

Appendix F - Programmatic Section 4(f) Evaluations

MONTANA DIVISION
 “NATIONWIDE” PROGRAMMATIC SECTION 4(f) EVALUATION FOR
 HISTORIC BRIDGES

Project № **STPP-F-72-1(1)10** (PPMS-OPX2 C#**1016**) Project Name: **Belfry North EA**
 Description: **Clarks Fork “south” bridge, 24CB707/1144; three-span steel girder with concrete deck measuring 75.9 m (249 ft) long with a clear roadway width of 7.3 m (24 ft) constructed in 1939. See Attachment A for an expanded description.**
 Location: **On MT 72, 1.6 km (1 mile) north of the town of Belfry at RP 11.9. See Attachment B for map.**

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 description and 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?	☐	<u>X</u>
2. Have agreements been reached through 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>	☐
ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)?	<u>X</u>	☐
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?	☐	<u>X</u>
b) List of agencies with jurisdiction at this location:		
USA - Corps of Engineers (<i>Sections 10 & 404</i> permits)	<u>X</u>	_____
USDA - Forest Service	☐	<u>X</u>
USDA - Natural Resource Conservation Service (formerly SCS, <i>FPPA</i>)	☐	<u>X</u>
FEMA Regulatory Floodway (permit)	<u>X</u>	_____
MDFW&P - Parks Division (Fishing Access Site)	☐	<u>X</u>
MDFW&P - Wildlife Division (Management Areas: WMAs)	☐	<u>X</u>
MDFW&P - Fisheries Division (124SPA permit)	<u>X</u>	_____
MDNR&C - SELO (navigable rivers under state law)	☐	<u>X</u>
MDNR&C (irrigation systems)	_____	<u>X</u>
MDEQ - Permitting & Compliance Division (MPDES authorization)	<u>X</u>	_____
MDEQ - Planning, Prevention & Assistance Division (TMDLs)	<u>X</u>	_____
Other:		

ALTERNATIVES & FINDINGS

EACH of the following **ALTERNATIVES** for this proposed project have been evaluated under *Section 106* of the *National Historic Preservation Act (NHPA, 16 U.S.C. 470f)* 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*.

(**ALTERNATIVES & FINDINGS** – conclusion:)

The preceding **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>	☐
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. The bridge has a structural sufficiency rating of 47.4 and therefore is not considered structurally deficient.	<u>X</u>	☐
b) Safety — this ALTERNATIVE also does not correct the situation that causes the existing bridge to be considered deficient (i.e., it is narrow). 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. (Bridge is 6.4-m [21-ft] wide; applicable MDT standards provide for replacement of any bridge with a width less than 8.4 m [28 ft]).	<u>X</u>	☐
A copy of the MDT Bridge Bureau's Inspection Report(s) is (are) attached.	<u>X</u>	☐
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> </u>	<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>	<u> </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> </u>	<u>X</u>
Is this rehabilitation ALTERNATIVE therefore considered to be feasible and/or prudent based on the preceding evaluations?	☐	<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. Local geologic conditions are such that any other location in the general vicinity of the preferred site is not prudent. Any other location would cause extraordinary disruption to existing traffic patterns.	<u> </u> <u> </u> <u> </u>	<u>X</u> <u>X</u> <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. 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> </u> <u> </u>	<u>X</u> <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	<u> </u>	<u>X</u>

engineering difficulties reach extraordinary magnitudes. Does the **ALTERNATE** location result in significantly increased engineering or construction costs (e.g.: longer span/approaches, etc.)?

 X

- 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;

 X

no responsible party can be located to maintain and preserve the historic structure.

 X*

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.

 X ☐

MEASURES TO MINIMIZE HARM

This "Nationwide" **PROGRAMMATIC SECTION 4(f) EVALUATION** 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? | <u> </u> | <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> </u> | <u> ☐ </u> |
| NOTE:
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> | <u> ☐ </u> |
| 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> | <u> ☐ </u> |
| 4. If the bridge is being adversely affected, has agreement been reached through the <i>NHPA-Section 106</i> process on these Measures to Minimize Harm (which will be incorporated-into the proposed project) with the following: | | |
| SHPO? (Date: <u>5/11/1989 amended 2/27/92</u>) | <u> X </u> | <u> ☐ </u> |
| ACHP? (Date: <u>6/1/1989 amended 3/16/92</u>) | | <u> ☐ </u> |
| FHWA? (Date: <u>5/11/1989 amended 2/27/92</u>) | | <u> ☐ </u> |
| A copy of the Programmatic Agreement (dated May 9, 1989) and Amendment (3/16/92) signed/approved by these agencies is attached. | <u> X </u> | <u> ☐ </u> |

COORDINATION

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

SHPO: February 24, 2003 letter attached

City/County government: Board of Commissioners, County of Carbon (June 30, 2004 letter attached)

Local historical society: N/A

Adjacent property owners: Spauldings, Wolfes, Brown Trust (operated by Spauldings) contacted by phone and at public meetings.

Others: USDOI - BLM

This proposed project is also documented as an Environmental Assessment under the

* Unknown at this time. MDT needs to formally initiate the Adopt A Bridge process to determine if another owner can be located.

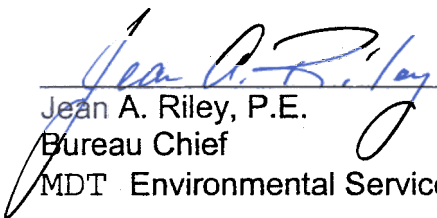
** MDT coordination to be undertaken with these parties.

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.



Jean A. Riley, P.E.
Bureau Chief
MDT Environmental Services Bureau

Date: 12/20/07

Approved 

Federal Highway Administration

Date: 21 DEC 2004

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

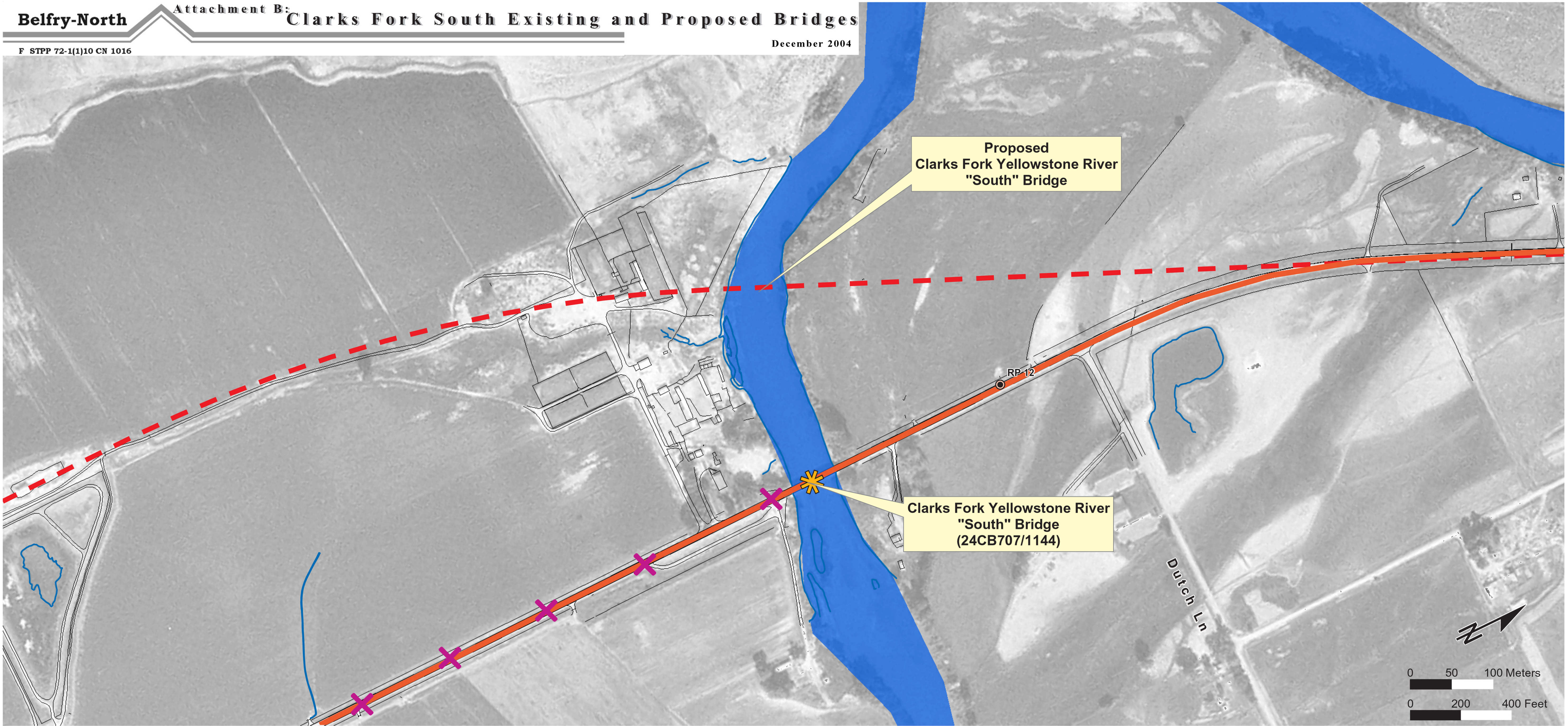
Attachment A

Project Description

The Clarks Fork “south” bridge is located on the existing MT 72 alignment, approximately 1.6 km (1 mi) northeast of Belfry at RP 11.87. The structure was constructed in 1939 and has a 7.3-m (24-ft) clear roadway width. It has a sufficiency rating of 47.4. Although the bridge is in generally good condition for its age, it is narrow by MDT current standards. MDT standards indicate the need for replacement of any bridge narrower than 8.5 m (28 ft), and therefore, MDT would eventually expect to replace this bridge.

To improve safety within Belfry, specifically in front of the Belfry School, the Preferred Alternative (the Railroad Alignment Alternative) would reroute MT 72 to the west side of Belfry, which would result in crossing the Clarks Fork on a new alignment.

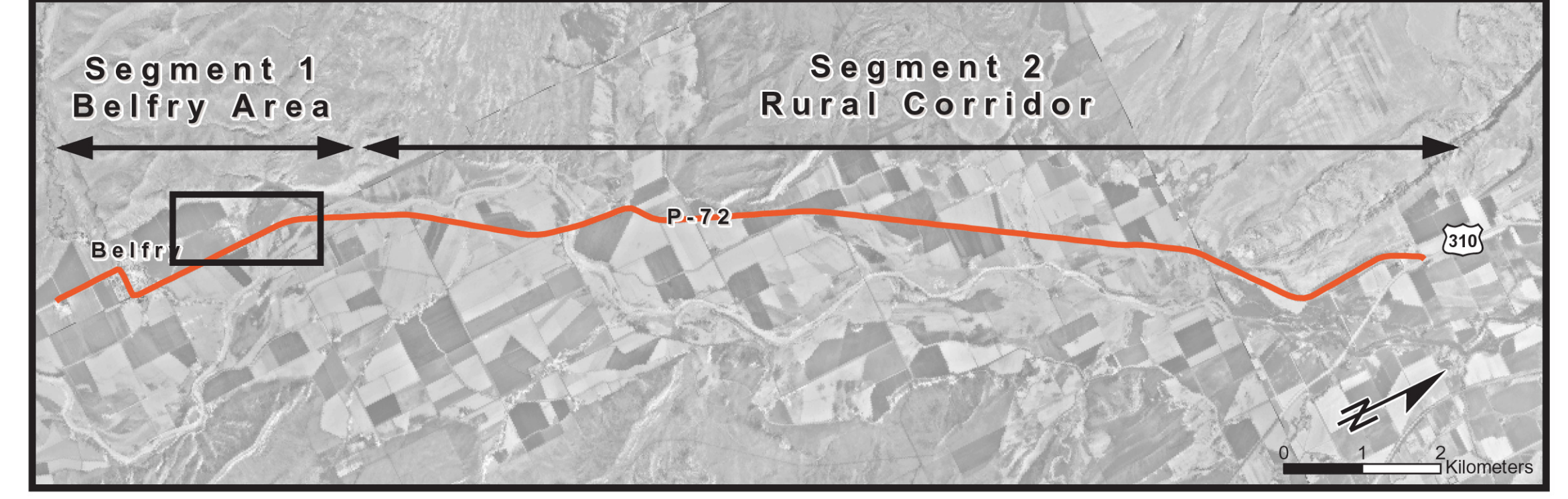
Therefore, the Preferred Alternative, the Railroad Alignment Alternative, does not directly impact the bridge because the alignment is relocated, and a new bridge would be constructed at the new location of the crossing of the Clarks Fork north of the existing crossing. The existing bridge could be left in place. However, with a new bridge, MDT would not continue to maintain the existing bridge. MDT will complete its Adopt a Bridge Program process to attempt to locate a new owner for the bridge. If no viable owner can be identified, the bridge will be removed to avoid safety problems.



Legend:

- Reference Post
- MT 72 Existing Centerline
- Eliminated MT 72 Section
- Modified Existing Alignment Alternative (Preferred Alternative)
- Ditches
- Clarks Fork Yellowstone River
- Cultural Resources

Map Location:



INITIAL ASSESSMENT FORM FOR STRUCTURE :

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

General Location Data

District Code, Number, Location : 05 Dist 5 BILLINGS Division Code, Location : 51 BILLINGS
County Code, Location : 009 CARBON City Code, Location : 00000 RURAL AREA
Kind to Hwy Code, Description : 3 3 State Hwy Signed Route Number : 00072
Str Owner Code, Description : 1 State Highway Agency Maintained by Code, Description : 1 State Highway Agency
Intersecting Feature : CLARKS FORK YELLOWSTONE Kilometer Post, Mile Post : 19.15 km 11.87
Structure on the State Highway System : ☒ Latitude : 45°09'18"
Structure on the National Highway System : ☐ Longitude : 109°00'18"
Str Meet or Exceed NBIS Bridge Length : ☒

Construction Data

Construction Project Number : S 320-B 1
Construction Station Number : 10+92.00
Construction Drawing Number : 2124
Construction Year : 1939
Reconstruction Year : 0

Traffic Data

Current ADT : 1,390 ADT Count Year : 2000 Percent Trucks 2 %

Structure Loading, Rating and Posting Data

Loading Data :

Design Loading :		2 M 13.5 (H 15)
Inventory Load, Design :	17.2 mton	2 AS Allowable Stress
Operating Load, Design :	40.8 mton	2 AS Allowable Stress
Posting :		5 At/Above Legal Loads

Rating Data :

	Operating	Inventory	Posting
Truck Type 1 :	-1	-1	
Truck Type 2 :	-1	-1	
Truck Type 3 :	65	-1	

Structure Roadway, Span and Clearance Data

Structure Deck, Roadway and Span Data :

Structure Length : 75.90 m
Number of Main Spans : 3
Number of Approach Spans : 0
Deck Area : 609.00 m sq
Deck Roadway Width : 7.32 m
Approach Roadway Width : 7.32 m

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

Structure Vertical and Horizontal Clearance Data By Span and Inventory Route :

Span Group	Over / Under Direction	Inventory Route	South, East or Bi-directional Travel			North or West Travel		
			Direction	Vertical	Horizontal	Direction	Vertical	Horizontal
0	Route On Structure	P00072	Both	99.99 m	7.77 m	N/A		

Inspection Data

Inspection Due Date : 22 March 2002

(91) Inspection Frequency (months) : 24

NBI Inspection Data

Sufficiency Rating : 47.4

Structure Status : Structurally Sufficient

(90) Date of Last Inspection : 22 March 2000

Last Inspected By : Richard Hutton - 79

(90) Inspection Date :

Inspected By :

(67) Structure Rating : 4
(58) Deck Rating : 6
(59) Superstructure Rating : 6
(60) Substructure Rating : 6

(68) Deck Geometry : 4
(72) App Rdwy Align : 8
(41) Posting Status : A

(36A) Bridge Rail Rating : 1
(36B) Transition Rating : N
(36C) Approach Rail Rating : N
(36D) End Rail Rating : 0

(62) Culvert Rating : N
(61) Channel Rating : 8
(113) Scour Critical : 6
(71) Waterway Adequacy : 8

Crew Hours for inspection : 3
Helper Hours : 0
Special Crew Hours : 0
Special Equipment Hours : 0

Snooper Required : ☒
Snooper Hours for inspection : 2
Flagger Hours : 2

Unrepaired Spalls : 2 M SQ
Deck Surfacing Depth : IN

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

Span Data

Group : 0

Type : Main

Description :

Material Type Code, Description : **4 Steel continuous**

Median Code, Description : **0 No median**

Span Design Code, Description : **2 Stringer/Multi-beam or Girder**

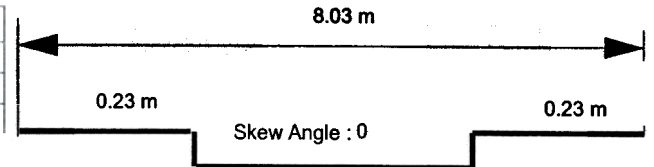
NBI Main Span Flag : ☒ NBI Approach Span Flag : ☐

Deck Structure Type : **1 Concrete Cast-in-Place**

Deck Surfacing Type : **1 Monolithic concrete (concurrently placed with structural deck)**

Deck Protection Type : **0 None**

Deck Membrain Type : **0**



Element Inspection Data

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
12						0	0	544	100	0	0	0	0	0	0
Bare Concrete Deck		1	544	sq.m.	X		%		%		%		%		%

Previous Inspection Notes :

05/01/1994 - REFI
 03/01/1996 - YDNF
 03/16/1998 - Minor scaling and moderate wear, transverse and random cracks-cracks with moderate efflorescence noted in soffit, also areas of rust staining, delaminations, and spalling with exposed reinforcement at overhangs right and left. UBLA
 03/22/2000 - Scaling and some minor spalling on deck surface with transverse cracking throughout. VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
107						223	75	74	25	0	0	0	0	0	0
Paint Stl Opn Girder		2	297	m.			%		%		%		%		%

Previous Inspection Notes :

05/01/1994 - REFI
 03/01/1996 - YDNF
 03/16/1998 - Paint beginning to fail, blistering and minor crevice corrosion typical at exterior connections and lower flange cover plates. Areas of blistering, peeling paint worse at Lt. interiors. Numerous areas of failed paint from shotgun blasts. Crevice corrosion present at lower flange connection plates. UBLA
 03/22/2000 - Paint blistering is a few areas. No other changes from previous inspection. VCDV

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

Span Data

Group : 0

Type : Main

Description :

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
181						90	100	0	0	0	0	0	0	0	0
Pnt Vrt X-Frame		2	90	m.		%		%		%		%		%	

Previous Inspection Notes :

03/16/1998 - Cracks checked in vertical stiffeners (previous reports) which are actually the verticals making up the frame of the diaphragms or vertical cross frames 4 cracks located measured marked at current termination. See notes on final page of this inspection for locations and details.

UBLA

03/22/2000 - Cracks on vertical members that attach to diaphragms at locations listed have continued to propagate with the exception of one in Span 1. Diaphragms themselves are fine.

VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
210						13	90	2	10	0	0	0	0		
R/Conc Pier Wall		2	15	m.		%		%		%		%			

Previous Inspection Notes :

05/01/1994 -

REFI

03/01/1996 -

YDNF

03/16/1998 - Each has a vertical crack visible from banks, scaling at water line at approx center of wall and cap. Crack at pier 2 originates at jacking anchorage 2nd left and that at pier 3 is approximate center line of wall. Both cracks go through entire cross section of wall cap and are in excess of 1.5 mm.

UBLA

03/22/2000 - Both piers have vertical cracks at midpier that extend across top of cap.

VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
215						19	100	0	0	0	0	0	0		
R/Conc Abutment		2	19	m.		%		%		%		%			

Previous Inspection Notes :

05/01/1994 -

REFI

03/01/1996 -

YDNF

03/16/1998 - Dirt on caps on from run off erosion at abutment 1 left. Moisture present left abutment 1, and right abutment 4.

UBLA

03/22/2000 - Structurally fine, debris atop caps.

VCDV

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

Form: bms001c

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

Span Data

Group : 0

Type : Main

Description :

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
234						16	100	0	0	0	0	0	0		
R/Conc Cap		2	16	m.		%		%		%		%			

Previous Inspection Notes :

05/01/1994 -	REFI
03/01/1996 -	YDNF
03/16/1998 - Cracking in each visable from the banks. Cracks at pier 2 originate near bearing anchorage at 2nd bearing from left. Crack at pier 3 is close to center line. Cracks at both go through the entire cross section of each cap.	UBLA
03/22/2000 - Vertical crack midcap that continues across top of cap. Condition present at both piers.	VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
304						13	90	2	10	0	0				
Open Expansion Joint		2	15	m.		%		%		%					

Previous Inspection Notes :

05/01/1994 -	REFI
03/01/1996 -	YDNF
03/16/1998 - No problems found on deck portions. Exteriors of joints at right side of deck are exhibiting severe corrosion with loss of section and active moss growth, also impacted with debris.	UBLA
03/22/2000 - Joints working as intended on roadway surface.	VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description						Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
305						13	90	2	10	0	0				
Assm Jt w/o Seal		1	15	m.		%		%		%					

Previous Inspection Notes :

03/16/1998 - Abutments 1 and 2-Leaking at both	UBLA
03/22/2000 - Moisture and debris coming through	VCDV

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

Form: bms001c

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

Span Data

Group : 0

Type : Main

Description :

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
311						11	90	1	10	0					
Moveable Bearing		2	12	ea.			%		%		%				

Previous Inspection Notes

05/01/1994 -	REFI
03/01/1996 -	YDNF
03/16/1998 - Minimal debris at rockers at abutments 1 and 4. Paint system beginning to fail, bird droppings on exterior bearings typical.	UBLA
03/22/2000 - No change from previous inspection.	VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
313						4	90	0	10						
Fixed Bearing		2	4	ea.			%		%		%				

Previous Inspection Notes :

05/01/1994 -	REFI
03/01/1996 -	YDNF
03/16/1998 - Bird droppings typical at exteriors.	UBLA
03/22/2000 - No change from previous inspection.	VCDV

Inspection Notes:

Element No.	Smart Flag	Env	Quantity	Units	Insp Each	Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
331						142	95	7	5	0		0			
Conc Bridge Railing		2	149	m.			%		%		%		%		

Previous Inspection Notes

05/01/1994 -	REFI
03/01/1996 -	YDNF
03/16/1998 - Some exposed reinforcing steel with light, if any corrosion.	UBLA
03/22/2000 - No change from previous inspection.	VCDV

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

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P00072011+09041

Location : 1M N BELFRY

Structure Name : none

Span Data

Group : 0

Type : Main

Description :

Element No.	Smart Flag					Qty 1	Pct 1	Qty 2	Pct 2	Qty 3	Pct 3	Qty 4	Pct 4	Qty 5	Pct 5
Element Description		Env	Quantity	Units	Insp Each	Pct Stat 1		Pct Stat 2		Pct Stat 3		Pct Stat 4		Pct Stat 5	
359	X					0	0	0	0	0	0	1	100	0	0
Soffit Smart Flag			1	ea.	X										

Previous Inspection Notes

03/16/1998 - Spalling on over hangs with corroding reinforcement. A few transverse cracks with moderate efflorescence (through a couple of cold joints) with rust staining. UBLA
 03/22/2000 - No change. VCDV

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

Printed by: OPS\$U6628

P00072011+09041

Location : 1M N BELFRY

Structure Name : none

General Inspection Notes

01/01/1901 - Sufficiency Rating Calculation Accepted by ops\$u5963 at 3/10/97 14:39:01
Sufficiency Rating Calculation Accepted by ops\$u9004 at 2/19/97 12:40:49

YDNF

05/01/1994 -

REFI

03/16/1998 - Location and details of 5 cracks found in vertical stiffeners to date.

UBLA

#1) Span 1 Vertical stiffner interior face of left exterior girder, 3rd diaphragm AOL from abutment 1

3/16/98 measurement = 7.5 " 3/26/96 measurement = 7.375" Propagation = 0.125"

#2) Span 1 Vertical stiffner interior face of right exterior girder, 3rd diaphragm AOL from abutment 1

3/16/98 measurement = 6.25" 3/26/96 measurement = 6.0" Propagation = 0.25"

#3) Span 1 Vertical stiffner interior face of left exterior girder 2nd diaphragm AOL from abutment 1

3/16/98 measurement = 4.3125" 3/26/96 measurement = 4.3125 No Propagation

#4) Span 2 Vertical stiffner interior face of right exterior girder 3rd diaphragm AOL from pier 2

3/16/98 measurement = 5"(to rivet below) 3/26/96 measurement = 4" Propagation = 1"

#5) Span 2 Vertical stiffner interior face of right exterior girder 2nd diaphragm AOL from pier 2

3/16/98 measurement = 4.5" 3/26/96 measurement = 3.5" Propagation = 1"

03/22/2000 - Crack propagation monitoring. See above for locations.

VCDV

#1) 3/98 inspection length 7 1/2" 3/00 inspection length 8 1/4" Propagation 3/4"

#2) 3/98 inspection length 6 1/4" 3/00 inspection length 6 1/4" Propagation Unchanged

#3) 3/98 inspection length 4 5/16" 3/00 inspection length 4 3/4" Propagation 7/16"

#4) 3/98 inspection length 5 " 3/00 inspection length 6 " Propagation 1"

#5) 3/98 inspection length 4 1/2" 3/00 inspection length 5 " Propagation 1/2"

Under water type I completed on 1/20/00 attached to hard copy with photographs.

May 9, 1989

PROGRAMMATIC AGREEMENT

Among the Federal Highway Administration (FHWA), the Montana State Historic Preservation Office (MSHPO), and the Advisory Council on Historic Preservation (ACHP), to develop a historic preservation plan to establish processes for integrating the preservation and use of historic roads and bridges with the mission and programs of the FHWA in a manner appropriate to the nature of the historic properties involved, the nature of the roads and bridges in Montana, and the nature of FHWA's mission to provide safe, durable and economical transportation.

WHEREAS, Congress has mandated that highway bridges be evaluated, and where found substandard, be rehabilitated or replaced and has provided funding for these purposes, to insure the safety of the traveling public (through the Highway Bridge Replacement and Rehabilitation Program); and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has standards regulating the construction and the rehabilitation of highways and bridges that must be met by the FHWA to insure the safety of the traveling public; and

WHEREAS, Congress declares it to be in the national interest to encourage the rehabilitation, reuse and preservation of bridges significant in American history, architecture, engineering and culture; and

WHEREAS, the FHWA proposes to make Federal funding available to the Montana Department of Highways (MDOH) for its ongoing program to construct and rehabilitate roads and bridges, and MDOH concurs in and accepts responsibilities for compliance with this Agreement; and

WHEREAS, the FHWA has determined that the construction and improvement of highways may have an effect on historic roads and bridges that are listed in the National Register of Historic Places, or may be determined eligible for listing, and have consulted with the ACHP and the MSHPO pursuant to Section 800.13 of the regulations (36CFR800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the parties understand that not all historic roads and bridges fall under the jurisdiction or sphere of influence of the FHWA, and that to encourage other parties to participate in preservation efforts; an education to foster a preservation ethic is needed; and

NOW THEREFORE, FHWA, MSHPO, and ACHP agree, and MDOH concurs, that the following program to enhance the preservation potential of historic roads and bridges, and to promote management and public understanding of and appreciation for these cultural resources will be enacted in lieu of regular Section 106 procedures as applied to historic roads and bridges only.

Stipulations

The Federal Highway Administration will ensure that the following program is carried out:

The Federal Highway Administration, in cooperation with the Montana Department of Highways, will develop a preservation plan to ensure the preservation and rehabilitation of the states significant historic roads and bridges, and will develop an on-going educational program to interpret significant historic roads and bridges that illustrate the engineering, economic, and political development of roads in Montana. Specifically:

A. For Public Education

1. MDOH will prepare technical documentation of the history of roads and road construction, and of the history of bridge building in the state, according to a format developed by MDOH in consultation with the MSHPO and in compliance with the Secretary of the Interior's Standards for Preservation Planning. From this documentation MDOH will prepare narrative histories suitable for publication for the general public. Draft copies of the documentation and the narrative histories will be submitted to the FHWA, MSHPO and a list of qualified reviewers to be determined by FHWA, MDOH and MSHPO by December 1, 1990, and 45 days will be allowed for reviewers to comment. MDOH will prepare final documentation and histories by May 1, 1991. Final copies will be distributed to the district, area, and field offices of the MDOH, to the County Commissioners, county road and bridge departments, and county historical societies, to the owners of significant roads and bridges identified in the documentation, to the Montana Historical Society Library and the Montana State Library, and to the general public as requested.
2. MDOH will develop and make available to newspapers and publishers of historical and of engineering journals articles suitable for public information on historic roads and bridges and on their construction and continued significance.
3. MDOH will augment its historic sign program by developing interpretation for the traveling public at existing rest areas or pull-overs to explain Montana's road construction and bridge engineering. It will develop on-site interpretation for significant resources that can be viewed and appreciated by the public.
4. By April 15, 1990 MDOH will develop and circulate a traveling exhibit that portrays the history of the development of transportation in Montana.
5. By December 1, 1991 MDOH will develop and circulate a public program (slide/tape or video) of approximately 20 minutes, suitable for use at public or organization gatherings, classrooms, etc.

B. For Historic Road and Bridge Preservation

1. The FHWA, in co-operation with the MDOH, will prepare a plan for the preservation of significant and representative road segments and bridge types around the state as identified in the research in part A. of this Agreement. The Historic Preservation Plan (HPP) will be presented to the FHWA, MSHPO, the ACHP and list of qualified reviewers by September 1, 1991, and 45 days comment period will be

allowed for discussion and adoption. FHWA will work to resolve disagreement on the proposed HPP. If agreement cannot be reached by December 1, 1991, all FHWA undertakings affecting historic roads and bridges will again become subject to 36 CFR 800 procedures.

The HPP for historic roads and bridges shall be prepared in accordance with the following guidelines:

- a. The essential purpose of the HPP will be to establish processes for integrating the preservation and use of historic roads and bridges with the mission and programs of the FHWA and the MDOH in a manner appropriate to the nature of the historic properties involved, the nature of the roads and bridges in Montana, and the nature of FHWA's mission, to provide safe, durable and economical transportation;
 - b. In order to facilitate such integration, the HPP, including all maps and graphics, will be made consistent with the Federal Aid road and bridge numbering systems;
 - c. The HPP will be prepared in consultation with the owners, managers, caretakers, or administrators of historic roads and bridges, including county governments, city governments, federal agencies, and private individuals or corporations, and with interested parties or organizations, including the American Society of Civil Engineers - Montana Section, and the Montana Society of Engineers;
 - d. The HPP will be prepared with reference to the Secretary of Interior's Standards and Guidelines for Preservation Planning (48 FR 44716-20); and
 - e. The HPP will be prepared by or under the supervision of an individual who meets, or individuals who meet, at a minimum, the "professional qualifications standards" for historian and archaeologist in the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9).
2. The contents of the HPP will be developed in conjunction with the MSHPO, and will include, but not be limited to, a schedule for the anticipated implementation of the various elements, plus the formulation and presentation of programs to:
- a. Preserve historic bridges that do not meet safety rating standards by rehabilitation in a manner that would preserve important historic features while meeting as many AASHTO standards as can be reasonably met;
 - b. When a historic bridge must be replaced, give full consideration and demolition savings to reuse of the historic bridge in place by another party.
 - c. When a historic bridge must be replaced and in place preservation is not feasible, give full consideration and

financial assistance to relocating and rehabilitating the historic bridge as a part of the replacement project;

- d. Develop and implement a program to encourage relocation and reuse of bridges of historic age that cannot be preserved in place or used on another location by the state or county;
 - e. Provide a financial incentive by offering demolition savings on all relocation and reuse of bridges of historic age;
 - f. Develop a list of historic roads and bridges that can be preserved. The list should include the variety available to reflect Montana highway construction history, while considering current condition and use. The list should be presented to and discussed with managing units to solicit their cooperation and/or participation in the preparation of the HPP; and
 - g. Devise a program to pursue the preservation of the state's representative and outstanding examples of road and bridge technology. A list of historic roads and bridges that shall be preserved will be developed to implement this program, given currently known commitments to do so by property managers and subject to change by obtaining future commitments for other properties covered by this Agreement.
3. The HPP will not include information developed in Part A. above, narrative histories, but will be guided by and used in conjunction with Part A. above, and will be distributed to the same parties.
 4. MDOH will prepare a report annually on its implementation of the HPP and provide this report to the FHWA, the SHPO, and the ACHP for review, comment, and consultation as needed.

C. Other Legal and Administrative Concerns

1. FHWA will continue to inventory, evaluate, seek determinations of eligibility, and fully comply with 36 CFR 800 for all undertakings with the potential to affect historic properties besides roads and bridges which are hereby excluded from such consideration.
2. The MSHPO, and the ACHP may monitor FHWA and MDOH activities to carry out this PA, by notifying FHWA in writing of their concerns and requesting such information as necessary to permit either or both MSHPO and ACHP to monitor the compliance with the terms of this Agreement. FHWA will cooperate with the SHPO, and the ACHP in carrying out their monitoring and review responsibilities.
3. FHWA will carry out the existing MOA's to preserve or record historic bridges that are now scheduled for replacement.
4. If a dispute arises regarding implementation of this PA, FHWA will consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, FHWA will request further comments of the ACHP.

5. During any resolution of disagreements on the PA, and/or in the event MDOH does not carry out the terms of the PA, FHWA will carry out the procedures outlined in 36 CFR 800 for all undertakings otherwise covered by the agreement.

Execution of this PA evidences that FHWA has afforded the ACHP a reasonable opportunity to comment on FHWA's program to construct and improve Montana highways when those undertakings affect historic roads and bridges, and that FHWA has taken into account the effects of these undertakings on significant historic roads and bridges.

BY: FEDERAL HIGHWAY ADMINISTRATION

Roger K. Scott
Roger K. Scott
Division Administrator

5-11-89
Date

BY: MONTANA STATE HISTORIC PRESERVATION OFFICER

Marcella Sherfy
Marcella Sherfy, MSHPO

5-11-89
Date

BY: ADVISORY COUNCIL ON HISTORIC PRESERVATION

Robert D. Bush
Executive Director

6-1-89
Date

CONCUR

BY: MONTANA DEPARTMENT OF HIGHWAYS

Stephen C. Kologi
Stephen Kologi, P.E., Chief
Preconstruction Bureau

May 11, 1989
Date

cc

Amendment To The Programmatic Agreement Regarding Historic Roads and Bridges In Montana.

We are hereby amending the following stipulations in the Programmatic Agreement.

A. For Public Education

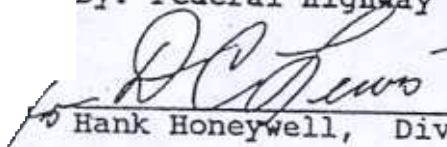
1. In the third sentence December 1, 1990 becomes December 1, 1992. In the fourth sentence, May 1, 1991 becomes May 1, 1993.

5. December 1, 1991 becomes December 1, 1993.

B. For Historic Road and Bridge Preservation

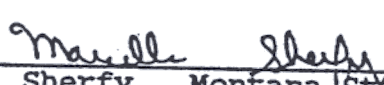
1. September 1, 1991 becomes September 1, 1993 and December 1, 1991 becomes December 1, 1993.

By: Federal Highway Administration


Hank Honeywell, Division Administrator

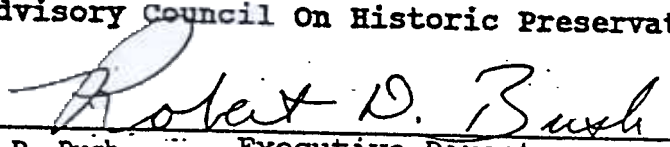
DATE 02-27-92

By: Montana State Historic Preservation Officer


Marcella Sherfy, Montana State Historic Preservation Officer

DATE 2-27-92

By: Advisory Council On Historic Preservation


Robert D. Bush, Executive Director

DATE 3-16-92

By: Montana Department of Transportation


Edrie Vinson, Environmental and Hazardous Waste Bureau

DATE Feb 25, 1992



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

2003022503

February 24, 2003

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

Subject F 72-1(1)10
Belfry - North
Control No. 1016

Josef
MDT
Belfry-North updated

REC
FEB 5

Enclosed is the updated cultural resource report, CRABS and site forms for the above project in Carbon County. The MDT submitted the original cultural resource report to your office in 1989. I submitted site forms for additional properties in Belfry in the early 1990s. Eight sites have been previously determined eligible within the Belfry - North project corridor. They are: the First Presbyterian Church of Belfry (24CB678), the Clark's Fork River Bridge (24CB707/1144), the residence at the Middlesworth Farmstead (24CB1145), the Montana, Wyoming & Southern Railway (MW&S) Shop (24CB1146), the MW&S Depot (24CB1148), the Sand Creek Canal (24CB1150), the Golden Ditch (24CB1152), and the Dry Creek Canal (24CB1154). A Determination of Effect for these properties was submitted to your office in June, 1992 and a Memorandum of Agreement implemented in July, 1992.

The 2002 cultural resource survey recorded an additional 18 sites distributed in five parcels in the project area. RTI recommends two sites eligible for the NRHP: the Holland Lumber & Hardware Store (24CB1803) and the Kose Grocery (24CB1813). We agree with the recommendations and request your concurrence. RTI also noted the presence of the Youst Ditch (24CB1817) in the project area. It is covered under a programmatic agreement.

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

Jon Axline
Jon Axline, Historian
Environmental Services

Enclosures

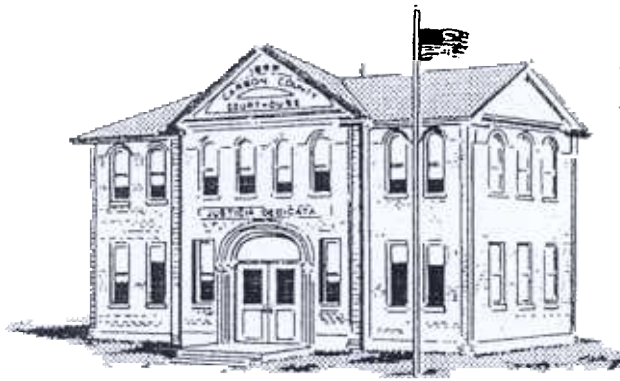
cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Gordon Stockstad, Resources Section

CONCUR
MONTANA SHPO

DATE 11 Mar 03 SIGNED

Josef M. [Signature]

file: MDT/2003



BOARD of COMMISSIONERS

COUNTY OF CARBON • STATE OF MONTANA

Post Office Box 887
Red Lodge, MT 59068

Phone: (406) 446-1595
Fax: (406) 446-2640

June 30, 2004

Debra Perkins-Smith
Consultant Project Manager
David Evans and Associates, Inc.
1331 Seventeenth Street, Suite 900
Denver, CO 80202

REC'D JUL 02 2004

Subject: MT 72 BELFRY-North EA
F STPP 72-1(1)10 CN 1016
DRAFT EA FOR COOPERATING AGENCY REVIEW

Ms. Perkins-Smith:

After reviewing your EA for the Belfry Road, I concur with your plan with the following conditions:

Carbon County will not take on any new roads with the exception of that portion of State Highway 72 that lies within the town of Belfry proper, ending at Bearcreek Lane. Carbon County is not responsible for the construction or expense of extending Public or Private Roads to connect them with the new proposed road.

Carbon County will accept extensions of existing County Roads, which are necessary to connect with the realignment, based upon a County Review.

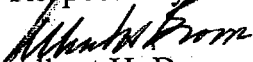
The County will not accept extensions of private roads as their responsibility.

Any portion of the existing Highway 72 that is not a part of the proposed realignment, will not be accepted by Carbon County without an individual review and approval of each separate portion.

Work with landowners to insure a private crossing where the stream, known as Bear Creek, intersects the existing Highway MT 72, just north of Belfry MT.

Carbon County will not accept any new bridges.

Respectfully,


Albert H. Brown

Carbon County Commissioner

PO Box 887

Red Lodge MT 59068 Phone: (406) 446-1595

MONTANA DIVISION
 “NATIONWIDE” SECTION 4(f) EVALUATION FOR MINOR IMPACTS
 ON
 HISTORIC SITES
EXCLUDING HISTORIC BRIDGE REPLACEMENTS

Project № **STTP-F-72-1(1)10**, (PPMS-OPX2 C1016)

Project Name: Belfry North

Description: Dry Creek Canal (24CB1154), circa 1893. Canal crosses existing MT 72 three times with a bridge at RP 14.51, a culvert at RP 16.48, and a culvert at RP 19.40. The canal is approximately 11.3 km (+/- 7 mi) long.

Location: The canal runs along MT 72 between Belfry and Bridger in Carbon County, Montana. The canal’s first crossing of MT 72 at RP 14.51 occurs approximately 6.4 km (4 mi) north of Belfry, just north of the Clarks Fork Yellowstone River.

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 4(f) site adjacent-to/crossed-by the existing highway? | <u>X</u> | ☐ |
| 2. Does the proposed project require the removal or alteration of historic structures, and/or objects? | ☐ | <u>X</u> |
| <i>The reconstruction and widening of MT 72 will require replacement of one existing bridge and two culverts with new structures. The existing structures are not historic and are considered an element of the roadway infrastructure and not part of the canal. The widening of MT-72 would result in more of the canal being incorporated into the roadway infrastructure at these transverse crossings. The remainder of the 12 km (± 7.5 mi) canal would not be impacted.</i> | | |
| 3. Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover? | ☐ | <u>X</u> |
| 4. Is the impact on the 4(f) site considered minor (i.e.: no effect; or no adverse effect)? | <u>X</u> | ☐ |
| <i>The impact is considered minor (No Effect).</i> | | |
| 5. Has the STATE HISTORIC PRESERVATION OFFICE (SHPO) agreed <u>in writing</u> with the assessment of impacts, and the proposed mitigation? | <u>X</u> | ☐ |
| <i>Yes. MDT sent Determination of Effect letter to SHPO Nov. 24, 2003. On Dec. 9, 2003, SHPO concurred with MDT there was No Effect.</i> | | |
| 6. Is the proposed action under an <u>Environmental Impact Statement</u> (E.I.S.)? | ☐ | <u>X</u> |

7. Is the proposed project on a new location? ☐ **X**

The proposed project in this location follows the existing alignment.

8. The Scope-of-Work for the proposed project is one of the following: **X** ☐

- a) Improved traffic operation;
- b) Safety improvements;
- c) 3R;
- d) Bridge replacement on essentially the same alignment; or
- e) Addition of lanes.

ALTERNATIVES CONSIDERED

1. The “do-nothing” **ALTERNATIVE** has been evaluated, and is not considered to be feasible and prudent. **X** ☐

Do-nothing alternative does not address project purpose and need to improve safety and therefore is not prudent.

2. An **ALTERNATIVE** has been evaluated which improves the highway without any 4(f) impacts, and is also not considered to be feasible and prudent. ☐ **X**

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

YES **NO**

(ALTERNATIVES CONSIDERED - conclusion:)

Descriptions of **ALTERNATIVES 2.** and **3.** are as-follows: attached. **X** ☐

2. Alternative 2: “No 4(f) Impacts”

An alternative to improve the highway except at the Section 4(f) crossing of the historic canals and the Clark’s Fork South bridge would not improve safety because these areas are narrow, therefore this alternative is not prudent.

3. Alternative 3: “Avoiding the 4(f) site”

An alternative outside the corridor would avoid the historic canal. This alternative was considered but is not prudent because it would not improve safety of the existing MT-72. Another alternative was considered that would have avoided one of the crossings. This alternative referred to as the Bluff Bypass Without River Crossing, was identified in Belfry-North EA. This bluff alternative was eliminated because it did not meet the project goal to improve MT-72 at a reasonable cost. Therefore, this alternative was not prudent.

MINIMIZATION OF HARM

1. The proposed project includes all possible planning to minimize harm. **X** ☐

2. Measures to minimize harm include the following:

At the crossings of the Dry Creek Canal, maintaining the highway on the existing alignment minimizes impacts to the Dry Creek Canal because the impact is occurring at an existing disturbed area of the

canal. If the crossing were to occur on a new alignment, a previously undisturbed area of the canal would be impacted and greater rechanneling of the canal may be needed, resulting in a greater impact.

Minimizing right-of-way, if it does not reduce safety, will be considered during final design to minimize impacts at the canal crossings.

The proposed fill slopes will be kept to the minimum allowed under current MDT design standards for the depth-of-fill needed.

COORDINATION

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

a) SHPO

X

☐

(Dates of correspondence related to Dry Creek Canal: Feb. 24, 2003; Determination of No Effect on: Nov. 24, 2003. Concurred on Dec. 9, 2003)

b) ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP, on: June 10, 1991)

X

☐

c) Property owner

X

☐

Some of the canal's adjacent property owners who were contacted in October 2002 include Bruce Giest, James Hoskin, Karl Graham, and Roger Webber as well as the Dry Creek Canal Company.

d) Local/State/Federal agencies

X

☐

List: US Army Corps of Engineers
Carbon County Commissioners

2. No. of the preceding had the following comment(s) regarding this proposed project, and/or the mitigation:

For item #1.a), SHPO concurred with the findings for the proposed project's effects (if any) to this site on Dec. 9, 2003. (see attached copies of Dec. 9, 2003 letter to-same ^{w/}"Determination of Effect").

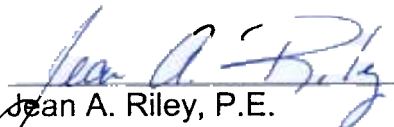
Further **COORDINATION** is pending with those preceding agencies listed-under item #1.d), and (for the new crossing's permits) with both the county's Federal Emergency Management Agency regulatory Floodplain Administrator and the U.S. ARMY's Corps of Engineers. This proposed project is also documented as an Environmental Assessment under *National Environmental Policy Act (42 U.S.C. 4321, et seq.)* requirements.

SUMMARY

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

APPROVAL

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


Jean A. Riley, P.E.
Bureau Chief
MDT Environmental Services Bureau

Date: 12/20/07

Approved: 
Federal Highway Administration

Date 21 DEC 2004

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



DEC 11 2003

ENVIRONMENTAL

Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001David A. Galt, Director
Judy Martz, GovernorMASTER FILE COPY JOSEF
NOT

CONCUR

MONTANA SHPO

DATE 9 DEC 03 SIGNED

RECEIVED
NOV 25 2003

November 24, 2003

Mark Baumler, Ph.D.
State Historic Preservation Office
1410 8th Avenue
P O Box 201202
Helena, MT 59620-1202Subject: F STPP 72-1(1)0
Belfry - North
Control No. 1016

BY:.....

Dear Mark:

Enclosed is an addendum to the cultural resource survey, CRABS and site forms for the above project. This report is an addendum to the February, 2003 report and concerns an alternative alignment recently developed near the junction of Montana Highway 72 and US Highway 310 on Ridgeway lane. This letter will also address a change in the design at the Montana, Wyoming & Southern Railroad Shop (24CB1146).

In the enclosed report, RTI recorded two additional historic sites within the APE for the proposed new alignment. One site, the Jennings Homestead (24CB1848) is recommended eligible for the National Register of Historic Places. We agree with that recommendation and request your concurrence. A third site, the Sarah Strong Farmstead (24CB1683) was recorded as part of the MDT's Bridger - South [NH 4-1(16)13] project and your office concurred in its ineligibility to the National Register on May 20, 2002. The Sand Creek Canal (24CB1150) was previously determined eligible for the National Register. If or when the revised alignment is approved, a Determination of Effect will be submitted to your office.

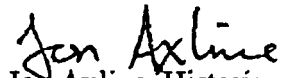
On June 30, 1992, your office concurred that the proposed Belfry - North project would have an Adverse Effect to the MW&S Shop (24CB1146). That determination was based on the assumption at the time that the proposed railroad grade alignment would result in the demolition of the structure. That Adverse Effect concurrence was restated in the amended Determination of Effect for this project on September 23, 2003. Since then, however, we have been working with the consultant to minimize the impact to the historic property. Consequently, an alternative has been proposed that would extend the curb and gutter section within the community of Belfry about 1,000-feet northward to encompass the old railroad shop. This would result in the minimization of the slopes and an offset of 5± feet to avoid the building. The roadway would be 32± feet in width and include two 12-foot driving lanes and two 4-foot shoulders in addition to the curb and gutter. Importantly, with this revision it would not be necessary to remove the MW&S Railroad Shop. Based on this modification of the design, we have revised our former

File: MDT/2003

Determination of Effect for this property. We have now determined that the proposed project would have **No Adverse Effect** to 24CB1146. Instead of being demolished, the building would remain in place and unaltered. The characteristics that make the site eligible for the NRHP would be perpetuated. It would not be isolated from its environment or suffer from neglect as a result of the project. It would not be demolished and the setting would largely remain intact. The MDT has, moreover, already conducted HABS-level photography of the site and completed other measures designed to mitigate the impacts to the site. The MDT would still install an historical marker along the proposed alignment between the shop and the MW&S Depot (24CB1148) within the community of Belfry. We feel this proposed option is a good alternative to the demolition of the historic building. We request your concurrence.

There are also two irrigation ditches on this project that are located within the Area of Potential Effect for this proposed project: the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). Montana Highway 72 crosses 24CB1150 twice at MP 19.88 and MP 20.42. Under the proposed project, the existing timber bridge would be removed and new concrete box culverts installed to replace them. The existing canal alignment would be perpetuated and the ditch would not be widened or re-channeled to accommodate the new structure. The highway crosses 24CB1154 three times at MPs 14.51, 16.48, and 19.40 (only the crossing at 14.51 is on a bridge). All three crossings would be replaced by box culverts (16.48 and 19.40 are already box culverts). The existing canal alignment would be perpetuated and there would be no widening or rechanneling to accommodate the new crossings. Based on this information, we have determined that the proposed project would have **No Effect** to the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). We request your concurrence.

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


Jon Axline, Historian
Environmental Services

Attachment

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Jean Riley, P.E., Engineering Section
Bonnie Steg, Resources Section

2003022503

February 24, 2003

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

Subject: F 72-1(1)10
Belfry - North
Control No. 1016

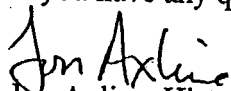
Josef
MDT
Belfry-North updated

RECEIVED
FEB 25 2003
BY: _____

Enclosed is the updated cultural resource report, CRABS and site forms for the above project in Carbon County. The MDT submitted the original cultural resource report to your office in 1989. I submitted site forms for additional properties in Belfry in the early 1990s. Eight sites have been previously determined eligible within the Belfry - North project corridor. They are: the First Presbyterian Church of Belfry (24CB678), the Clark's Fork River Bridge (24CB707/1144), the residence at the Middlesworth Farmstead (24CB1145), the Montana, Wyoming & Southern Railway (MW&S) Shop (24CB1146), the MW&S Depot (24CB1148), the Sand Creek Canal (24CB1150), the Golden Ditch (24CB1152), and the Dry Creek Canal (24CB1154). A Determination of Effect for these properties was submitted to your office in June, 1992 and a Memorandum of Agreement implemented in July, 1992.

The 2002 cultural resource survey recorded an additional 18 sites distributed in five parcels in the project area. RTI recommends two sites eligible for the NRHP: the Holland Lumber & Hardware Store (24CB1803) and the Kose Grocery (24CB1813). We agree with the recommendations and request your concurrence. RTI also noted the presence of the Youst Ditch (24CB1817) in the project area. It is covered under a programmatic agreement.

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


Jon Axline, Historian
Environmental Services

Enclosures

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Gordon Stockstad, Resources Section

**CONCUR
MONTANA SHPO**

DATE 11 Mar 03 SIGNED 

file: MDT/2003

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1991

HELENA, MONTANA

June 10, 1991

HPP-MT

Claudia Nissley, Director
Advisory Council on Historic Preservation
730 Simms Street, Suite 450
Golden, CO 80401

Dear Ms. Nissley:

Subject: F 72-1(13)0 Belfry - North

The Federal Highway Administration intends to assist Montana Department of Highways (MDOH) with the reconstruction of Montana Highway 72 between Belfry and Bridger in Carbon County, Montana. As presently conceived, the project will reconstruct and widen approximately 11.1 miles of roadway. The proposed project will also include the construction of approximately 3,500 feet of new roadway. Six sites have been determined eligible for the National Register of Historic Places (NRHP) by the MDOH and Montana State Historic Preservation Office (SHPO) under Criterion A and C. The sites are: the Sand Creek Irrigation Canal (24CB1150), Golden Irrigation Ditch (24CB1152), Dry Creek Irrigation Canal (24CB1154), Craftsman residence at the Middleworth Farmstead (24CB1145), the abandoned Montana, Wyoming & Southern (M.W. & S.) Railroad Depot (24CB1148) and Shop (24CB1146).

The proposed Belfry - North project will have an adverse effect on two of the NRHP-eligible sites: the M.W. & S. depot and shop. Impact to the sites will be the construction of a new 36-foot wide roadway on the old M.W. & S. Railroad grade.

This letter is to inquire if you wish to be involved in the consultation process during which alternatives to the planned action will be examined and mitigation measures will be identified.

Sincerely,

Original Signed by
DAVID C. MILLER
David C. Miller
Planning & Prog. Development Engineer

cc. State - Edrie Vinson
cc. SHPO

Date Recd. Preconst. 6/12/91			
Act	Info	MAIL ROUTE	Attach
		☒ 30 Preconst Engr	
		☒ 30 Assistant	
		☒ 30 Office Mgr	
		☒ 32 Road Design	
		☒ 33 Environment	
		☒ 34 Hydraulics	
		☒ 35 Survey & Mapping	
		☒ 36 Traffic	
		☒ 39 Consultant	
		<i>Ventura</i>	
		☒ File	

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

Project № **STTP-F-72-1(1)10**, (PPMS-OPX2 C1016)

Project Name: Belfry North

Description: Sand Creek Canal (24CB1150), circa 1893. Canal crosses existing MT 72 two times with a bridge at RP 19.88 and a bridge at RP 20.42. The canal is approximately 12.1 km (+/- 7.5 mi) long.

Location: The canal runs along MT 72 between Belfry and Bridger in Carbon County, Montana. The canal's first crossing of MT 72 at RP19.88 occurs approximately 2.7 km (1.7 mi) south of the US 310 intersection with MT 72, south of Bridger.

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 4(f) site adjacent-to/crossed-by the existing highway? | <u>X</u> | ☐ |
| 2. Does the proposed project require the removal or alteration of historic structures, and/or objects? | ☐ | <u>X</u> |
| <i>The reconstruction and widening of MT 72 will require replacement of two existing bridges over the canal with new structures. The existing bridges are not historic and are considered an element of the roadway infrastructure and not part of the canal. The widening of MT-72 would result in more of the canal being incorporated into the roadway infrastructure at these transverse crossings. The remainder of the 12 km (± 7.5 mi) canal would not be impacted.</i> | | |
| 3. Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover? | ☐ | <u>X</u> |
| 4. Is the impact on the 4(f) site considered minor (i.e.: no effect; or no adverse effect)? | <u>X</u> | ☐ |
| <i>The impact is considered minor (No Effect).</i> | | |
| 5. Has the STATE HISTORIC PRESERVATION OFFICE (SHPO) agreed <u>in writing</u> with the assessment of impacts, and the proposed mitigation? | <u>X</u> | ☐ |
| <i>Yes. MDT sent Determination of Effect letter to SHPO Nov. 24, 2003. On Dec. 9, 2003, SHPO concurred with MDT there was No Effect.</i> | | |
| 6. Is the proposed action under an <u>Environmental Impact Statement</u> (E.I.S.)? | ☐ | <u>X</u> |

7. Is the proposed project on a new location? ☐ **X**

The proposed project in this location follows the existing alignment.

8. The Scope-of-Work for the proposed project is one of the following: **X** ☐

- a) Improved traffic operation;
- b) Safety improvements;
- c) 3R;
- d) Bridge replacement on essentially the same alignment; or
- e) Addition of lanes.

ALTERNATIVES CONSIDERED

1. The “do-nothing” **ALTERNATIVE** has been evaluated, and is not considered to be feasible and prudent. **X** ☐

Do-nothing alternative does not address project purpose and need to improve safety and therefore is not prudent.

2. An **ALTERNATIVE** has been evaluated which improves the highway without any 4(f) impacts, and is also not considered to be feasible and prudent. ☐ **X**

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

YES **NO**

(ALTERNATIVES CONSIDERED - conclusion:)

Descriptions of **ALTERNATIVES 2.** and **3.** are as-follows:/attached. **X** ☐

2. Alternative 2: “4(f) Impacts”

An alternative to improve the highway except at the Section 4(f) crossing of the historic canals and the Clark’s Fork South bridge would not improve safety because these areas are narrow, therefore this alternative is not prudent.

3. Alternative 3: “Avoiding the 4(f) site”

An alternative outside the corridor would avoid the historic canal. This alternative was considered but is not prudent because it would not improve safety of the existing MT-72.

MINIMIZATION OF HARM

1. The proposed project includes all possible planning to minimize harm. **X** ☐

2. Measures to minimize harm include the following:

The preferred alternative (Modified Existing Alignment) would have fewer impacts on the Sand Creek Canal than the Ridgeway Lane Alternatives which would have required more rechanneling of the canal. Therefore, the preferred alternative would minimize impacts compared to these other alternatives.

At the crossings of the Sand Creek Canal, maintaining the highway on the existing alignment minimizes impacts to the Sand Creek Canal because the impact is occurring at an existing disturbed area of the canal. If the crossing were to occur on a new alignment, a previously undisturbed area of the canal would be impacted and greater rechanneling of the canal may be needed, resulting in a greater impact.

Minimizing right-of-way, if it does not reduce safety, will be considered during final design to minimize impacts at the canal crossings.

The proposed fill slopes will be kept to the minimum allowed under current MDT design standards for the depth-of-fill needed.

COORDINATION

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

a) SHPO

X

☐

(Dates of correspondence related to Sand Creek Canal: Feb. 24, 2003; Determination of No Effect on: Nov. 24, 2003. Concurred on Dec. 9, 2003)

b) ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP, on: June 10, 1991)

X

☐

c) Property owner:

X

☐

Some of the canal's adjacent property owners who were contacted in October 2002 include William Meinhardt and Harold Peterson as well as the Sand Creek Canal Company.

d) Local/State/Federal agencies

X

☐

List: US Army Corps of Engineers
Carbon County Commissioners

2. No. of the preceding had the following comment(s) regarding this proposed project, and/or the mitigation:

For item #1.a), SHPO concurred with the findings for the proposed project's effects (if any) to this site on Dec. 9, 2003. (see attached copies of Dec. 9, 2003 letter to-same ^{w/}"Determination of Effect").

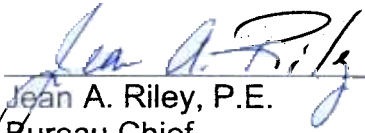
Further **COORDINATION** is pending with those preceding agencies listed-under item #1.d), and (for the new crossing's permits) with both the county's Federal Emergency Management Agency regulatory Floodplain Administrator and the U.S. ARMY's Corps of Engineers. This proposed project is also documented as an Environmental Assessment under *National Environmental Policy Act (42 U.S.C. 4321, et seq.)* requirements.

SUMMARY

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

APPROVAL

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

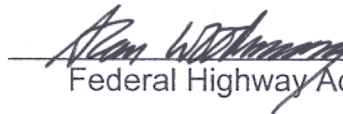

Jean A. Riley, P.E.

Bureau Chief

MDT Environmental Services Bureau

Date: 12/20/04

Approved


Federal Highway Administration

Date: 21 DEC 2004

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

2003112507



RECEIVED

Montana Department of Transportation

David A. Galt, Director

DEC 11 2003

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Judy Martz, Governor

ENVIRONMENTAL

MASTER FILE JOSEF
COPY , MDY

CONCUR

MONTANA SHPO

November 24, 2003

DATE 9 DEC 03 SIGNED

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

RECEIVED
NOV 25 2003

Subject: F STPP 72-1(1)0
Belfry - North
Control No. 1016

BY: _____

Dear Mark:

Enclosed is an addendum to the cultural resource survey, CRABS and site forms for the above project. This report is an addendum to the February, 2003 report and concerns an alternative alignment recently developed near the junction of Montana Highway 72 and US Highway 310 on Ridgeway lane. This letter will also address a change in the design at the Montana, Wyoming & Southern Railroad Shop (24CB1146).

In the enclosed report, RTI recorded two additional historic sites within the APE for the proposed new alignment. One site, the Jennings Homestead (24CB1848) is recommended eligible for the National Register of Historic Places. We agree with that recommendation and request your concurrence. A third site, the Sarah Strong Farmstead (24CB1683) was recorded as part of the MDT's Bridger - South [NH 4-1(16)13] project and your office concurred in its ineligibility to the National Register on May 20, 2002. The Sand Creek Canal (24CB1150) was previously determined eligible for the National Register. If or when the revised alignment is approved, a Determination of Effect will be submitted to your office.

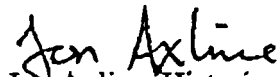
On June 30, 1992, your office concurred that the proposed Belfry - North project would have an Adverse Effect to the MW&S Shop (24CB1146). That determination was based on the assumption at the time that the proposed railroad grade alignment would result in the demolition of the structure. That Adverse Effect concurrence was restated in the amended Determination of Effect for this project on September 23, 2003. Since then, however, we have been working with the consultant to minimize the impact to the historic property. Consequently, an alternative has been proposed that would extend the curb and gutter section within the community of Belfry about 1,000-feet northward to encompass the old railroad shop. This would result in the minimization of the slopes and an offset of 5± feet to avoid the building. The roadway would be 32± feet in width and include two 12-foot driving lanes and two 4-foot shoulders in addition to the curb and gutter. Importantly, with this revision it would not be necessary to remove the MW&S Railroad Shop. Based on this modification of the design, we have revised our former

File: M6 2003

Determination of Effect for this property. We have now determined that the proposed project would have **No Adverse Effect** to 24CB1146. Instead of being demolished, the building would remain in place and unaltered. The characteristics that make the site eligible for the NRHP would be perpetuated. It would not be isolated from its environment or suffer from neglect as a result of the project. It would not be demolished and the setting would largely remain intact. The MDT has, moreover, already conducted HABS-level photography of the site and completed other measures designed to mitigate the impacts to the site. The MDT would still install an historical marker along the proposed alignment between the shop and the MW&S Depot (24CB1148) within the community of Belfry. We feel this proposed option is a good alternative to the demolition of the historic building. We request your concurrence.

There are also two irrigation ditches on this project that are located within the Area of Potential Effect for this proposed project: the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). Montana Highway 72 crosses 24CB1150 twice at MP 19.88 and MP 20.42. Under the proposed project, the existing timber bridge would be removed and new concrete box culverts installed to replace them. The existing canal alignment would be perpetuated and the ditch would not be widened or re-channeled to accommodate the new structure. The highway crosses 24CB1154 three times at MPs 14.51, 16.48, and 19.40 (only the crossing at 14.51 is on a bridge). All three crossings would be replaced by box culverts (16.48 and 19.40 are already box culverts). The existing canal alignment would be perpetuated and there would be no widening or rechanneling to accommodate the new crossings. Based on this information, we have determined that the proposed project would have **No Effect** to the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). We request your concurrence.

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


Jon Axline, Historian
Environmental Services

Attachment

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Jean Riley, P.E., Engineering Section
Bonnie Steg, Resources Section



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

2003022503

February 24, 2003

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

Subject F 72-1(1)10
Belfry - North
Control No. 1016

Josef
MDT
Belfry-North updated

REC
FEB 25 2003
BY:

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Environmental Services

Enclosures

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Gordon Stockstad, Resources Section

CONCUR
MONTANA SHPO

DATE JAN 03 SIGNED

Josef [Signature]

file: MDT/2003

NOTED
B E

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12 1991

HELENA, MONTANA

June 10, 1991

HPP-MT

Claudia Nissley, Director
Advisory Council on Historic Preservation
730 Simms Street, Suite 450
Golden, CO 80401

Dear Ms. Nissley:

Subject: F 72-1(13)0 Belfry - North

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This letter is to inquire if you wish to be involved in the consultation process during which alternatives to the planned action will be examined and mitigation measures will be identified.

Sincerely,

Original Signed by
DAVID C. MILLER

David C. Miller

Planning & Prog. Development Engineer

cc. State - Edrie Vinson
cc. SHPO

Date Recd. Preconst. 6/12/91			
Act	Info	MAIL ROUTE	Attach
		☒ 30 Preconst Engr	
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		☒ 36 Traffic	
		☒ 39 Consultant	
		<i>Ventura</i>	
		☒ File	