious weeds would be controlled by MDT, the County Weed Board, Fort Peck Tribe, and the contractor. Impacts to aquatic species would be minimized with the implementation of BMPs during construction. Unavoidable impacts would be mitigated as required by the applicable permits and regulations. Timing of bridge construction would be coordinated with appropriate resource agencies to minimize impacts to spawning fish.	No change.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Floodplains	Encroachment on floodplains would occur; however, the proposed projects are not anticipated to raise flood elevations.		A Floodplain Development Permit would be obtained from Roosevelt County and the Fort Peck Tribe, as applicable.	No change.
Threatened/ Endangered Species and Habitats	Three endangered and one threatened species have been identified for the project areas. These species include the interior least tern (endangered), whooping crane (endangered), pallid sturgeon (endangered), and piping plover (threatened). Additionally, critical habitat for the piping plover has been designated along the Missouri River. The bald eagle has also been identified for the project area; however, this species was officially delisted on June 28, 2007. Although considered a "recovered" species by the USFWS, bald eagles continue to receive protection under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Habitat for the listed threatened and endangered species within the project corridor has not been identified. Adequate habitat for these species would most likely occur along the Missouri River, which is south of the project corridors. In addition, the land adjacent to the corridor has been previously disturbed by human activities. Therefore, the proposed projects are not likely to adversely affect any of the listed species. The proposed projects are not likely to jeopardize the continued existence of these species and are not likely to destroy or adversely modify critical habitat.		No mitigation required.	The mountain plover and black-footed ferret have been removed from the USFWS' most recent list of threatened or endangered species for this project area. No other changes have occurred since issuance of the 2001 Cat-Ex.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Historical/Cultural Resources - Section 106 Compliance	Adverse effects to one archaeological site are anticipated. Coordination with the State Historic Preservation Office (SHPO) and the Fort Peck Tribe is ongoing. In addition, the structures along the project corridors have been assessed following the procedures in the *Programmatic Agreement for Historic Roads and Bridges.*	Since Big Muddy Creek Bridge is over 50 years old, it has been assessed for eligibility. Due to replacement of the original guardrails in 1987, this bridge has been determined to be ineligible for listing in the National Register. Concurrence from the SHPO is forthcoming. MDT's correspondence to SHPO is attached.	Mitigation measures for the Brockton-East project would be implemented in accordance with the Memorandum of Agreement (MOA) between MDT, the State Historic Preservation Office, and the Fort Peck Tribe. The MOA is currently under development.	Under the 2001 Cat-Ex, impacts to two archaeological sites were anticipated. Under the new design, however, adverse impacts to one of these sites have been avoided. In addition, the Big Muddy Creek Bridge has now been assessed for eligibility of listing.
Section 4(f) Resources	One archaeological site was recommended as eligible for listing on the National Register of Historic Places. However, the cultural resources survey determined that the eligible archaeological site is mainly important for data recovery rather than preservation in place; therefore, it is not considered a Section 4(f) property. The previous Section 4(f) analyses conduced for the other structures along the project corridors remain unaffected.	The Big Muddy Creek Bridge has been assessed for eligibility, and has been determined to be ineligible for listing. SHPO concurrence of this determination is forthcoming. Therefore, no Section 4(f) properties would be impacted by this project.	No mitigation required.	No change.
Section 6(f) Properties	There are no Section 6(f) properties within the project corridors.		No mitigation required.	No change.

Resource	Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
	Brockton-East	Big Muddy Creek-West		
Cumulative Impacts	Other road projects known to be occurring within the project areas would not be anticipated to create a cumulative impact when added with the proposed projects. The main activities that occur within the project areas, and have historically existed in the project areas, consist of agriculture/ranching. Agricultural activities have the potential to degrade water quality through non-point source discharges. During construction, the proposed projects would have the potential to increase turbidity in waterways along the project corridors. However, prior to construction of the proposed projects, a soil and erosion sediment control plan would be developed for the proposed projects which would minimize the potential for cumulative water quality impacts. Therefore, it is not anticipated that significant cumulative impact on water quality would occur when the projects are added to agricultural activities in the area. Historically, roadway construction and agricultural and residential development are likely to have resulted in habitat fragmentation for plant and animal communities and also the spread of invasive species. The projects have the potential to add to this fragmentation and disruption of biological communities. However, the proposed projects would implement best management practices to control the spread of noxious weeds. In addition, the area of realignment has been reduced since 2001 to minimize impacts within the area. Following construction, disturbed areas would be reseeded. Therefore, while the proposed projects may have minor effects on plant and animal communities, it is not anticipated that the proposed projects, when added to past and present activities in the area, would result in a significant cumulative impact to wildlife habitat or ecosystems within the project areas.		No mitigation required.	No change.

Resource		Potential Impact		Proposed Mitigation	Change from 2001 Cat-Ex
		Brockton-East	Big Muddy Creek-West		
Temporary Construction Impacts	Air Quality	Construction activities could have a short-term impact on air quality, primarily during site preparation. Wind erosion of exposed areas and material stockpiles would generate particulate matter emissions. In addition, the proposed projects would result in a temporary increase of mobile source emissions.		In accordance with MDT Standards Specifications, the contractor would be required to adhere to applicable air quality rules, regulations, and permit conditions.	No change.
	Transportation System	Construction delays would likely create temporary impacts to local and regional traffic circulation in the project area due to lane closures, delays, temporary travel on unpaved surfaces, and reduced travel speeds. Traffic diversions and construction equipment and activities close to the travel lanes would also affect speeds and traffic operation within the construction zone.		A transportation management plan would developed according to MDT Standard Specifications.	No change.
	Water Resources/ Quality	Temporary impacts to water quality may result from construction. These may include an increased potential for erosion, reduced slope stability, storm water runoff, and increased turbidity caused by disturbing waterway bottoms and re-suspending existing sediments in the water column.		Use of BMPs and compliance with applicable federal and state regulations would be utilized.	No change.
	Wildlife Habitat & Ecosystems	Construction of the projects may result in minor indirect disturbance to wildlife communities. Additionally, construction activities may result in the invasion and/or spread of noxious weeds due to clearing and grubbing activities. Increases in turbidity, suspended sediment, and other pollutants can reduce feeding opportunities for fish and result in fish avoidance of important habitat, such as Big Muddy Creek. Construction activities within waterbodies along the proposed projects, such as Big Muddy Creek, could potentially disrupt fish spawning activity; however, substantive losses of spawning habitat for any fish species are not anticipated.		Disturbed areas would be reseeded with desirable seed mix. In the area of Big Muddy Creek, timing of bridge construction would be coordinated with appropriate resource agencies to minimize impacts to spawning fish.	No change.
	Noise	The projects would result in temporary increases of noise levels within the vicinity of the projects.		Compliance with MDT Standard Specifications would be maintained.	No change.

VI. Permits and Authorizations

The following permits would be required prior to construction:

- CWA Section 402/NPDES authorization from EPA for portions of the project located on the reservation and MDPES authorization from the MDEQ for portions of the project not located on the reservation. The NPDES/MDPES permit requires a storm water pollution prevention plan that includes a temporary erosion and sediment control plan. The erosion and sediment control plan identifies best management practices, as well as site-specific measures to minimize erosion and prevent eroded sediment from leaving the work zone.
- CWA Section 404 Permit from the USACE for any activities that may result in the discharge or placement of dredged or fill materials in waters of the US, including wetlands.
- CWA Section 401 Water Quality Certification from the Fort Peck Tribe for portions of the project on the reservation and a CWA Section 401 Water Quality Certification from the MDEQ for portions of the project not on the reservation.
- Montana Stream Protection Act (SPA 124) from the MFWP. The Montana SPA 124 is required for projects that may affect the bed or banks of any stream in Montana.
- Short-term Water Quality Standard for Turbidity related to construction activity (318 Authorization) from the MDEQ for any activities that may cause unavoidable violations of state surface water quality standards for turbidity, total dissolved solids, or temperature.
- A Joint Floodplain Development Permit from Roosevelt County and the Fort Peck Tribe.

VII. Agency and Public Involvement

The following subsections outline the agency and public involvement conducted for the projects.

Agency Coordination

To initiate early communication and coordination, an early notification package was distributed in December of 1999 to federal, state, and local agencies and other interested parties. This package included information on the project, then known just as the Brockton-East project, and a project location map.

Due to the passage of time and modifications to the project scope, agencies and interested parties, including the Fort Peck Tribe, were solicited again in June 2009. This time, agencies were asked to provide updates or further information regarding the proposed projects. Responses from three entities were received. The USFWS provided an updated listing of endangered species in the project area. The USACE provided information regarding necessary permits for work in waters of the United States. The MFWP expressed the need to maintain adequate fish passage up and down Big Muddy Creek.

Public Coordination

A public input meeting was held on March 6, 2000. The meeting was advertised in the following local media sources:

- *The Searchlight*, Culbertson, MT (2/17/00 and 2/24/00)
- *The Herald-News*, Wolf Point, MT (2/16/00 and 2/23/00)
- *Sidney Herald*, Sidney, MT (2/16/00 and 2/20/00)
- *Wotanin*, Poplar, MT (2/17/00 and 2/24/00)

Forty people, including representatives from MDT and the consultant (Kadrmas, Lee & Jackson), attended the meeting. Six verbal comments were received at the meeting. One citizen raised concerned over potential relocation of his mobile home. However, the mobile home has since been moved.

No additional public meetings are planned. Representatives from MDT have since met with the tribal council and have contacted all affected landowners.

VIII. Conclusion

This action would neither individually nor cumulatively have any significant adverse social, economic, or environmental impacts. This notification documents that this proposed action is still properly classified as a Cat-Ex under the provisions of 23 CFR 771.117(d).

If you have any questions concerning this letter, please contact Moriah Thunstrom at (406) 444-0456.

Sincerely,

Heidy Bruner, P.E.
Engineering Section Supervisor
Environmental Services Bureau

Attachment: Categorical Exclusion Signed 10/18/01
SHPO Form

Copy (w/o encl.):	Ray Mengel	Glendive District Administrator
	Gabe Priebe, P.E.	Consultant Design
	Tom S. Martin, P.E.	Environmental Services Bureau
	Heidy Bruner, P.E.	Environmental Services Bureau
	Suzy Price	Contract Plans Bureau Chief
	Dave Jensen	Fiscal Programming Section Supervisor
	Larry Sickerson	Environmental Services Bureau
	Moriah Thunstrom, P.E.	Environmental Services Bureau
	File	Environmental Services Bureau

e-copy (w/o encl): Montana Legislative Branch Environmental Quality Council (EQC)

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Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

MASTER FILE COPY

October 28, 2009

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

Subject: NH 1-10(62)633
Big Muddy Creek – West
Control No. 4058001

Dear Mark:

Enclosed is the site and CRABS forms for the above historic property in Roosevelt County. We have determined that the Big Muddy Creek Bridge (24RV0877) is ineligible for the National Register of Historic Places for the reasons specified in the site form. We request your concurrence.

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

Jon Axline

Jon Axline, Historian
Environmental Services

Enclosures

Copies: Ray Mengel, P.E., Glendive District Administrator
Tim Conway, P.E., Consultant Design
Bonnie Gundrum, Resources Section