

## CHECKLIST ENVIRONMENTAL ASSESSMENT

<b>Project Name:</b>	<b>MRL (HUSON) BRIDGE #141 REHABILITATION</b>
<b>Proposed Implementation Date:</b>	<b>July 2018 – November 2018</b>
<b>Proponent:</b>	<b>Montana Rail Link</b>
<b>Location:</b>	<b>SE4, Section 26, T15N – R22W</b>
<b>County:</b>	<b>Missoula</b>

### I. TYPE AND PURPOSE OF ACTION

Montana Rail Link (MRL) is proposing to rehabilitate an existing railroad bridge (#141) crossing the Clark Fork River approximately 20 miles northwest (downstream) of Missoula, near the town of Huson. The purpose of the project is to rehabilitate piers 6 & 7 on existing bridge 141 due to age, condition and reduced load carrying capacity before it's capability to safely support trains is compromised. Work is planned to be conducted under seasonal low flow conditions during the summer-fall (July 1 - November 30) of 2018. The existing bridge consists of 8 -102' steel spans with an overall length of approximately 820' that is supported by 9 concrete abutments/piers. Work on piers 6 & 7 would involve removal of concrete spalling, and encasement of the piers with welded steel. The bridge bearings on these piers would also be replaced. The contractor would attempt to push the welded encasement down into the river bed but may have to use an excavator to reposition existing riprap around the base of the piers.

The east bank of the river would be accessed by a temporary work road (that includes a temporary rail car bridge spanning a small channel of the river) that was recently installed for repair of bridge piers 2-4. This temporary access road and bridge would be removed after completion of repairs in 2018. Work on piers 6 & 7 would be completed through use of a barge in the river and from rail mounted equipment on the bridge.

DNRC has received an application from MRL for a temporary Land Use License (LUL) for proposed bridge rehabilitation activities to be conducted in the area below the low water mark (estimated at 3.5 acres – includes work areas around piers 6 & 7 as well as travel routes to and from shore) of the Clark Fork River.

Montana Code (MCA 70-16-201) provides for state ownership from the low water mark to the low water mark on navigable water bodies. Based on historical evidence and case law, the Clark Fork River is commercially navigable from Deer Lodge, Montana (south boundary of town near south boundary of NW1/4 of Sec 4, T7N-R9W) to the Idaho state line. Therefore, the state claims ownership of the riverbed below the low water mark between these two points.

### II. PROJECT DEVELOPMENT

#### 1. PUBLIC INVOLVEMENT, AGENCIES, GROUPS OR INDIVIDUALS CONTACTED:

*Provide a brief chronology of the scoping and ongoing involvement for this project. List number of individuals contacted, number of responses received, and newspapers in which notices were placed and for how long. Briefly summarize issues received from the public.*

Adjacent landowners and permitting agencies were contacted regarding the project. As part of the floodplain permitting process the proposal was also advertised in the Missoulian newspaper.

#### 2. OTHER GOVERNMENTAL AGENCIES WITH JURISDICTION, LIST OF PERMITS NEEDED:

*Examples: cost-share agreement with U.S. Forest Service, 124 Permit, 3A Authorization, Air Quality Major Open Burning Permit.*

**Missoula County Conservation District - 310 Permit** – a 310 Permit has been issued

**Missoula County Planning Department – Floodplain Permit** –a Floodplain Permit has been issued.

**Montana DEQ- 318 Short Term Exemption from Water Quality Standards** – Mike Rahl (MRL Project Manager) said that he is currently filling out an application for a 318 permit.

**Storm Water Discharge Permit** - Mike Rahl confirmed that a Storm Water Discharge Permit was not required for this project proposal.

**US Army Corps of Engineers 404 Permit** – A 404 Permit has been issued.

A stipulation would be included in the DNRC Land Use License stating; “Prior to starting work, MRL is to secure all necessary permits; and is to conduct operations in compliance with the terms and conditions in those permits”

---

### 3. ALTERNATIVE DEVELOPMENT:

*Describe alternatives considered and, if applicable, provide brief description of how the alternatives were developed. List alternatives that were considered but eliminated from further analysis and why.*

Three alternatives consisting of: 1) No Action; 2) Bridge Rehabilitation; and 3) Bridge Replacement were considered. Alternative 1 does not meet the project purpose and need to rehabilitate the aging bridge before it's capability to safely support trains is compromised, and would result in an unsafe condition. Alternative 3 is not considered to be cost effective by MRL.

For the purposes of licensing, DNRC will evaluate and compare the environmental effects of (No Action) and the proposed Bridge Rehabilitation (Action) alternatives. This analysis also incorporates, by reference, information contained in the Joint Application for Proposed Work in Montana's Streams, Wetlands, Floodplains and Other Water Bodies and associated reference sheets and the Wetlands and Stream Delineation Report performed by HDR Engineering.

## III. IMPACTS ON THE PHYSICAL ENVIRONMENT

- *RESOURCES potentially impacted are listed on the form, followed by common issues that would be considered.*
- *Explain POTENTIAL IMPACTS AND MITIGATIONS following each resource heading.*
- *Enter "NONE" if no impacts are identified or the resource is not present.*

---

### 4. GEOLOGY AND SOIL QUALITY, STABILITY AND MOISTURE:

*Consider the presence of fragile, compactable or unstable soils. Identify unusual geologic features. Specify any special reclamation considerations. Identify direct, indirect, and cumulative effects to soils.*

Existing Conditions: Soils within the floodplain are mixtures of stratified alluvial sands, silts and gravels (xerofluvents) that are erosive, if disturbed and not revegetated. No above average erosion is noted at the site, due in part to reed canary grass, which is durable and resistant to disturbance and erosion. No unique geology was identified in the project area.

No Action: No change in effects to soils. The concrete piers of the existing bridge are degraded from years of erosion, ice and debris. The bridge would continue to degrade and would become a safety concern for continued rail traffic if not repaired and stabilized.

Action: Potential soil related environmental impacts could include streambed and ground disturbance, temporary removal of vegetation during construction, and temporary road and working platform placement within the floodplain. The DNRC affected area or scope of work authorized by the Land Use License is limited to the channel bottom lands below the low water mark. For this analysis, we also considered proposed operations on the adjacent channel banks that may impact soils in the channel bottom. There would be a short-term disturbance of the channel if the existing rip-rap that is set against the piers is moved to install the steel encasement. The existing rip-rap would be replaced as before and is not expected to measurably impact sedimentation or the floodplain and river channel bottom profiles. All operations are planned to minimize soil disturbance, conserve and restore soils, install erosion control measures, and promote prompt revegetation of disturbed soils. There would be short term direct impacts of sedimentation following construction and removal of the temporary work road, and low indirect and cumulative effects to the floodplain soils based on proposed mitigations.

---

## 5. WATER QUALITY, QUANTITY AND DISTRIBUTION:

*Identify important surface or groundwater resources. Consider the potential for violation of ambient water quality standards, drinking water maximum contaminant levels, or degradation of water quality. Identify direct, indirect, and cumulative effects to water resources.*

Existing Conditions: A field review and assessment of the site floodplain, wetland delineation, and hydrography was completed by HDR Engineering and is incorporated by reference. Assessments of floodway and wetland delineation were made following methodology of the US Army Corps of Engineers (USACE 2010). The project access area below the bridge is mapped as permanently flooded. During lower flows, and as observed during the field investigation, the active river channel contracts to a narrower width, leaving most of this area, and the area below piers 2, 3, 4 and adjacent to Pier 5, exposed as a gravel bar. A temporary road and temporary flat car bridge have been installed to complete recent repairs to piers 2-5 and were considered in a previous application. The temporary flat car bridge which crosses a side channel of the Clark Fork River was placed on concrete blocks to minimize floodplain impacts.

Since the railroad bridge was constructed river channel sediments have moved and shifted with changing flow dynamics and geomorphology of the Clark Fork River. There has been some sediment aggradation between piers 2 and 3. The west bank is armored with rip-rap and is stable with minor evidence of scour or erosion near the MRL bridge piers. Floodplain map number is 30063CO865E for the project area.

No Action: No changes are expected in the river bed channel morphology or water quality compared to existing conditions. Without repairs, the continued degradation of the Railroad Bridge and potential loss of the bridge could result in channel erosion and impacts to water quality.

Action: The proposed construction and repair of piers 6 and 7 are planned for low water conditions beginning in 2018 and include the following summary operations:

1. Up to 100 feet of channel bank may be impacted which includes disturbance from the temporary access road.
2. The existing rip-rap at the bases of the piers may require repositioning to install the steel pier encasements, and the end results, would be similar rip-rap and channel profile as the existing conditions.
3. At completion of repairs, the temporary access road and temporary bridge would be removed including any excess excavated material that is not reused to blend and match the existing

river bed channel and riverbank access points. Bare soils would be stabilized and grass seeded where disturbed.

Hazardous materials would not be stored and construction equipment would not be refueled within 50 feet of the waterways located within the project area. All fluids would be properly stored to prevent spills from entering the river. Additionally, spill kits would be available onsite to respond to a spill if one does occur, and construction crews would be properly trained in their use.

This analysis also incorporates by reference all information and mitigations contained in the Joint Application for Proposed Work in Montana's Streams, Wetlands, Floodplains and Other Water Bodies, Missoula County 310 permit, Montana DEQ 318 short term turbidity permit and 401 Water Quality Certification and the US Army Corps Of Engineers 404 authorization.

The proposed construction operations at low flows would have minor, if any, effects to the navigable status of the Clark Fork River through this site. Temporary impacts are calculated to be about 0.07 acres, and permanent impacts are < 0.01 acres due to the encasement of the piers. There would be short term direct and in-direct effects of increased sediment following removal of the temporary road within the floodplain that would be expected to quickly subside. The mitigations to use a barge and temporary bridge greatly reduce potential for disturbance to the river channel bottom. Based on implementation of construction Best Management Practices, project mitigations and all permit requirements as referenced for operations in the floodplain prior to the project approval, the proposed operations, followed by erosion control and stabilization measures, are expected to result in low cumulative effects to water quality (< 0.01 acres).

The benefits of implementing the Action Alternative outweigh the continued degradation of the MRL Railroad Bridge 141 and potential loss of the bridge and erosion associated impacts with no action.

---

## 6. AIR QUALITY:

*What pollutants or particulate would be produced (i.e. particulate matter from road use or harvesting, slash pile burning, prescribed burning, etc)? Identify the Airshed and Impact Zone (if any) according to the Montana/Idaho Airshed Group. Identify direct, indirect, and cumulative effects to air quality*

**Existing Conditions:** The project area is on the western edge of the Missoula valley and is located approximately 20 miles northwest of the city of Missoula. Typical air movement patterns during the summer season (when this project is proposed to occur) are from the west and southwest. Primary air quality issues during the summer season are associated with smoke from wildfires.

**No Action:** No changes to existing air quality conditions would occur.

**Action:** Some minor temporary exhaust emissions from equipment as well as dust associated with road use would be expected during construction activities, however air quality would not be expected to be impacted to any measurable degree. During construction, the contractor would be required to implement environmental quality controls to mitigate effects on air quality. The contractor would be required to comply with any applicable Federal, State, and local regulations concerning the prevention and control of air pollution. The contractor would be required to use reasonable methods and devices that control, prevent, and minimize emissions or discharges of air contaminants.

---

## 7. VEGETATION COVER, QUANTITY AND QUALITY:

*What changes would the action cause to vegetative communities? Consider rare plants or cover types that would be affected. Identify direct, indirect, and cumulative effects to vegetation.*

Existing Conditions: Existing vegetation within the project area is primarily a complex of native river bottom riparian species including cottonwood trees, riparian shrubs, as well as forbs and established Reed Canary grass. Current noxious weed infestations on channel banks are a combination of spotted knapweed, leafy spurge and other noxious weeds. Infestations occur along portions of the project area but are outside the low water mark that is DNRC ownership.

No Action: No changes to existing vegetative conditions would occur.

Action: A minimal amount of disturbance to natural vegetation is proposed under the Action Alternative, primarily to allow for the movement of heavy equipment. River bottom habitats are favorable to rapid revegetation from seeding and re-establishment of Reed Canary Grass. The following Best Management Practices and Conservation Measures would be implemented under the Action Alternative:

\* For the Action Alternative, the contractor would be responsible for developing and implementing a weed management plan to promote revegetation and control the spread of noxious weeds and require that all equipment would be cleaned and free of weeds, seeds and excess grease before use in the waterway.

\* Disturbed areas would be revegetated with a seed mix that is appropriate for the area to control erosion and provide competition against invasive weed species and as required by the Missoula County Conservation district and other permits.

Based on implementation of BMP's and mitigations, there would be low direct, in-direct or cumulative impacts to vegetation, noxious weeds or aquatic invasive species with the proposed actions on DNRC ownership.

---

## **8. TERRESTRIAL, AVIAN AND AQUATIC LIFE AND HABITATS:**

*Consider substantial habitat values and use of the area by wildlife, birds or fish. Identify direct, indirect, and cumulative effects to fish and wildlife.*

### Existing Conditions: Terrestrial

Limited habitats for terrestrial wildlife exist in the project area. Surrounding uplands and riparian habitats likely support a variety of wildlife species.

No-Action: No disturbance to terrestrial wildlife would occur. No changes to existing habitats would be anticipated. Collectively, no effects to terrestrial wildlife would be anticipated.

Action Alternative: Some short-duration disturbance to terrestrial wildlife could occur. No appreciable changes to existing habitats would be anticipated. Collectively, negligible effects to terrestrial wildlife would be anticipated.

### Existing Conditions: Fisheries

The Clark Fork River supports a diverse fishery. Species present include bull trout, westslope cutthroat trout, mountain whitefish, northern pike minnow, longnose dace, longnose sucker, slimy sculpin, brown trout, rainbow trout, brook trout, and other minor species (MFISH 2017). Both westslope cutthroat trout and bull trout are considered sensitive species by DNRC. Bull trout are a federally threatened species, and potential for impacts to this species are discussed in detail in Section 9 below.

No-Action: No immediate changes to fisheries habitat would occur. If the railroad bridge failed, there may be an increased risk of scour of the river bed and banks that increases sedimentation and degrades water quality that can impact fish habitat. A worst-case scenario might involve a bridge failure and train derailment with introduction of hazardous materials into the river.

**Action Alternative:** The in-stream work would occur outside the typical spring spawning period for westslope cutthroat trout and allows all fish species to seek refuge from the construction sites. The proposed activities are planned to occur during low flows. Work areas would be isolated from the main river with the use of ecology blocks and a temporary bridge during low flows. In addition, the use of a barge would further minimize potential impacts to the river bottom, sedimentation or down-stream water quality.

Periods of short-duration disturbance to sediment and fisheries may occur from the installation and removal of the temporary road and temporary bridge as noted in the Water Quality section of this report. Mitigations to control erosion and sediment would be in place during construction. Direct, in-direct and cumulative impacts to fisheries associated with this project are expected to be low and of short duration that are not considered significant.

---

## **9. UNIQUE, ENDANGERED, FRAGILE OR LIMITED ENVIRONMENTAL RESOURCES:**

*Consider any federally listed threatened or endangered species or habitat identified in the project area. Determine effects to wetlands. Consider Sensitive Species or Species of special concern. Identify direct, indirect, and cumulative effects to these species and their habitat.*

**Existing Conditions:** Limited habitats for terrestrial wildlife exist in the project area. The project area is about 1 mile from the Huson bald eagle nest; this territory has been moderately productive in the past. The aquatic habitats in the project area likely provide bald eagle foraging habitats. Surrounding uplands and riparian habitats likely support a variety of wildlife species, including common species as well as less common species such as great blue herons, Lewis's woodpeckers, and pileated woodpeckers. Proximity to Highway 90, Montana Rail Link railroad, agricultural fields, and numerous other forms of human disturbance likely limits some wildlife use of the vicinity.

**No-Action:** No disturbance to terrestrial wildlife would occur. No changes to existing habitats would be anticipated. Collectively, no effects to terrestrial wildlife would be anticipated.

**Action Alternative:** Some short-duration disturbance to terrestrial wildlife could occur. No appreciable changes to existing habitats would be anticipated. Foraging bald eagles could be disturbed by the proposed activities depending on the timing; activities would occur during the summer period at the end of the nesting season or after the nesting season has passed. No appreciable changes in bald eagle prey species would be anticipated. Collectively, negligible effects to terrestrial threatened, endangered, or sensitive wildlife species would be anticipated.

**Bull Trout Existing Conditions:** Bull trout is a federally threatened species with critical habitat in the project area vicinity. The entire main stem of the Clark Fork River, including the project area is identified by Montana Fish, Wildlife, and Parks (MFWP) and USFWS as nodal habitat (MBTRT 2000). Nodal habitat includes those areas which provide or have the potential to provide a migratory corridor for bull trout. Bull trout presence in this segment of the Clark Fork River is low and limited to foraging and migratory use to connect to headwater streams. No bull trout spawning is identified in this reach of the main stem of the Clark Fork River. The current railroad bridge structure is not a barrier to fish migration.

**Bull Trout- No Action:** No immediate changes to the existing fisheries would occur, but there is an increased risk of sediments and water quality impacts if the railroad bridge was to fail.

**Bull Trout Action:** Potential direct and indirect impacts to bull trout at the project site: are disturbance or temporary displacement of fish near the barge during pier repair operations. Periods of short-duration disturbance to sediment and fisheries would occur from the removal of the existing temporary road and temporary bridge as noted in the Water Quality section 5 of this report. Mitigations to control erosion and sediment would be in place during construction and removal of the temporary access road. Additional mitigation measures include timing restrictions, implementing BMP's to minimize the extent and duration of disturbance and sedimentation, plus safety requirements for maintain clean equipment to avoid toxic introductions of greases or chemicals.

The proposed activity would temporarily affect up to 100 feet of the Clark Fork River and 0.07 acre of adjacent wetland (identified by the HDR engineering field staff). This project is authorized by US Army Corps of Engineers (USACOE), NWP 3 Maintenance Permit Found in the Federal Register (82 FR 1860), Reissuance of Nationwide Permits Authorization (NWP) January 6, 2017. The proposed project authorization under this Corps permit is conditional upon compliance with all mandatory terms and conditions associated with the US Fish and Wildlife Service Programmatic Biological Opinion, which terms and conditions are incorporated by reference in this DNRC Land Use License.

- Migratory Fish Passage- The project is designed to provide fish passage and maintain connectivity in the main river thalweg during the project.
- Ground Water-The proposed project is not expected to alter ground water resources.
- Food base for Bull Trout- The proposed operations would have minimal effect on the food base on the main river and plenty of forage remains on adjacent reaches of the river
- Based on project design and implementation of BMP'S, appropriate conservation/coordination measures and all USACOE NWP and associated agency permit requirements, the proposed construction activities may affect but is not likely to adversely affect bull trout, or bull trout critical habitat. Potential direct, in-direct and cumulative impacts to fisheries associated with this project are expected to be low and of short duration.

---

#### **10. HISTORICAL AND ARCHAEOLOGICAL SITES:**

*Identify and determine direct, indirect, and cumulative effects to historical, archaeological or paleontological resources.*

Railroad Bridge 141 crossing the Clark Fork River is historic, but it is privately owned. As such, the DNRC has no authority to dictate to the private owners how they manage their property. Issuance of a Land Use License for repairs to this bridge would have No Effect to state-owned heritage properties as defined in the State Antiquities Act.

---

#### **11. AESTHETICS:**

*Determine if the project is located on a prominent topographic feature, or may be visible from populated or scenic areas. What level of noise, light or visual change would be produced? Identify direct, indirect, and cumulative effects to aesthetics.*

None. The proposed project work is mainly focused on the river bed below the water line. River bank shrub plantings are planned as a part of proposed erosion control and bank stabilization. Revegetation of the footprint of the temporary work road is also proposed to occur.

---

#### **12. DEMANDS ON ENVIRONMENTAL RESOURCES OF LAND, WATER, AIR OR ENERGY:**

*Determine the amount of limited resources the project would require. Identify other activities nearby that the project would affect. Identify direct, indirect, and cumulative effects to environmental resources.*

None.

---

#### **13. OTHER ENVIRONMENTAL DOCUMENTS PERTINENT TO THE AREA:**

*List other studies, plans or projects on this tract. Determine cumulative impacts likely to occur as a result of current private, state or federal actions in the analysis area, and from future proposed state actions in the analysis area that are under MEPA review (scoped) or permitting review by any state agency.*

None.

#### IV. IMPACTS ON THE HUMAN POPULATION

- *RESOURCES potentially impacted are listed on the form, followed by common issues that would be considered.*
- *Explain POTENTIAL IMPACTS AND MITIGATIONS following each resource heading.*
- *Enter "NONE" if no impacts are identified or the resource is not present.*

#### 14. HUMAN HEALTH AND SAFETY:

*Identify any health and safety risks posed by the project.*

**No Action:** The current railroad bridge poses a future safety hazard which in a worst case may result in a train derailment, obstruction of a navigable river, pollution of the river, and a potential public safety hazard.

**Action:** One of the primary purposes of the proposed project is to extend the usable life of the railroad bridge by completing repairs to avoid structural failure. Repairing the bridge would reduce potential risks to human health and safety. There is a potential risk associated with river floaters entering a construction zone during bridge repair activities.

There is a potential risk associated with river floaters entering a construction zone during bridge repair activities. To reduce the potential for unsafe situations to occur, a provision would be incorporated into the Land Use License requiring the operator to place information signs approximately 500' upstream of the construction site asking floaters to avoid the immediate area during bridge repair operations.

#### 15. INDUSTRIAL, COMMERCIAL AND AGRICULTURE ACTIVITIES AND PRODUCTION:

*Identify how the project would add to or alter these activities.*

**No Action:** No change

**Action:** None to Minor impacts.

Adjacent land use is primarily agricultural and rural residential. The river valley also serves as a commercial transportation, communications and power transmission corridor. The proposed project would not interfere with access to adjacent properties, with the delivery of irrigation water to area users, or with the transport of goods and services.

There is some commercial river guiding that occurs on this section of the Clark Fork river during the summer season. Short term minor impacts to river floating associated with avoiding the construction site (movement within the river) are likely to occur.

#### 16. QUANTITY AND DISTRIBUTION OF EMPLOYMENT:

*Estimate the number of jobs the project would create, move or eliminate. Identify direct, indirect, and cumulative effects to the employment market.*

**No Action:** No change

**Action:** Construction would be expected to occur between July 1, 2018 and November 30, 2018 and would be anticipated to provide a direct short-term opportunity for maintaining employment of up to 10 people while construction activities occur, as well as maintaining indirect employment opportunities to provide goods and services in support of the project.

#### 17. LOCAL AND STATE TAX BASE AND TAX REVENUES:

*Estimate tax revenue the project would create or eliminate. Identify direct, indirect, and cumulative effects to taxes and revenue.*

Minor, if any, change in tax base and tax revenues would be anticipated with selection of either alternative.

---

**18. DEMAND FOR GOVERNMENT SERVICES:**

*Estimate increases in traffic and changes to traffic patterns. What changes would be needed to fire protection, police, schools, etc.? Identify direct, indirect, and cumulative effects of this and other projects on government services*

None. Little or no change in demand for government services would be anticipated with selection of either alternative.

---

**19. LOCALLY ADOPTED ENVIRONMENTAL PLANS AND GOALS:**

*List State, County, City, USFS, BLM, Tribal, and other zoning or management plans, and identify how they would affect this project.*

None.

---

**20. ACCESS TO AND QUALITY OF RECREATIONAL AND WILDERNESS ACTIVITIES:**

*Identify any wilderness or recreational areas nearby or access routes through this tract. Determine the effects of the project on recreational potential within the tract. Identify direct, indirect, and cumulative effects to recreational and wilderness activities.*

Existing Conditions: The Clark Fork River is an important regional recreational resource used for floating, fishing, and hunting. Superfund reclamation of past mining impacts in the upper Clark Fork basin as well as closure of the Frenchtown pulp mill have contributed towards ameliorating water quality issues in this water body. Recreational use of the river continues to increase in the area as additional parks and fishing access sites are built, open space is conserved, and trails are expanded.

Bridge 141 lies between the Erskine (near Frenchtown) and the Petty Creek (near Alberton) public fishing access sites. Recreationists can also access undeveloped segments of the river within this stretch from the Big Flat/South Side road which follows the river between Kona Bridge and Petty Creek. Neither the railroad bridge nor the river provides direct access to wilderness areas.

Public use of the railroad bridge (including fishing use) is not allowed.

No Action: No change from current conditions.

Action: Direct & indirect Impacts: The proposed plan involves temporary reconstruction work on two piers (6 & 7) of railroad bridge 141 within the main channel of the Clark Fork River. Work would be accomplished by use of equipment operating from both the railroad bridge, and a barge in the river. Because of the wide nature of the river (250+ feet) and the relatively calm current at the bridge site, there is adequate space for floaters passing through the area to avoid construction sites.

Cumulative Impacts: No permanent impacts to recreation access sites would occur. No direct effect on access to any designated recreational area would occur. The one summer season of repairs would not have a lasting or measurable cumulative effect on fishing, floating or other recreational activities.

There is a potential risk associated with river floaters entering a construction zone during bridge repair activities. To reduce the potential for unsafe situations to occur a provision would be incorporated into the Land Use License requiring the operator to place information signs approximately 500' upstream of the construction site asking floaters to avoid the immediate area during bridge repair operations.

**21. DENSITY AND DISTRIBUTION OF POPULATION AND HOUSING:**

*Estimate population changes and additional housing the project would require. Identify direct, indirect, and cumulative effects to population and housing.*

None

**22. SOCIAL STRUCTURES AND MORES:**

*Identify potential disruption of native or traditional lifestyles or communities.*

None

**23. CULTURAL UNIQUENESS AND DIVERSITY:**

*How would the action affect any unique quality of the area?*

None. The proposed project involves repair of an existing historic structure

**24. OTHER APPROPRIATE SOCIAL AND ECONOMIC CIRCUMSTANCES:**

*Estimate the return to the trust. Include appropriate economic analysis. Identify potential future uses for the analysis area other than existing management. Identify direct, indirect, and cumulative economic and social effects likely to occur as a result of the proposed action.*

No Action: None

Action: Granting of a Land Use License (LUL) would return \$150 to the Public Land- Navigable Rivers trust (license fee) and \$50 to the state general fund (application fee)

<b>EA Checklist Prepared By:</b>	<b>Name:</b> Robert H Storer	<b>Date:</b> 1/5/2018
	<b>Title:</b> SWLO Trust Lands Program Manager	

**V. FINDING**

**25. ALTERNATIVE SELECTED:**

The Action Alternative – repair of the existing bridge.

**26. SIGNIFICANCE OF POTENTIAL IMPACTS:**

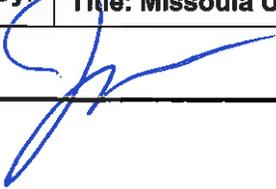
Implementation of the mitigations contained within this document should prevent any significant impacts to the environment.

**27. NEED FOR FURTHER ENVIRONMENTAL ANALYSIS:**

EIS

More Detailed EA

No Further Analysis

<b>EA Checklist Approved By:</b>	<b>Name: Jonathan Hansen</b> <b>Title: Missoula Unit Manager</b>
<b>Signature:</b> 	<b>Date: 1/22 /2018</b>

