

**HISTORIC PRESERVATION COMMISSION
MEETING AGENDA**

Tuesday, June 7, 2016 @ 5:30 PM
155 W. Granite, Council Chambers, 3rd Floor Courthouse

- I. CALL TO ORDER
- II. ROLL CALL
- III. READING/APPROVAL OF THE PREVIOUS MONTH'S MINUTES
 - Regular Meeting: May 3
 - Special Meeting: May 17
- IV. PUBLIC COMMENT – ITEMS ON THE AGENDA
- V. NEW/OLD BUSINESS
 - A. Demolition/Design Review COA: Storefronts at 445 E. Park
 - B. Design Review COA: Butte CPR (SARTA Grant)
 - C. GSA Undertaking at Mansfield Federal Building: Security Fence and Gate Installation
 - D. NEPA Evaluation of Proposed Rocker Communications Facility, West Brown Gulch Rd.
- VI. STAFF/MEMBER REPORTS
- VII. ANNOUNCEMENTS
- VIII. PUBLIC COMMENT – ITEMS NOT ON THE AGENDA
- IX. ADJOURNMENT



BUTTE-SILVER BOW HISTORIC PRESERVATION COMMISSION CERTIFICATE OF APPROPRIATENESS (COA) APPLICATION

- Demolition Review COA
- Design Review COA

OWNER INFORMATION

Name: Terry Kivela
Address: 445 E. Park
City: Butte State: MT Zip: 58701
Phone: E-Mail (optional):

APPLICANT INFORMATION (If different from owner)

Name:
Address:
City: State: Zip:
Phone: E-Mail (optional):

PROPERTY INFORMATION

Address: 445 E. Park
Addition/Block/Lot: Lizzie Lode/east part of Lot 12
Other Legal Description:

HISTORIC STATUS

- National Register Listed Individually
 Contributing to Butte-Anaconda National Historic Landmark District
- National Register Eligible Individually
 Contributing to
- Local Register Listed

SCOPE OF WORK (Describe the proposed project in detail. Insert or attach maps, drawings, reports, photographs or other materials as specified by the "SUBMITAL REQUIREMENTS CHECKLIST" section of this form).

The property owner is seeking a RRA grant to assist in the rebuild of the wooden storefront (Park St. façade) on the historic drug store at 445 E. Park, which currently houses his taxidermy business. Likely an original element, the storefront consists of a central entry recessed between two projecting window bays. Bays are square and feature a canted base, flat roof with an overhang and decorative scrolls, and trim moldings. Neither bay retains window glass; plywood covers the openings. The front entry holds a pair of tall and narrow wood-sash doors with full lights (now covered) in a one-over-one pattern. It is fronted by an inlaid mat made of iron. There is a band of large, square wood-sash transom windows above the bays and entry. The windows have been altered with opaque glass and metal screens. Components of an historic roll up awning still hang above the transom band. These components include the metal wind up bar and a metal shade.

COA Application, page 2

The property owner is proposing to remove the bays, entry, and transoms and “restore” them with all new elements of the exact same size, scale, massing, materials, and detailing -- including the moldings and scrolls, for example. Instead of regular glass, windows at the bays, transom, and front door will be restored with tinted glass. The owner intends to maintain the winding bar and shade of the old awning system, and possibly make the system operable again with a new canvas awning (not part of this project). The cast iron mat at the entry will also be left in place.

CONDITION ASSESSMENT (Describe the structural condition of the building proposed for demolition. Insert or attach maps, drawings, reports, photographs or other materials as specified by the “SUBMITAL REQUIREMENTS CHECKLIST” section of this form).

The property owner believes that the bays are too rotted inside to warrant their preservation or rehabilitation. Additionally the east bay suffers damage inflicted when a county truck ran into its eastern corner, denting the wood there and slightly dislodging the bay from main building. The bay is now crooked, listing to the east.

DEMOLITION ALTERNATIVES CONSIDERED (Describe efforts to reuse, rehabilitate or relocate the building/structure proposed for demolition, sell or lease the property, or other alternatives. Insert or attach the required supplemental documentation as specified in “SUBMITAL REQUIREMENTS CHECKLIST” section of this form).

SUBMITAL REQUIREMENTS CHECKLIST

Demolition Review COA

- Historic Property Inventory form.
- Site map showing footprint of building/structure proposed for partial or complete demolition and any other buildings/structures on the property.
- Photographs of all four facades of building/structure proposed for partial or complete demolition.
- Photographs of structural deficiencies of building/structure proposed for partial or complete demolition.
- Structural evaluation report prepared by a certified engineer or architect.
- Rehabilitation cost estimate prepared by a qualified contractor, or certified architect or engineer.
- Assessment of property's fair market value prepared by a realtor.
- Proof of advertisement for the sale or lease of the property for a period of 90 days.
- Relocation plan.
- Design Review COA for any new buildings or structures proposed for construction.

Design Review COA

- Historic Property Inventory form.
- Site map showing footprint of building/structure proposed for rehabilitation and any other buildings/structures on the property.
- Site map showing footprint of building/structure proposed for new construction.
- Elevation drawings of all facades proposed for rehabilitation, indicating window and door placement and types, other structural or stylistic elements, and construction materials.
- Elevation drawings of all four facades of new building/structure proposed for construction, indicating window and door placement and types, other structural or stylistic elements, and construction materials.
- Photographs of all four facades of building/structure proposed for rehabilitation.
- Photographs of all exterior structural/architectural elements proposed for repair or replacement rehabilitation

STAFF RECOMMENDATION: The Historic Preservation Officer (HPO) recommends approval of this COA application. This recommendation comes with the understanding that HPO will need to inspect the storefront following the rebuild to ensure that it replicates the original in all aspects.

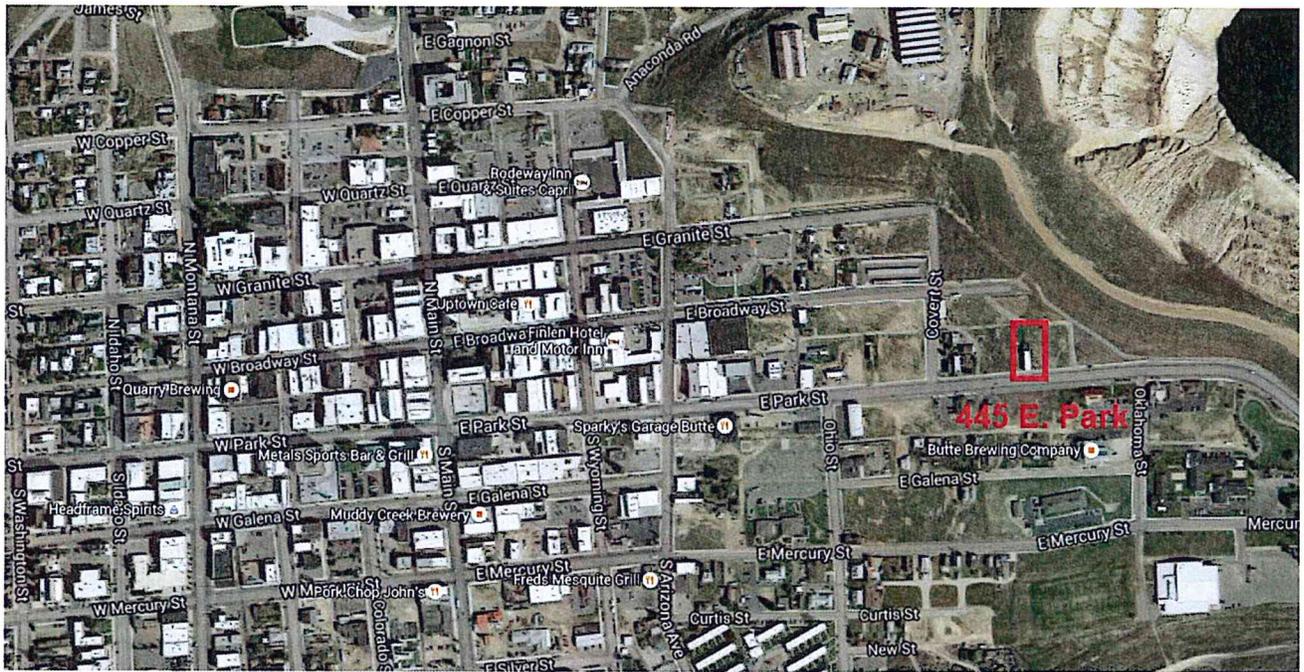
Signature of HPO



Date 6-3-2016

Signature of Applicant/Owner

Date



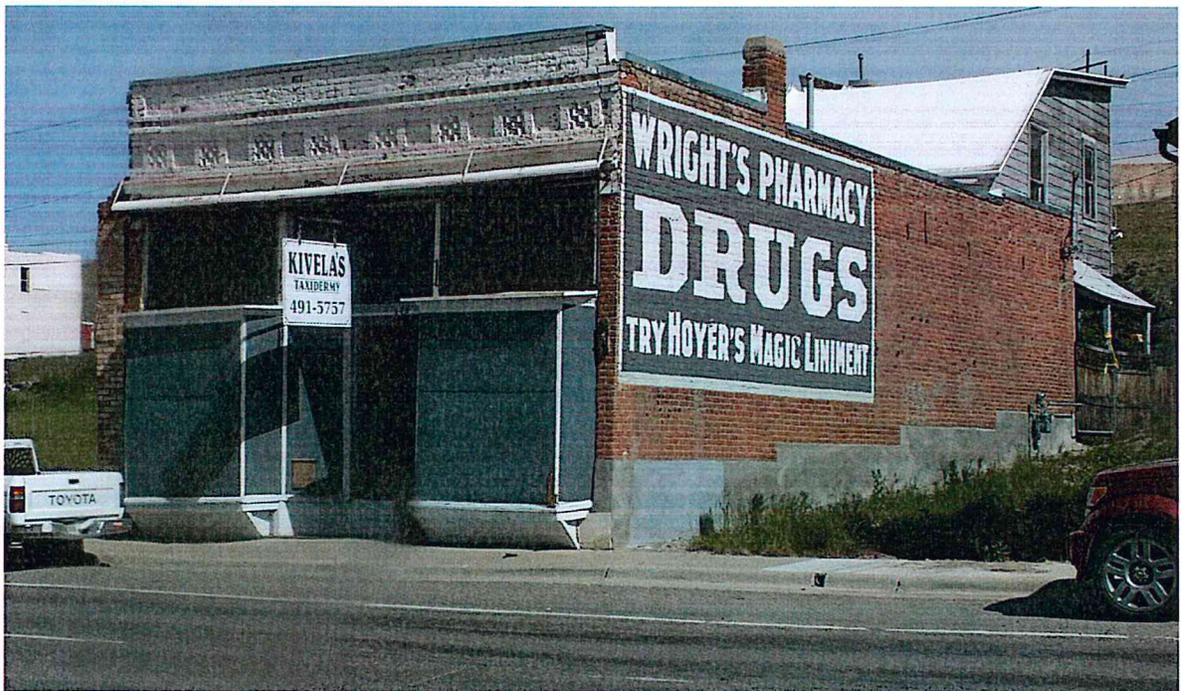
Locational Map



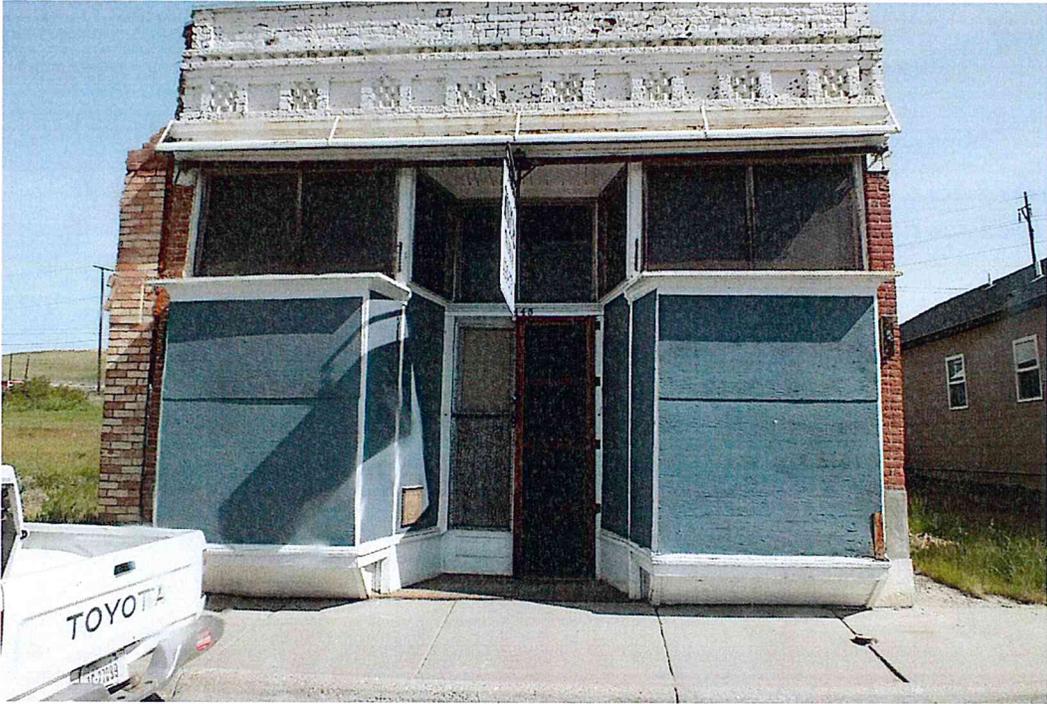
Site Map



1959 Photo, 445 E. Park St.



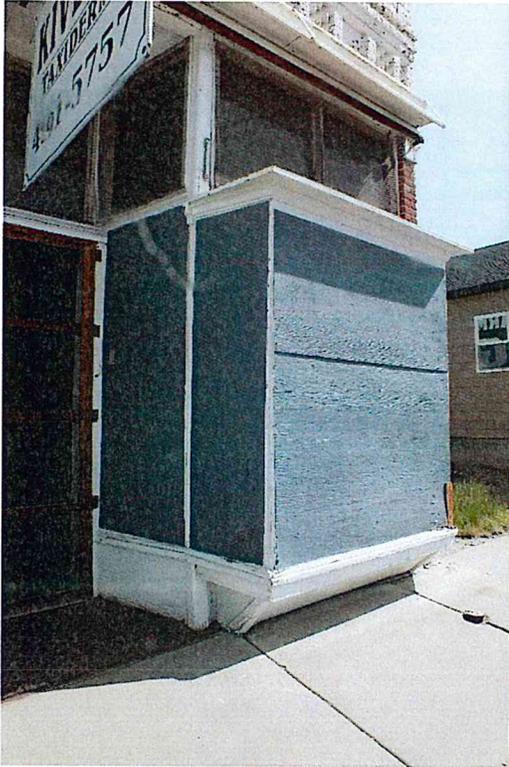
Park St. (south) and east facades.



Park St. façade



West facade.



East storefront bay



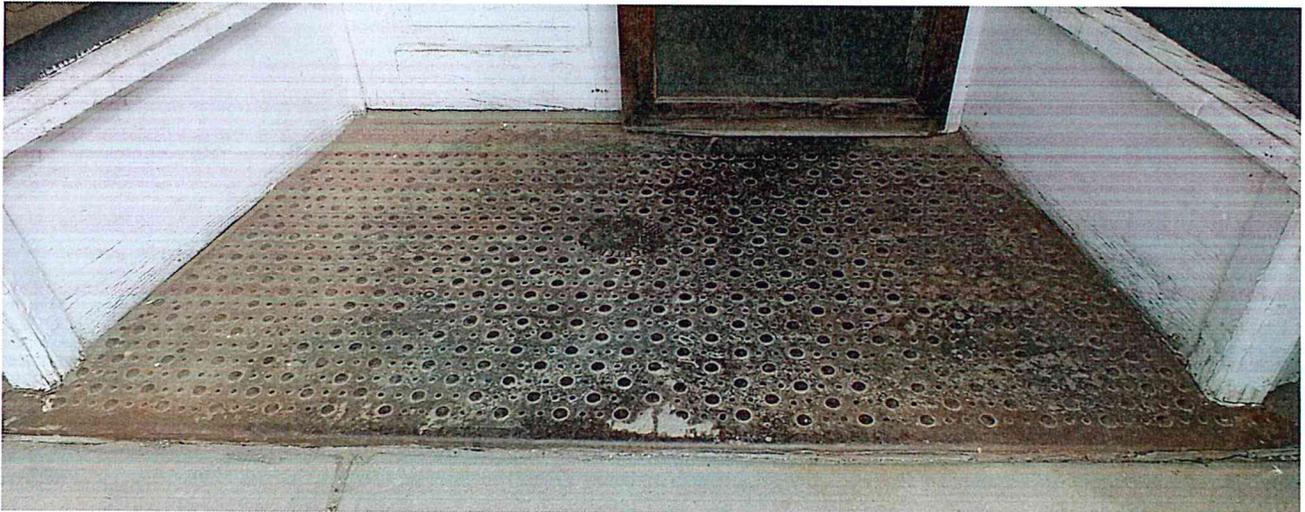
damage from truck at eastern corner



Scroll, molding trim and roof overhang at bay



Front entry



Iron mat at front entry.

HISTORICAL INFORMATION: Describe the persons, important events, and/or historical patterns associated with the structure/site and surrounding area.

The 1900 census lists H.L. Hogan, a druggist, as living here. He was single, 55 and from Massachusetts. The city directories of the time do not list his name. In 1904 F.D. Herbold appears here as the proprietor of the East Park Pharmacy. In 1906 Louis Dreibelbeis took over as president of the E. Park Pharmacy Co. with John M. Loring as secretary and manager. Dreibelbeis, who first appeared as a clerk at the Newton Bros. Drug Co. in 1898, went on to run his own drug store on N. Main St. and later to become president and general manager of Newbro Drug Co. In 1908 William Driver took over as manager of the drugstore, which sold drugs, candy and ice cream, and functioned as a neighborhood gathering place. Driver, his wife Christine, and son Andrew came from Canada in 1906 at the invitation of Abraham Potts, manager of Christie and Leys, and a fellow graduate of Toronto University. When Driver died in 1962 he was the oldest druggist in the state of Montana. His son, Andrew owns the building.

Footnote Sources:

1900, 1910 Census; Montana Standard, 21 October 1979, pp. 17, 19.

INTEGRITY: Assess the degree to which the structure/site, and surrounding area accurately convey the historical associations of the property.

Boarded up windows and a general state of disrepair have compromised the integrity of this combined commercial and residential structure.

HISTORICAL and/or ARCHITECTURAL SIGNIFICANCE: Justify how the persons, important events, or historical patterns associated with structure/site lend the property significance and/or describe the ways in which the structure embodies the distinctive characteristics of a particular period, building type, or style.

This drugstore and residence is a contributing element of the Butte National Landmark District because despite its disrepair this building is still a good example of the combination commercial and residential buildings common along E. Park St. It was one of Butte's early drugstores and one of the few buildings and businesses to remain in one family for several decades.

FORM PREPARED BY:

Name: Mary Murphy

Address: Butte Historical Society

Date: 1984

GEOGRAPHICAL INFORMATION:

Acreage: _____

USGS Quad: _____

UTM's: _____



BUTTE-SILVER BOW HISTORIC PRESERVATION COMMISSION CERTIFICATE OF APPROPRIATENESS (COA) APPLICATION

- Demolition Review COA
 Design Review COA

OWNER INFORMATION

Name: various (unknown at this time)
Address: Emma Park Neighborhood
City: Butte State: MT Zip:
Phone: E-Mail (optional):

APPLICANT INFORMATION (If different from owner)

Name: Butte Citizens for Preservation and Revitalization (Butte CPR)
Address: P.O. Box 164
City: Butte State: MT Zip: 59703
Phone: E-Mail (optional): info@buttecpr.org

PROPERTY INFORMATION

Address: Emma Park Neighborhood
Addition/Block/Lot:
Other Legal Description:

Butte CPR intends to target multiple priorities in a single city block in the Emma Park Neighborhood. However, because the program will be most effective if grant recipients are owners-occupants, we acknowledge that the logistics of a single city block goal might not be met. In any case, all grants will be made for buildings in that particular neighborhood.

HISTORIC STATUS

- National Register Listed Individually
 Contributing to Butte-Anaconda National Historic Landmark District
- National Register Eligible Individually
 Contributing to
- Local Register Listed

The Emma Park Neighborhood lies within the Butte-Anaconda National Historic Landmark District. The majority of that neighborhood and Central Butte residences are listed as contributing to the landmark district. We expect that the homes of most applicants to the Central Butte HIP (see below) will be National Register listed, but also know that one or two may not, due to building age, significant alterations, or other factors. While National Register buildings will receive preference in our program, all other factors being equal, up to 20% of the awards could be made to houses not on the National Register but with demonstrated financial need and owner commitment.

SCOPE OF WORK (Describe the proposed project in detail. Insert or attach maps, drawings, reports, photographs or other materials as specified by the "SUBMITAL REQUIREMENTS CHECKLIST" section of this form).

Butte CPR has recently been awarded a SARTA grant for \$20,000 to finance our new Central Butte Historic Improvement Program (HIP). The entire amount will be passed through to Emma Park Neighborhood owners/occupants who express a commitment to historic residence repair projects. At this point, no project recipients have been identified because we do not yet have a signed contract, but we expect that they will be chosen by August of this year. This program will provide partial funding for about two new roofs and up to eight other improvement projects including painting, porch rebuild, in-kind replacement of other exterior architectural elements, and possibly retaining walls. Please refer to the attached SARTA grant application for project specifics.

One of Butte CPR's Central Butte HIP committee's goals is to insure historically-appropriate repairs and renovations. For our larger, community-wide Historic Improvement Program (in place since 1998), we require the use of historic fabric and maintenance of historic architectural details, and strive to have our projects approach or meet the Secretary of the Interior's Standards for Preservation and Rehabilitation. So, for example, we have always rejected the use of TREX on porch floors or front steps, and have worked diligently with property owners to use wood products instead. Also, while applications for window repairs or replacements are very rare, when received we routinely encourage repair of wood-sash windows over replacement. For the Central Butte HIP, our standards will be no lower. This strict adherence to historic materials and design insures that the landmark district designation will remain intact for decades to come.

CONDITION ASSESSMENT (Describe the structural condition of the building proposed for demolition. Insert or attach maps, drawings, reports, photographs or other materials as specified by the "SUBMITAL REQUIREMENTS CHECKLIST" section of this form).

As noted above and further explained in the attached SARTA grant application, the condition of buildings to be repaired cannot be identified at this time because those residences have not been selected. Selection will be based on owner finances and ability, critical need of repair, owner commitment to the project (either financial or labor), and our own commitment to accomplishing the work while preserving the historic integrity of each building.

DEMOLITION ALTERNATIVES CONSIDERED (Describe efforts to reuse, rehabilitate or relocate the building/structure proposed for demolition, sell or lease the property, or other alternatives. Insert or attach the required supplemental documentation as specified in "SUBMITAL REQUIREMENTS CHECKLIST" section of this form).

NA

SUBMITAL REQUIREMENTS CHECKLIST

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- Proof of advertisement for the sale or lease of the property for a period of 90 days.
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Design Review COA

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- Photographs of all four facades of building/structure proposed for rehabilitation.
- Photographs of all exterior structural/architectural elements proposed for repair or replacement rehabilitation

STAFF RECOMMENDATION: The Historic Preservation Officer recommends approval of this SARTA grant to Butte CPR. The grant funds will be used for rehabilitation/preservation projects conforming to the Secretary of Interior's Standards for the Treatment of Historic Properties.

Signature of HPO



Signature of Applicant/Owner



Date



Date

June 3, 2016

BUTTE-SILVER BOW SUPERFUND ADVISORY & REDEVELOPMENT TRUST AUTHORITY

2016 - PROJECT APPLICATION

FOR SARTA USE ONLY		
Scope of Work	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Technical Feasibility	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Public Benefits	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Budget Narrative & Worksheet	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Declaration of Match	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No

1. REDEVELOPMENT TRUST FUND - PROGRAM CATEGORY (SELECT ONE, OR BOTH)

Historic Preservation. Provides direct support for the protection, preservation, restoration and development of historic resources and properties within the Butte Priority Soils Operable Unit. For more information, please see the supplemental project review and evaluation criteria for this program.

and/or

Community & Economic Development. Provides direct support for projects that repair, restore, or mitigate damage from mineral development and provide collective community and economic benefit to the residents of Butte-Silver Bow.

2. PROJECT SPONSOR INFORMATION

Sponsor: Butte Citizens for Preservation and Revitalization Contact: Bruce Cole

Mailing Address (City, State, Zip): P.O. Box 164, Butte, MT 59703

E-mail: info@buttecpr.org

Telephone: 406-600-1885

3. PROJECT ABSTRACT - 300 WORDS MAXIMUM, PLEASE INCLUDE THE FOLLOWING:

- a. Project Title: refer to next page
- b. Project Description
- c. Project Start Date
- d. Project End Date
- e. Funding Request for Project

Project Abstract

a. Project Title: Central Butte Historic Improvement Program: Emma Park Neighborhood

b. Project Description:

The Central Butte Historic Improvement Program is a multi-year project that will target multiple high priority historic housing repair needs. To begin this new initiative, the project will focus on the Emma Park Neighborhood. The project's sponsor, Butte Citizens for Preservation and Revitalization (Butte CPR), will coordinate with homeowners, following the guidelines promoted in the Central Butte Area Plan. Grant recipients will be owner/occupants willing to take advantage of this funding opportunity to improve building exteriors. The program will coordinate with Human Resource Council XII in several respects, including identification of target properties and utilization of existing aid programs. It marries historic preservation with community enrichment by selecting historic homes with critical repair needs in a culturally rich but disadvantaged area of Butte. In keeping with the stated focus of SARTA's Historic Preservation category, the program insures historically-appropriate repairs and renovations within the Butte-Anaconda Historic Landmark District. This bricks-and-mortar project will benefit the Emma Park Neighborhood, Central Butte, and the entire Butte community by redeveloping existing historic building stock and creating a significant physical and aesthetic improvement.

c. Project Start Date: June 20, 2016

d. Project End Date: October 31, 2017

e. Funding Request: \$25,000

Scope of Work

evaluation criteria

The Central Butte Historic Improvement Program (HIP) is a multi-year project in the geographic center of the Butte Priority Soils Operable Unit and in the heart of the Butte-Anaconda National Historic Landmark District. This first year, Butte CPR intends to target multiple high priority needs in the Emma Park Neighborhood, bound by Mercury, Main, Platinum, and Montana Streets. This area, like the greater Central Butte, suffers from effects of a century of mining due to both the presence of mine waste and subsidence resulting from mine stoping. The proposed program will be most beneficial to grant recipients who are owner-occupants with vested interests in the targeted area, but who may not otherwise have the resources needed to address deteriorated and failing building components and systems before they are permanently lost.

1-1
1-2
1-4
HP-1
HP-4
HP-6

The Central Butte HIP will be an extension of Butte CPR's long running city-wide HIP. Butte CPR will re-distribute awarded SARTA funds to Emma Park Neighborhood owner-occupants and manage the overall program in the same manner we currently do our privately-funded HIP grants. Our original HIP grant program, begun in 1998, typically gives owners of historic homes awards between \$500 and \$2000 to make improvements to building exteriors. The aim is to foster an appreciation for historic buildings and their preservation while improving neighborhoods one place at a time.

3-5
HP-2

The Central Butte HIP will coordinate with homeowners in the neighborhood, following the guidelines promoted in the Central Butte Area Plan, specifically starting where possible with one or two streets and expanding from there. Grant recipients will be homeowners willing to take advantage of this funding program to improve the exteriors of their properties.

This project will involve close coordination with Human Resource Council (HRC) XII that is already in the neighborhood. Its staff will aid in identifying which homeowners are in the most critical financial need, while CPR will attempt to pair the financial need with the most critical needs for preservation and maintenance of building features and systems. Additionally, we expect to work with HRC XII to offer minor home improvement workshops from time to time. These actions will complement HRC XII-run neighborhood meetings to inform the residents of available programs that can assist in other aspects of home care and repair, such as weatherization and furnace change-out.

3-6
HP-6

In addition to administering the Central Butte HIP, Butte CPR will utilize its volunteer force to offer at each awarded residence yard clean-up, including waste removal, general tree and bush pruning, and minor planting of new vegetation. This effort will further enhance the contribution of building improvements to the neighborhood. Our intended outcome is to have Emma Park Neighborhood look better, feel better, and have increased pride of building ownership.

4-1

The Central Butte HIP will have a unique place in hands-on historic preservation and building improvement in Butte. It will be the only program that awards funds to improve residential properties that are not income-generating. The Urban Revitalization Agency's grant and loan programs target commercial buildings, but not owner-occupied dwellings. We also note that the Butte NRD program focusses almost exclusively on natural resource projects, and to date has not awarded any funds to residential properties. Consequently, we find that even though our grants will not be overly large, they will be actively sought because no other financial help is available for historic residence façade improvement.

1-5
1-6
1-7

Plan Specifics and Feasibility

evaluation criteria

Butte CPR will conduct the Central Butte HIP using our established HIP grant program and following our established guidelines. Award of our requested \$25,000 of SARTA funds will serve an estimated seven to ten buildings. Projects we typically fund are painting the façade, brick repointing, repair of original architectural features (such as cornices or porch posts and/or rails), and on occasion repair or replacement of historically appropriate windows. In addition to those improvements, we expect to fund a small number of new roofs. We intend to set aside about half of the grant dollars for aid in installation of new roofs because the need is so great in this neighborhood. If roofs are not repaired soon, the loss of historic fabric in the neighborhood may be catastrophic as homes are irreparably water damaged and abandoned. Therefore, Butte CPR plans to devote \$12,000 of the grant to three \$4000 roof replacement awards. For many, this \$4000 figure represents 50% or more of the cost of a new roof. The remaining \$13,000 will be devoted to improvement grants in the \$500 to \$2000 range.

3-1
3-5
3-6
HP-3

Several years ago, Butte CPR targeted Central Butte in a pamphlet distribution and door-to-door campaign to interest owners for our larger HIP. At that time and throughout our almost 20-year program, we have had few Central Butte owners apply for a grant and only two who were awarded sums. Knowing the difficulties we have had in reaching this important pool of potential grantees, we intend to employ more targeted measures. First, Butte CPR will work closely with HRC XII staff and the Emma Park Neighborhood Task Force to identify specific homes in need. Next, we will re-institute a pamphlet and door-to-door appeal campaign. Third, we will hold at least one but no more than two public forums at the Emma Park Neighborhood Center. These forums will allow us to meet directly with individuals who are interested and have the need for building exterior improvements, and to directly help them identify viable projects, labor assistance, and other financial assistance to ensure a quality finished product.

3-1
3-4
3-6

In the past we have required that all awardees purchase all materials and labor upfront, with reimbursement at successful project completion. We anticipate that our formula will put the Central Butte HIP out of reach of some owners. Butte CPR anticipates working with individuals to identify innovative ways of accomplishing the same mission, such as purchasing materials upfront, strict control of merchandise prior to and during materials application, direct payment to contractors, or the like.

3-1

One of Butte CPR's HIP committee's goals is to insure historically-appropriate repairs and renovations. We require the use of historic fabric and maintenance of historic architectural details, and strive to have our projects approach or meet the Secretary of the Interior's Standards for Preservation and Rehabilitation. So, for example, we have always rejected the use of TREX on porch floors or front steps, and have worked diligently with property owners to use wood products instead. Also, while applications for window repairs or replacements are very rare, when received we routinely encourage repair of wood-sash windows over replacement. For the Central Butte HIP, our standards will be no lower. This strict adherence to historic materials and design insures that the Butte-Anaconda Historic Landmark District designation will remain intact for decades to come.

HP-3
HP-5

Rarely has Butte CPR fully funded a building improvement project. We require some commitment from the property owner, in the form of matching funds or labor. Even when an owner's financial commitment is but a fraction of the total cost, we find that his/her attachment to the work and workmanship is remarkable. The Central Butte HIP will require no less of a commitment, although as noted above we expect to employ imaginative ways to insure the expenditure of all awarded funds.

3-1

Going beyond Butte CPR's larger HIP focus, the new Central Butte HIP will include other neighborhood improvements that will enhance resident safety and welfare. We are committed to improving the yards and streetscape in the immediate vicinity of improved homes with trash removal and landscaping work. Specifically, we intend to remove unwanted yard items, trim trees and bushes, and enhance lawns or gardens while the repairs are in progress at each residence.

2-4

3-1

Butte CPR's current team of four HIP committee volunteers is responsible for reviewing all applications; meeting with applicants to insure that planned projects meet our goals of quality, historically-appropriate renovations or repairs; reviewing completed projects for adequacy; and arranging for timely payment of grant funds. For the Central Butte HIP, we expect to add members to our HIP committee to handle this enlarged organizational and management commitment. Additionally, the yard improvement aspect of Central Butte HIP will require many more volunteers. Just recently, Butte CPR has received an offer from another community group to provide assistance on any number of volunteer projects. We expect to employ dozens of those individuals for this particular program.

3-5

3-6

4-1

Butte CPR will initiate the Central Butte HIP in June 2016, with a "first-year" completion date of October 31, 2017. If we are successful applicants for the SARTA Historic Preservation funds, we will begin our pamphlet and door-to-door campaign in June, schedule the public forums at the end of that month, and accept applications and make awards by the beginning of August. We anticipate that roof replacement projects will be delayed until 2017, but that some if not all other improvement work can begin during the late summer or early fall of 2016. As with our larger HIP, awardees will have two summer seasons to complete the work.

3-3

With the installation of three new roofs and six-to-eight exterior repair/renovation projects, we are confident that the first year of the Central Butte HIP will make a visible and meaningful change to the Emma Park Neighborhood. Our success will be directly measured by the number of buildings repaired. We are committed to transparency by advertising that success via a number of venues. Butte CPR's website features images of past HIP projects, and we plan to include completed Central Butte HIP improvements on our website and social media. This will allow Butte residents and visitors who have no firsthand knowledge of Central Butte the opportunity to gauge progress. As with all of our community programs, Butte CPR has successfully used the printed media to highlight program value and achievements. Finally, we strongly believe that the improvements will speak for themselves to Central Butte residents. While we do not expect an overnight transformation of the entire Emma Park Neighborhood, our past experience has shown that within two to three years improvements in a single block spread to one or two nearby buildings, even without financial incentives.

1-3

2-6

2-7

3-7

Lastly, as noted above, Central Butte lies within the Butte-Anaconda National Historic Landmark District. The majority of Emma Park Neighborhood and Central Butte residences are listed as contributing to the landmark district. We expect that the homes of most applicants to the Central Butte HIP will be National Register listed, but also know that one or two may not, due to building age, significant alterations, or other factors. While National Register buildings will receive preference in our program, all other factors being equal, up to 20% of the awards could be made to houses not on the National Register but with demonstrated financial need and owner commitment.

HP-1

Public Benefits

evaluation criteria

Six years ago Butte-Silver Bow commissioned the Central Butte Area Plan, written to design a way forward for a vital and attractive area of Butte having “residential properties (that) are safe and affordable.” Three of the 11 stated goals for the Central Butte area dovetail perfectly with Butte CPR’s interests and programs. These are:

- Goal B: Housing-encourage a range of quality housing types with a range of affordability, from low income to high income;
- Goal D: Historic District- retain and protect the National Historic Landmark District; and
- Goal I: Neighborhood Appearance: reduce blight and decay of buildings and property.

In addition, the plan identified several guiding policies. These include the three listed below that directly reflect a number of SARTA’s own priorities:

- Policy #3- Projects will be managed openly, with information available to the public and public involvement encouraged;
- Policy #4- Encourage a can-do and positive attitude about the community; and
- Policy #5- Efforts that focus on a specific area ... will be the priority rather than addressing single effort scattered across the Planning Area.

The Central Butte HIP will accomplish Butte CPR’s and the Central Butte Planning Area’s goals by giving property owners with limited financial resources the opportunity to make improvements that will extend the lives of their homes, beautify the neighborhood, and eventually attract investment in the area. Butte CPR sees its Central Butte HIP as building on residential improvement programs dating over the past 20 years. These include new construction, sidewalk and lighting improvements, and a community garden initiative. Our program complements but does not replace those efforts by focusing on historic preservation of existing housing stock and its value to the community. The Central Butte HIP and these other programs will continue to reverse the trend of poverty and building neglect that began decades ago with the closure of mines on the Butte Hill and mine subsidence.

2-1
2-2
2-3
2-5

While benefitting Central Butte one project at a time, this program takes the concept one step further by concentrating multiple visible interventions within the same area with greater effect and benefit to the Emma Park Neighborhood. We believe this has the potential to create a synergy of owner pride in their properties, motivation for better maintenance, and a sense of place.

HP-4

Butte CPR will look to continue the program in subsequent years with SARTA partnership. This multi-year program specifically addresses the need for small-amount grants to individual homeowners whose homes do not necessarily require large renovations. It extends SARTA money to property owners with both need and commitment to improvements to an important part of the Butte community—Central Butte.

2-6

Our intended outcome is to help enhance the sense of place and pride of ownership that residents of the Emma Park Neighborhood have. With the help of this SARTA grant, we are betting that collectively we can help Central Butte say “**this place matters.**”

Project Budget & Declaration of Match

evaluation criteria

The Emma Park Neighborhood Project budget is \$36,800. Of this, Butte CPR is requesting a \$25,000 award from SARTA. The balance, or \$11,800, represents our match in the form of volunteer labor and CPR paid staff time. The total SARTA award will be re-granted to Central Butte HIP award recipients for local historic improvements.

3-2

Butte CPR anticipates 640 hours of volunteer time and 40 hours of paid time over the course of the project. Our members and dozens of other committed individuals will comprise the volunteer work force. The following paragraphs identify specific contributions by volunteers and staff.

4-2

Professional services will include development and printing of marketing and outreach materials. The in-kind contribution is valued at \$2,000 (40 hours @ \$50.00 per hour). For these services, Butte CPR will utilize Proforma, a local graphic design firm.

4-3

Volunteer contributions will include project management, outreach, and physical labor (yard work). This in-kind contribution is valued at \$9,000 (600 hours @ \$15.00 per hour). Specific volunteer tasks will include distribution of pamphlets and door hangers to encourage resident participation, and staffing one or two informational meetings about the Central Butte HIP to be held at the Emma Park Neighborhood Center. Volunteers will help interested parties develop concise façade improvement projects for their specific homes. They will coordinate efforts with outside parties, such as laborers, painters, or carpenters, if a homeowner is unable to work on his/her own project. They will also follow up closely once a project has begun to ensure funding is justified and satisfactory project completion. Volunteers may organize and lead one or two workshops regarding proper painting techniques or the like. Finally, they will remove yard waste and prune overgrown vegetation at project addresses, if the property owner agrees. This volunteer commitment excludes any time HRC XII or the Emma Park Neighborhood Task Force might also put into this project.

4-3

Public relations will include paid Butte CPR staff time to inform the public of the project's progress. Staff will employ both printed and social media. The cash contribution is valued at \$800 (40 hours @ \$20.00 per hour).

Project Budget Summary

Category	SARTA share	Butte CPR share	Total
Improvement grants	\$25,000	0	\$25,000
Professional services (graphic design)	0	(in-kind) \$2,000	\$2,000
Project management, outreach, physical labor	0	(in kind) \$9,000	\$9,000
Public relations	0	(cash) \$800	\$800
<i>Totals</i>	\$25,000	\$11,800	\$36,800



U.S. GENERAL SERVICES ADMINISTRATION, ROCKY
MOUNTAIN REGION 8, MONTANA FIELD OFFICE

SCOPE OF WORK

Butte MT FOB Security Fence and Gates

April 28, 2016

Project Location

Mike Mansfield FOB/ Courthouse
400 N Main
Butte, MT59701
MT0004ZZ

Project Points of Contact

Shawna Horvath, Contracting Officer

Phone: 406-441-1260x2

Cell: 406-441-3399

Email: shawna.horvath@gsa.gov

Steve Janzen, Engineer/Project Manager

Phone: 406-371-9790

Cell: 406-437-8192

Email: steven.janzen@gsa.gov

Dan Hill, Property Manager

Phone: 406-441-1263

Cell: 406-431-3388

Email: daniel.hill@gsa.gov

Project Duration

Once NOTICE TO PROCEED has been issued, the contractor has 60 calendar days to complete the project. Extensions will be granted for unforeseen conditions and other factors outside of the contractor's control.

Project Scope/Execution

A. General

1. The work includes all construction materials, labor, equipment, and services required by the Drawings, Specifications, and related Contract Documents. This includes labor, materials, etc. Even if not explicitly required in the documents, as required to complete the project such that all items are completely operable and provide project safety and security.
2. The project work shall comply with all applicable federal, state, county and/or city regulations. This includes but is not limited to the GSA's Historic Preservation Officer and the Montana State Historic Preservation Officer requirements.
3. Substitution of any specified item is not permitted except through written request and written approval by the Contracting Officer. The contractor's request must provide all specification data and certification that the substitution meets all requirements of the originally specified item. The contractor and the owner shall share any cost savings from an accepted substitution equally.
4. Security Fence and Gates: The Contractor or Subcontractor shall be a licensed commercial contractor performing work of similar nature. Work shall comply with Courts Security Document; USMS Publication No. 64 Volume III. Approved or equal products shall be evaluated against ASTM F2656, Impact Condition Designation PU50, Penetration Rating SIG-P502-WR for impact and ASTM D822, D2244, D523 (60° Method) for weathering.

- service and avoid or protect them against damage during selective demolition operations.
- c. Remove, replace, patch, and repair materials and surfaces cut or damaged during selective demolition, by methods and with materials so as not to void existing warranties.
 - d. Verify that utilities have been disconnected and capped before starting selective demolition operations. Locate, identify, disconnect, and seal or cap off indicated utility services and mechanical/electrical systems serving areas to be selectively demolished. Utilize lock-out / tag-out procedures as much as possible.
 - e. Conduct selective demolition and debris-removal operations to ensure minimum interference with roads, streets, walks, walkways, and other adjacent occupied and used facilities.
 - f. Demolish and remove existing construction only to the extent required by new construction and as indicated. Use methods required to complete the Work within limitations of governing regulations and as follows:
 - i. Neatly cut openings and holes plumb, square, and true to dimensions required. Use cutting methods least likely to damage construction to remain or adjoining construction. Use hand tools or small power tools designed for sawing or grinding, not hammering and chopping, to minimize disturbance of adjacent surfaces. Temporarily cover openings to remain.
 - ii. Cut or drill from the exposed or finished side into concealed surfaces to avoid marring existing finished surfaces.
 - iii. Dispose of demolished items and materials promptly. Do not allow demolished materials to accumulate on-site.
 - g. Clean adjacent structures and improvements of dust, dirt, and debris caused by selective demolition operations. Return adjacent areas to condition existing before selective demolition operations began.

4. Excavation

- a. Project involves approximately excavation. Directional boring is preferred method for home-running utilities.
- b. For any trench, trench depth is to be 30 inches from the finished grade to the top of the installed utilities.
- c. Protect structures, utilities, sidewalks, pavements, and other facilities from damage caused by settlement, lateral movement, undermining, washout, and other hazards created by earth moving operations.
- d. Protect subgrades and foundation soils from freezing temperatures and frost. Remove temporary protection before placing subsequent materials.
- e. Excavate to subgrade elevations regardless of the character of surface and subsurface conditions encountered. Unclassified excavated materials may include rock, soil materials, and obstructions. No changes in the Contract Sum or the Contract Time will be authorized for rock excavation or removal of obstructions.
 - i. If excavated materials intended for fill and backfill include unsatisfactory soil materials and rock, replace with satisfactory soil materials.

- vi. Plugs: Expandable pipe plug, gas and water tight, for sealing empty conduit. Plug shall be high impact plastic with an outer rubber gasket expandable by hand tightening a wing nut on a central spindle.
 - vii. Pull Tape: Polyester pull tape, ½" width, tensile strength of 1,250 lbs. and sequential footage markings along the entire length of the tape as manufactured by Greenlee, Carlon, Garvin Industries, or Neptco (Muletape). Install pull tape in each empty conduit.
 - viii. Grounding: steel grounding bushings shall be grounded to manhole or junction box ground.
 - ix. Warning Tape: Detectable underground warning tape, 2" wide minimum, 5 mil thickness, containing a foil core. Tape color shall be red and labeled with the words "CAUTION-BURIED ELECTRIC LINE BELOW" as manufactured by Presco or similar.
 - x. Concrete: The concrete mix used with type Schedule 40 heavy wall conduit shall be 3000 psi minimum, ¾" aggregate, 5" to 6" slump.
- c. When entering an existing building or manhole, core drill existing walls and waterproof using a mechanical seal of assembled rubber links properly sized for the pipe and tighten in place, in accordance with the manufacturer's instruction, after the new conduit is installed.
 - d. Install flush bell ends on duct at manholes and buildings. When entering a new building or a new manhole, a pre-manufacture end bell system (by Formex or similar) with conduit seals is allowed.
 - e. Install spacers as recommended by conduit manufacturer and requirements stated above, but not to exceed a maximum of 6 ft-0 in. on center for PVC conduit and 8 ft-0 in. on center for steel conduit.
 - f. Pitch conduit properly for drainage to manhole and to prevent low pockets or irregular dips between conduit ends. Pitch conduit away from building and toward manhole. Minimum pitch to be 4 in. per 100 ft.
 - g. Install not more than one 90 degree bend or equivalent between manholes for primary conduit and two 90 degree bends or equivalent for signal conduit.
 - h. Bends must be cased in concreted. Provide minimum of 3" of concrete cover over conduit at the top, bottom and sides with top of duct bank troweled to a smooth crown to prevent pooling of water. No other operations producing visible stress on the couplings will be allowed. Visible stress exists when there is more than two degrees of offset on the coupling or where significant in-line offset is observed. Care must be taken to prevent deformation or floating of the duct at the bends.
 - i. In ductbanks with both primary and signal conduit, primary conduit shall be straight and the signal conduit shall contain bends as necessary to accommodate the primary duct.
 - j. The ducts shall be joined with coupling to ensure a leak free continuous duct of the same internal diameter as the original ducts. No internal protrusions or obstructions are allowed.
 - k. The contractor shall make sure that no foreign material enters the ducts to be joined. The end of the duct shall be plugged with approve end plugs whenever installation work or the duct is stopped.
 - l. Install insulated grounding bushings on steel duct ends.
 - m. Install pull tape with measurement markings in each empty duct.

- iii. Bar Supports: Bolsters, chairs, spacers, and other devices for spacing, supporting, and fastening reinforcing bars, welded wire reinforcement, and dowels in place. Manufacture bar supports according to CRSI's "Manual of Standard Practice" from steel wire, plastic, or precast concrete of greater compressive strength than concrete specified.
- iv. Plain-Steel Welded Wire Reinforcement: ASTM A 185/A 185M, fabricated from as-drawn steel wire into flat sheets.
- v. Deformed-Steel Welded Wire Reinforcement: ASTM A 497/A 497M, flat sheet.
- vi. Tie wire shall be No. 16 gauge annealed wire
- vii. Ready-Mixed Concrete: Measure, batch, and mix concrete materials and concrete according to ASTM C 94/C 94M Furnish batch certificates for each batch discharged and used in the Work.
 - 1. Concrete shall be 4000 psi concrete, 6%-8% air content, max slump of 4 inches.
 - 2. Portland Cement: ASTM C 150, gray portland cement Type I or 1A.
 - 3. Admixtures according to ASTM C260. Admixtures certified by manufacturer to be compatible with other admixtures and to contain not more than 0.1 percent water-soluble chloride ions by mass of cementitious material
 - 4. Fly Ash: requirements of ASTM C311, ASTM C618, and ASTM C684, Class C fly ash
 - 5. Ground Granulated Blast-Furnace Slag: ASTM C 989, Grade 100 or 120.
 - 6. Normal-Weight Aggregates: ASTM C 33, Class 4M, uniformly graded. Provide aggregates from a single source
 - 7. Water: Potable and complying with ASTM C 94/C 94M
 - 8. Synthetic Fiber: Fibrillated polypropylene fibers engineered and designed for use in concrete paving, complying with ASTM C 1116/C 1116M, Type III, 1/2 to 1-1/2 inches long.
- viii. Moisture-Retaining Cover: ASTM C 171, polyethylene film or white burlap-polyethylene sheet.
- ix. Curing compounds shall conform to ASTM C309,
- x. Type 2 white pigmented or AASHTO M148 Type 1.
- xi. Evaporation Retarder: Waterborne, monomolecular, film forming, manufactured for application to fresh concrete.
- xii. Clear, Waterborne, Membrane-Forming Curing Compound: ASTM C 309, Type 1, Class B, is dissipating.
- xiii. Joint Fillers:
 - 1. ASTM D 1751, asphalt-saturated cellulosic fiber in preformed strips.
 - 2. Joint Filler in accordance with AASHTO M 213.

b. Execution

- i. Replace concrete sidewalk in kind (dimensions shall match removed dimensions).
- ii. Work shall be according to ABAAS requirements.
- iii. Curb and gutters shall match in shape, grade, and dimension of existing concrete curbs and gutters which have been demolished.

surface. Do not further disturb concrete surfaces before beginning finishing operations or spreading surface treatments.

- xiii. Float Finish: Begin the second floating operation when bleed-water sheen has disappeared and concrete surface has stiffened sufficiently to permit operations. Float surface with power-driven floats or by hand floating if area is small or inaccessible to power units. Finish surfaces to true planes. Cut down high spots and fill low spots. Refloat surface immediately to uniform granular texture.
- xiv. Edging: After initial floating, tool edges of paving, gutters, curbs, and joints in concrete with an edging tool to a 1/4-inch 3/8-inch radius. Repeat tooling of edges after applying surface finishes. Eliminate edging-tool marks on concrete surfaces.
- xv. Medium-to-Fine-Textured Broom Finish: Draw a soft-bristle broom across float-finished concrete surface perpendicular to line of traffic to provide a uniform, fine-line texture.
- xvi. Protect freshly placed concrete from premature drying and excessive cold or hot temperatures.
- xvii. Apply evaporation retarder to concrete surfaces if hot, dry, or windy conditions cause moisture loss approaching 0.2 lb/sq. ft. before and during finishing operations. Apply according to manufacturer's written instructions after placing, screeding, and bull floating or darbying concrete but before float finishing.
- xviii. Joints: Form construction, isolation, and contraction joints and tool edges true to line, with faces perpendicular to surface plane of concrete. Construct transverse joints at right angles to centerline unless otherwise indicated.
 1. Construction Joints: Set construction joints at side and end terminations of paving and at locations where paving operations are stopped for more than one-half hour unless paving terminates at isolation joints. Isolation Joints: Form isolation joints of preformed joint-filler strips abutting concrete curbs, catch basins, manholes, inlets, structures, other fixed objects, and where indicated.
 2. Contraction Joints: Form weakened-plane contraction joints, sectioning concrete into areas as indicated. Construct contraction joints for a depth equal to at least one-fourth of the concrete thickness to match jointing of existing adjacent concrete paving.
 - a. A formed contraction joint shall be constructed by installing an approved preformed insert into the plastic concrete before final surface finishing. The inserts shall be vibrated into place or installed in a groove formed by a vibrating cutting bar. The inserts' top edges shall be flush with the concrete surface. Any voids, depressions, or ridges of concrete caused by installing inserts shall be filled or removed by hand-finishing methods and the surface across the joint shall be straight edged. The groove formed by the inserts shall be perpendicular to the pavement surface, true to the required alignment, and continuous along the full length of the joint. Inserts, except those designed to remain, shall be removed without damage to adjacent concrete.

shall be a maximum diameter of 1 3/8 inches transversely and 7/8 inch longitudinally. Dowel bars shall be located at mid-depth of the slab and spaced as indicated on the details or as directed by the Project Manager. The cost for drilled in dowels shall be considered incidental.

- f. Joint filler: Expansion joint filler in accordance with M 213.
- xix. The pavement shall not be opened to traffic prior to seven (7) days after construction and not before flexural strengths of 500 psi and compressive strengths of 3,000 psi are attained or without approval by the Project Manager.

8. Asphalt Paving

a. Products

- i. General: Use materials and gradations that have performed satisfactorily in previous installations.
- ii. Coarse Aggregate: ASTM D 692, sound; angular crushed stone, crushed gravel, or cured, crushed blast-furnace slag.
- iii. Fine Aggregate: ASTM D 1073 or AASHTO M 29, sharp-edged natural sand or sand prepared from stone, gravel, cured blast-furnace slag, or combinations thereof.
 - 1. Limit natural sand to a maximum of 20 percent by weight of the total aggregate mass.
- iv. Mineral Filler: ASTM D 242 or AASHTO M 17, rock or slag dust, hydraulic cement, or other inert material.
- v. Asphalt Cement: AC 20 per ASTM D 3381 for viscosity-graded material except use ductility at 39.2 deg. F., >5 for AC 20 and delete the loss on heating requirement on residue from "ThinFilm Oven Test".
- vi. Prime Coat: Not required if paving is done within 48 hours of final compaction.
- vii. Tack Coat: ASTM D 977 or AASHTO M 140 emulsified asphalt, or ASTM D 2397 or AASHTO M 208 cationic emulsified asphalt, slow setting, diluted in water, of suitable grade and consistency for application.
- viii. Fog Seal: ASTM D 977 or AASHTO M 140 emulsified asphalt, or ASTM D 2397 or AASHTO M 208 cationic emulsified asphalt, slow setting, factory diluted in water, of suitable grade and consistency for application.
- ix. Water: Potable.
- x. Undersealing Asphalt: ASTM D 3141, pumping consistency.
- xi. Pavement-Marking Paint: MPI #97 Latex Traffic Marking Paint.

b. Execution

- i. Proof-roll subgrade below pavements with heavy pneumatic-tired equipment to identify soft pockets and areas of excess yielding. Do not proof-roll wet or saturated subgrades.
- ii. Proceed with paving only after unsatisfactory conditions have been corrected.
- iii. Clean existing pavement surface of loose and deleterious material immediately before cold milling. Remove existing asphalt pavement by cold milling to grades and cross sections indicated.
- iv. Hot-Mix Asphalt Pavement: Saw cut perimeter of patch and excavate existing pavement section to sound base. Excavate rectangular or trapezoidal patches,

- xxiii. Finish Rolling: Finish roll paved surfaces to remove roller marks while hot-mix asphalt is still warm.
 - xxiv. Edge Shaping: While surface is being compacted and finished, trim edges of pavement to proper alignment. Bevel edges while asphalt is still hot; compact thoroughly.
 - xxv. Protection: After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.
 - xxvi. Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.
 - xxvii. Apply markings to match existing marks. Remark entire lines (even the unaffected portions).
9. Replace all wheel stops and other structures to match existing configuration.

Other Project Requirements

- A. Contractor shall be responsible for verifying all measurements and site conditions.
- B. Contractor shall insure that all materials used in construction are asbestos free.
- C. All work complies with ABAAS requirements.
- D. All work shall comply with codes and standards applicable to each type of work through the course of this project. The Contractor shall also comply with the requirements of GSA BuildGreen Standards and PBS P-100.
- E. Submittals: All products specified are to establish a standard of quality. Submittal approval response by the government shall be 7 days or less. If product samples are not submitted in a timely fashion, any delays caused by the contractor will not warrant a time extension. After completion of all work, the Contractor shall submit to the project manager the manufacturer's specifications, instructions and material specification sheets in original form. Additionally, the Contractor shall submit all inventory changes (removals, additions, upgrades, etc., and new condition codes) to the COR Submittals required by this contract:
 - a. Materials to be used – fence, gates, pedestals, keypad openers, intercom system, concrete mix design, asphalt mix design, rebar, dowels, marking material
 - b. Methodology – narrative and sketches (to have all dimensions shown) of the following items:
 - i. Fence Attachment to the Wall
 - ii. Gate(s) installation
 - iii. Gate controllers installation
 - iv. Traffic Loop installation
 - v. Electrical/Utility installation from the parking lot to the electrical panels and control room
 - c. Quality Control Plan
 - d. Safety Plan
- F. Historic: The Federal Office Building in Butte, MT is a Historic Building listed on the National Register of Historic Places. The building is also a contributing building to the Butte-Anaconda National Historic Landmark District. As such, projects in the building are required to follow the guidelines set forth in the following publications:
 - ADM 1020.2 GSA Procedures for Historic Properties
 - The National Historic Preservation Act of 1966, as amended and Executive Order 11593.

Fig 2 – Image

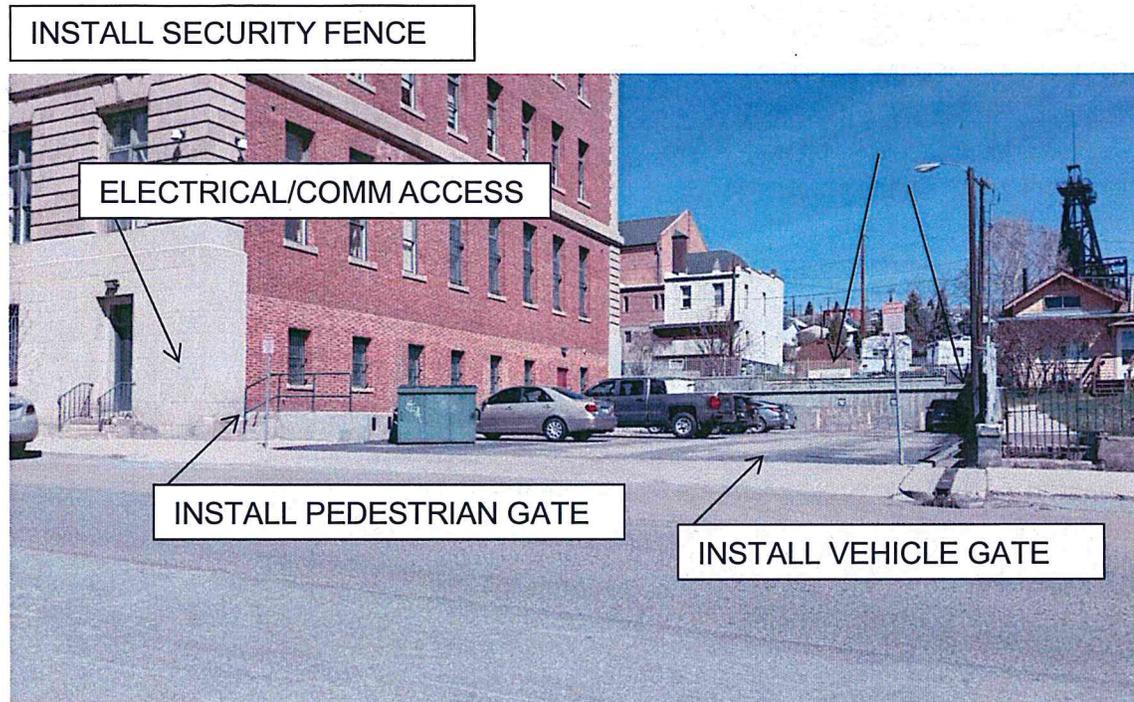
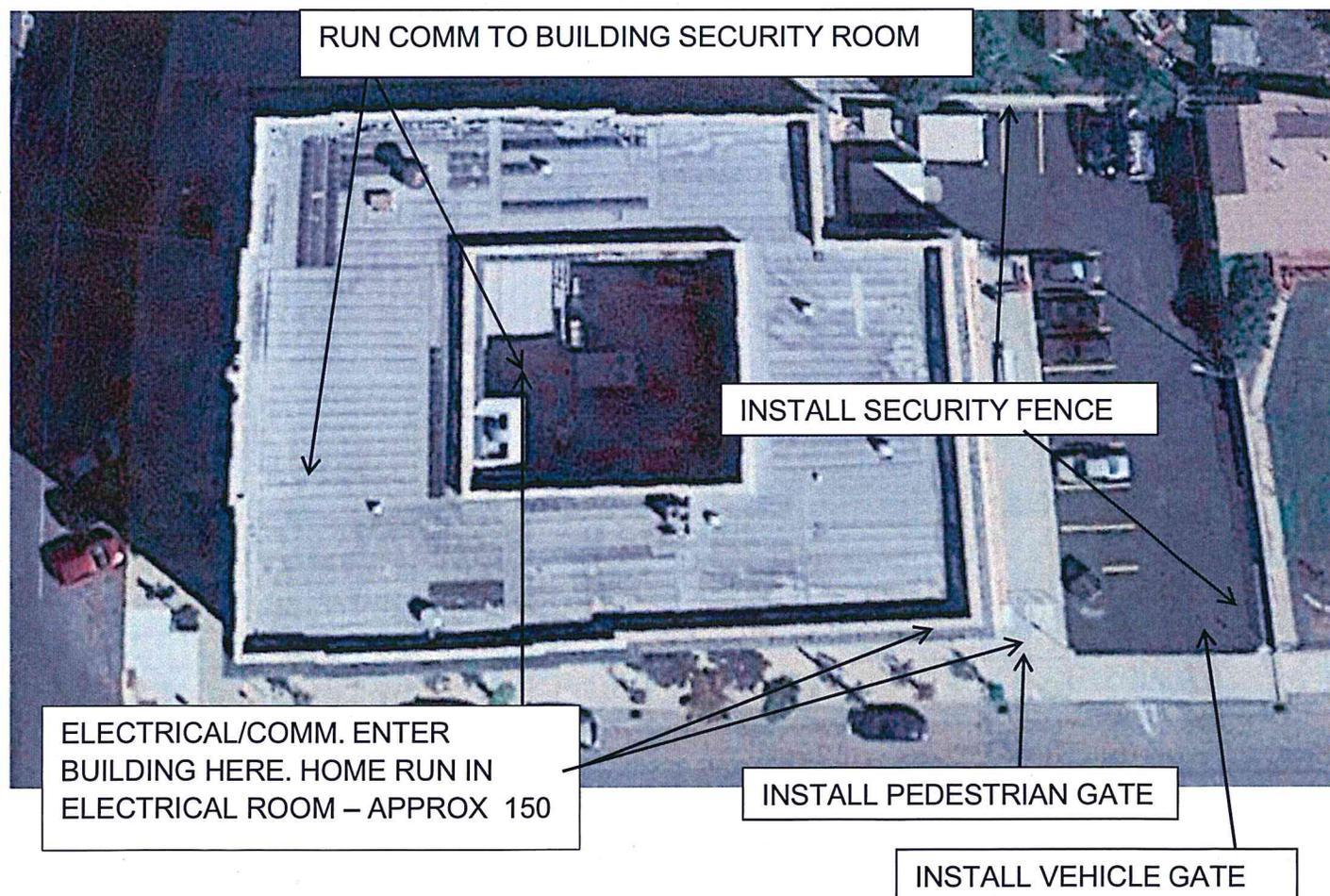


Fig. 3 – Overview Aerial



Environmental Procedures:

The Contractor shall comply with the Region 8 GSA Sustainability and Environmental Management System (SEMS) procedures that can be found at www.gsa.gov/sems. The following is a list of the categories of environmental procedures that apply to the contract or purchase order requirements: No tasks below apply to this SOW;

AIR EMISSIONS

- Asbestos Management
- Boiler Emissions
- Chiller Emissions

CHEMICAL HANDLING, STORAGE, AND DISPOSAL

- Chemical Storage and Disposal
- DFC 90-day Storage Area-Hazardous Waste Spill Response
- Grounds Maintenance-Chemical Usage
- Hazardous Waste Management
- Spill and Emergency Response

CONSTRUCTION AND DEMOLITION WASTE

- Construction and Demolition Waste Management
- Pre-Demolition Inspection

ENERGY CONSERVATION

- Building Energy and Water Use
- Metering (Energy and Water)

GREEN PURCHASING

- Green Purchasing

SOIL DISTURBING ACTIVITIES AND SITE REMEDIATION

- DFC Excavation Permit
- Fugitive Dust Management

STORMWATER AND WETLANDS

- Stormwater Management
- Wetlands and Streams

SUSTAINABILITY MEASURES, IMPLEMENTATION AND CERTIFICATION

- Sustainability and HPGB

WASTE REDUCTION AND RECYCLING

- Facility Solid Waste Management

- Recycling and Universal Waste

WATER MANAGEMENT AND PROTECTION

- Cross-Connection and Backflow Prevention
- Drinking Water-Lead Testing
- Grounds Maintenance-Water Use
- Indoor Water Intrusion
- Sanitary Sewer Discharge

Equipment

The contractor shall provide all equipment associated with the entire project, operate in a safe manner and adhere to all OSHA and GSA standards.

Equipment and Material Storage

The contractor shall provide and store all equipment, the materials specified above, and any other materials required to complete the project. The materials are required to be kept clean and dry throughout the duration of the project.

Sanitary Facilities

Contractors may use the sanitary facilities within the building.

Electricity, Water, and Gas

GSA will allow the Contractor to use electricity and water from the building during the course of this project. The contractor is responsible for making connections to the existing systems. Temporary electrical work shall meet the requirements of NFPA 70-1996 (NEC), Article 305. When temporary connections are removed, restore existing utility services to their original condition.

Telephone

Telephone service is not available on-site for the Contractor's use.

Motorized Equipment

No motorized equipment, hand-held or wheeled, shall be used inside any building.

Utility Outages and Locates

No utility outages will be approved without the written consent and approval of the project manager. Requests for utility outages (electrical, telephone, gas, water, chilled water, hot water, fire sprinkler system, and fire detection system) must be received 7 calendar days before the outage date. The Contractor shall be responsible for locating all utility lines shown on available drawings and other lines subsequently discovered by the utility locates performed by the contractor. If utilities are to remain in place, use caution during earthwork operations to avoid impact. The contractor shall be responsible for any damage to the located utilities if found in the located position, or as indicated on the available drawings.

Protection of Public

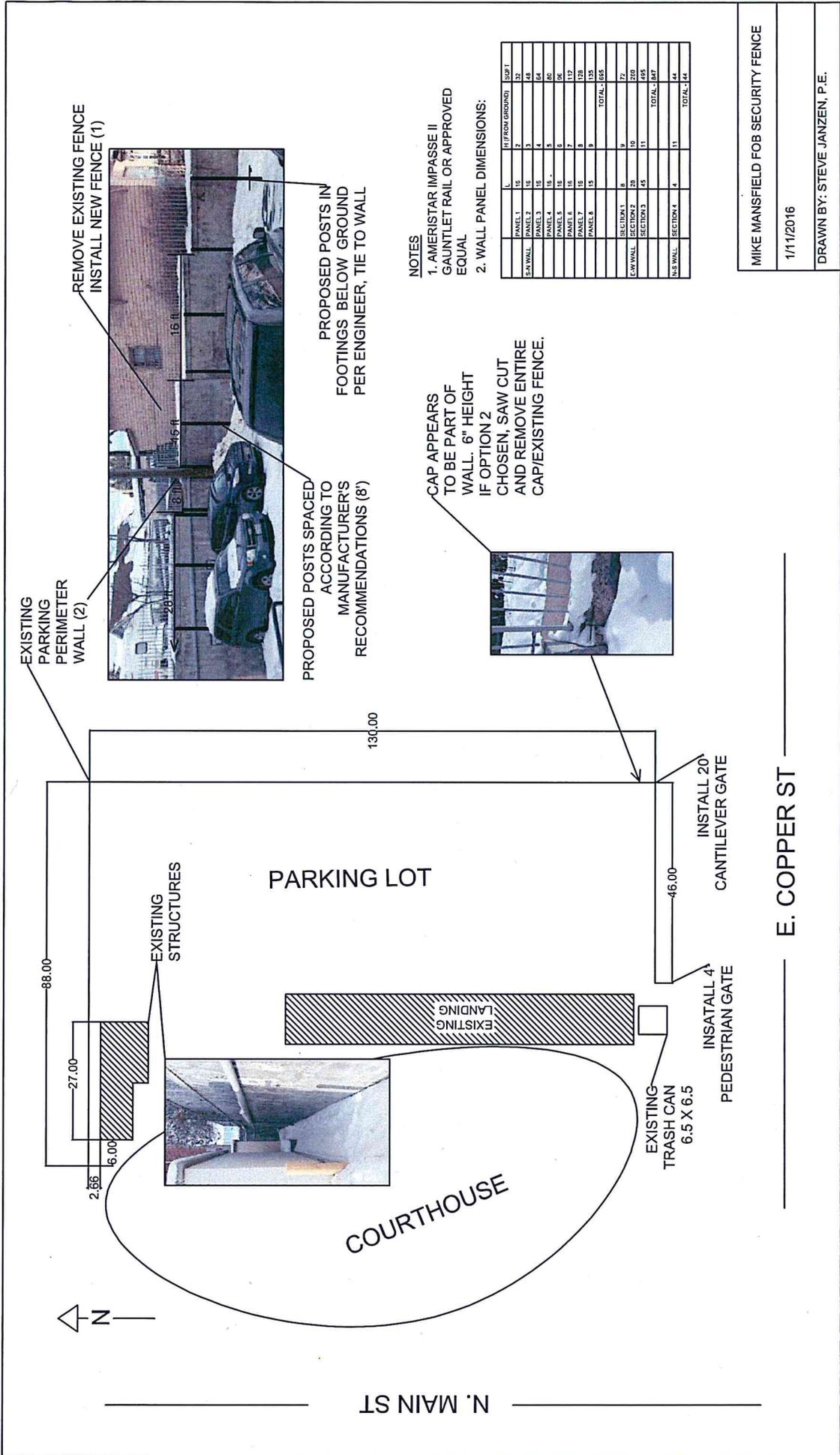
The building site will continue to be used by tenants. The contractor shall fence, barricade, or otherwise block off the immediate work area to prevent unauthorized entry. The contractor shall illuminate barricades and obstructions at night and maintain safe building access and egress for tenants.

Housekeeping

The project site shall be kept in a neat, orderly, and safe condition at all times. The contractor shall provide enough containers for collecting construction debris and construction materials to be recycled. The contractor shall wet down dry materials and rubbish to prevent blowing dust and keep volatile wastes in covered containers.

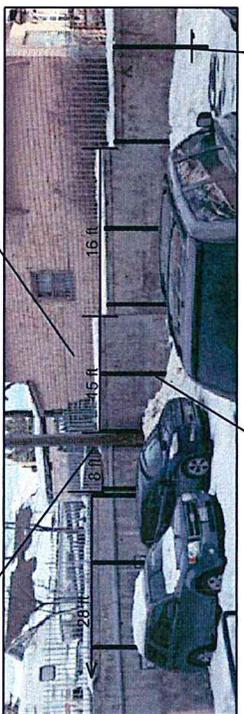
Material Removal

The contractor shall provide dumpsters as necessary to handle any demolition or excess materials from the project. The location of these dumpsters will need to be coordinated with the tenant and GSA at the start of the project. The contractor shall be responsible for the transportation of the waste



EXISTING PARKING PERIMETER WALL (2)

REMOVE EXISTING FENCE
INSTALL NEW FENCE (1)



PROPOSED POSTS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS (8')

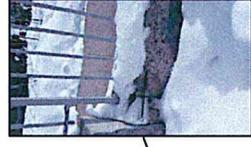
PROPOSED POSTS IN FOOTINGS BELOW GROUND PER ENGINEER, TIE TO WALL

NOTES

- 1. AMERISTAR IMPASSE II GAUNTLET RAIL OR APPROVED EQUAL
- 2. WALL PANEL DIMENSIONS:

PANEL	L	H (FROM GROUND)	SQ FT
PANEL 1	16	2	32
PANEL 2	16	3	48
PANEL 3	16	4	64
PANEL 4	16	5	80
PANEL 5	16	6	96
PANEL 6	16	7	112
PANEL 7	16	8	128
PANEL 8	16	9	144
TOTAL			696
SECTION 1	8	9	72
SECTION 2	8	10	80
SECTION 3	8	11	88
TOTAL			240
N.S. WALL	4	11	44
TOTAL			144

CAP APPEARS TO BE PART OF WALL. 6" HEIGHT IF OPTION 2 CHOSEN, SAW CUT AND REMOVE ENTIRE CAP/EXISTING FENCE.



MIKE MANSFIELD FOB SECURITY FENCE
1/1/2016
DRAWN BY: STEVE JANZEN, P.E.

E. COPPER ST

N. MAIN ST



U.S. General Services Administration

May 17, 2016

Peter Brown, Historic Architecture Specialist
Historian, Section 106 Review & Compliance Coordinator
Montana State Historic Preservation Office
1301 East Lockey Avenue
Helena, MT 59620

Re: *Security Fence and Gate installation – Mansfield FB-CT Butte, MT*

The U.S. General Services Administration (GSA) has the need to undertake work in the historic Mike Mansfield Federal Office Building and U.S. Courthouse (FB-CT), located at 400 N. Main Street, Butte, Montana. The building is listed on the National Register of Historic Places and is a contributing building to the Butte-Anaconda National Historic Landmark District (NRID# 66000438 / 79001426).

This project is being requested by the United States Marshall Service (USMS) Office of Security Systems (OSS) as a security requirement for their "physical security services to the federal judiciary" (U.S. Courts). The requirement is are being requested in order to comply with the USMS's May 2000 version of Publication No. 64, Volume III which outlines the security levels for the judiciary. The enclosed scope of work details the removal of the existing fence, currently located on the north and east concrete retaining walls of the employee parking lot, located on the east elevation of the FB-CT (see enclosed photos). To comply with the requirements, a new secure fence will be installed at both concrete wall locations. A proposed fence manufacturer is identified in the scope of work. As part of the requirements, a new cantilever gate will be installed at the Copper Street location with a pedestrian access gate at the original loading dock stair access. The cantilever gate and the pedestrian gate will be controlled with an electric card reader that will be installed at the south elevation of the exterior of the FB-CT. The electric conduit will be located at an existing exterior penetration and will run into the interior electric and communications room. Reference the enclosed photo pages.

The complete scope of work, design drawings and existing photographs of the above mentioned area are enclosed for your review. I have reviewed these items have determined that this project will have no adverse effect on the historic characteristics that cause this building to be listed on the National Register of Historic Places. Please let me know within 30 days if you concur with my determination. If I do not hear from you within the 30-day time frame allowed, we will proceed as described. Please call me at (303) 236.4627 or christy.fockler@gsa.gov if you have any comments, questions, or concerns regarding this project.

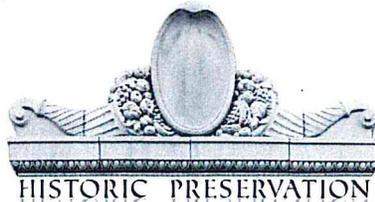
Sincerely,

CHRISTY FOCKLER

Historic Preservation Specialist
Rocky Mountain Region 8
U.S. General Services Administration
Design & Construction Service Center (8PC)
One DFC Building 41 PO Box 25546
Denver, CO 80225
303.236.4627 (o) 303.815.7798 (c)
christy.fockler@gsa.gov

Enclosures

cc: Steve Hess, Acting Preservation Officer Butte-Silver Bow Historic Preservation Commission
Tom Keohan, Heritage Partnership Program, National Park Service Intermountain Region





U.S. GENERAL SERVICES ADMINISTRATION, ROCKY
MOUNTAIN REGION 8, MONTANA FIELD OFFICE

SCOPE OF WORK

Butte MT FOB Security Fence and Gates

April 28, 2016

Project Location

Mike Mansfield FOB/ Courthouse
400 N Main
Butte, MT59701
MT0004ZZ

Project Points of Contact

Shawna Horvath, Contracting Officer
Phone: 406-441-1260x2

Cell: 406-441-3399

Email: shawna.horvath@gsa.gov

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2. The project work shall comply with all applicable federal, state, county and/or city regulations. This includes but is not limited to the GSA's Historic Preservation Officer and the Montana State Historic Preservation Officer requirements.
3. Substitution of any specified item is not permitted except through written request and written approval by the Contracting Officer. The contractor's request must provide all specification data and certification that the substitution meets all requirements of the originally specified item. The contractor and the owner shall share any cost savings from an accepted substitution equally.
4. Security Fence and Gates: The Contractor or Subcontractor shall be a licensed commercial contractor performing work of similar nature. Work shall comply with Courts Security Document; USMS Publication No. 64 Volume III. Approved or equal products shall be evaluated against ASTM F2656, Impact Condition Designation PU50, Penetration Rating SIG-P502-WR for impact and ASTM D822, D2244, D523 (60° Method) for weathering.

5. All work shall comply with Architectural Barriers Act Accessibility Standard (ABAAS) Section 406 or the local sidewalk standards for accessible curb ramps, whichever is most stringent.

B. Summary of Work

1. The contractor shall provide labor, materials, equipment and supervision to perform security fencing work as specified. Coordinate exact locations with GSA Project Manager or his approval representative. Vehicles will have to be removed to perform fence/gate installation, contractor shall coordinate with GSA Property Manager to phase and perform this work in a manner to minimize the disruption to employees and customers at the Butte MT Federal Building in Butte, MT.
2. See attached drawing identifying where work should occur. All dimensions shown in scope are approximate; contractor is responsible for field verification prior to bid.
 - a. Fence:
 - i. Remove existing fence.
 - ii. Install Ameristar Impasse II Gauntlet 2/3 Rail Security Fence (or approved equal) - approximately 215 LF as displayed on Figure 1. Shall include Impasse II Pale security system.
 - iii. Fence shall be attached to the existing wall as illustrated in Figure 1.
 - b. Vehicle Gate:
 - i. Install (1) Ameristar 2R FLB 8' X 20' Cantilever Gate and electric motor operator according to manufacturer's specifications (or approved equal).
 - ii. Include all work and materials to install (1) HSPD-12 PIV / HID Card Reader and pedestal to operate opening of gate from street side.
 - iii. Include (1) traffic loop detector on the parking lot side to operate opening of the gate from the parking lot side.
 - iv. Include all work and materials to install gate controllers such that gate can be operated in same manner that the doors on the building are operated from the control room. Include intercom.
 - c. Pedestrian Gate
 - i. Install (1) Ameristar Steel Gate 97.50" X 48" (or approved equal).
 - ii. Include all work and materials to install (2) HSPD-12 PIV / HID Card Reader and pedestal to operate opening of gate from street and parking lot sides.
 - iii. Include all work and materials to install gate controllers such that gate can be operated in same manner that the doors on the building are operated from the control room. Include intercom.
 - d. Electrical and Communications
 - i. Trench to Building from the parking lot. Access through existing hole in wall (see Figure 4). Increase hole size as required. Home run into the electrical room in the basement of the building. From there run electrical to panel and communications to Comm room at the front entrance to the building as shown on Figure 1 and Figure 2.
 - ii. Includes all work and materials to install the gate openers, HID/PIV readers, and traffic loop.
3. Selective Demolition
 - a. Owner will occupy portions of building immediately adjacent to selective demolition area. Conduct selective demolition so Owner's operations will not be disrupted.
 - b. Notify utility locator service for area where Project is located before beginning earth moving operations. Maintain (locate markings) of existing utilities indicated to remain in

- service and avoid or protect them against damage during selective demolition operations.
- c. Remove, replace, patch, and repair materials and surfaces cut or damaged during selective demolition, by methods and with materials so as not to void existing warranties.
 - d. Verify that utilities have been disconnected and capped before starting selective demolition operations. Locate, identify, disconnect, and seal or cap off indicated utility services and mechanical/electrical systems serving areas to be selectively demolished. Utilize lock-out / tag-out procedures as much as possible.
 - e. Conduct selective demolition and debris-removal operations to ensure minimum interference with roads, streets, walks, walkways, and other adjacent occupied and used facilities.
 - f. Demolish and remove existing construction only to the extent required by new construction and as indicated. Use methods required to complete the Work within limitations of governing regulations and as follows:
 - i. Neatly cut openings and holes plumb, square, and true to dimensions required. Use cutting methods least likely to damage construction to remain or adjoining construction. Use hand tools or small power tools designed for sawing or grinding, not hammering and chopping, to minimize disturbance of adjacent surfaces. Temporarily cover openings to remain.
 - ii. Cut or drill from the exposed or finished side into concealed surfaces to avoid marring existing finished surfaces.
 - iii. Dispose of demolished items and materials promptly. Do not allow demolished materials to accumulate on-site.
 - g. Clean adjacent structures and improvements of dust, dirt, and debris caused by selective demolition operations. Return adjacent areas to condition existing before selective demolition operations began.

4. Excavation

- a. Project involves approximately excavation. Directional boring is preferred method for home-running utilities.
- b. For any trench, trench depth is to be 30 inches from the finished grade to the top of the installed utilities.
- c. Protect structures, utilities, sidewalks, pavements, and other facilities from damage caused by settlement, lateral movement, undermining, washout, and other hazards created by earth moving operations.
- d. Protect subgrades and foundation soils from freezing temperatures and frost. Remove temporary protection before placing subsequent materials.
- e. Excavate to subgrade elevations regardless of the character of surface and subsurface conditions encountered. Unclassified excavated materials may include rock, soil materials, and obstructions. No changes in the Contract Sum or the Contract Time will be authorized for rock excavation or removal of obstructions.
 - i. If excavated materials intended for fill and backfill include unsatisfactory soil materials and rock, replace with satisfactory soil materials.

- ii. If applicable, extend excavations a sufficient distance from structures for placing and removing concrete formwork, for installing services and other construction, and for inspections.
 - iii. Near Tree: Excavate by hand to indicated lines, cross sections, elevations, and subgrades. Use narrow-tine spading forks to comb soil and expose roots. Do not break, tear, or chop exposed roots. Do not use mechanical equipment that rips, tears, or pulls roots.
- f. Excavate trenches to uniform widths to provide the following clearance on each side of pipe or conduit. Excavate trench walls vertically from trench bottom to 12 inches higher than top of pipe or conduit unless otherwise indicated.
- i. Clearance: 12 inches each side of pipe or conduit and according to the National Electric Code.
 - ii. Trench Bottoms: Excavate and shape trench bottoms to provide uniform bearing and support of pipes and conduit. Shape subgrade to provide continuous support for bells, joints, and barrels of pipes and for joints, fittings, and bodies of conduits. Remove projecting stones and sharp objects along trench subgrade.
 - iii. Excavate trenches 6 inches deeper than elevation required in rock or other unyielding bearing material, 4 inches deeper elsewhere, to allow for bedding course.
 - iv. Reconstruct subgrades damaged by freezing temperatures, frost, rain, accumulated water, or construction activities, as directed by Project Manager, without additional compensation.
 - v. Stockpile borrow soil materials and excavated satisfactory soil materials without intermixing. Place, grade, and shape stockpiles to drain surface water. Cover to prevent windblown dust. Stockpile soil materials away from edge of excavations. Do not store within drip line of remaining trees.

5. Utilities - Electrical

- a. Place and compact bedding course on trench bottoms and where indicated. Shape bedding course to provide continuous support for bells, joints, and barrels of pipes and for joints, fittings, and bodies of conduits. Bedding shall be placed at a depth to extend to the top of the haunches of the pipe.
- b. Material
 - i. Conduit: Size: 5" nominal for voltages above 600V, and 4" nominal for 600V or lower and communication system applications.
 - 1. Material: Rigid polyvinyl chloride (PVC) marked at uniform intervals to indicate the kind of material; type Schedule 40 heavy wall, type EB-20 (TC-6), or type EB-35 (TC-8). Type EB conduit is rated for use only in concrete encased applications.
 - ii. 200A, Cooper feeder, 600 volt, 4 conductor, 3/0 w/#6 grnd or approved alternative
 - iii. Panelboards, 3 phase 4 wire, main lugs, 120/208 V, 225 amp, 32 circuits, NQOD, incl 20 A 1 pole plug-in breakers or approved alternative
 - iv. Elbows: Material to match conduit; minimum bend radius of 36 inches.
 - v. Spacers: plastic, to maintain 3" minimum between conduits.

- vi. Plugs: Expandable pipe plug, gas and water tight, for sealing empty conduit. Plug shall be high impact plastic with an outer rubber gasket expandable by hand tightening a wing nut on a central spindle.
 - vii. Pull Tape: Polyester pull tape, ½" width, tensile strength of 1,250 lbs. and sequential footage markings along the entire length of the tape as manufactured by Greenlee, Carlon, Garvin Industries, or Neptco (Muletape). Install pull tape in each empty conduit.
 - viii. Grounding: steel grounding bushings shall be grounded to manhole or junction box ground.
 - ix. Warning Tape: Detectable underground warning tape, 2" wide minimum, 5 mil thickness, containing a foil core. Tape color shall be red and labeled with the words "CAUTION-BURIED ELECTRIC LINE BELOW" as manufactured by Presco or similar.
 - x. Concrete: The concrete mix used with type Schedule 40 heavy wall conduit shall be 3000 psi minimum, ¾" aggregate, 5" to 6" slump.
- c. When entering an existing building or manhole, core drill existing walls and waterproof using a mechanical seal of assembled rubber links properly sized for the pipe and tighten in place, in accordance with the manufacturer's instruction, after the new conduit is installed.
 - d. Install flush bell ends on duct at manholes and buildings. When entering a new building or a new manhole, a pre-manufacture end bell system (by Formex or similar) with conduit seals is allowed.
 - e. Install spacers as recommended by conduit manufacturer and requirements stated above, but not to exceed a maximum of 6 ft-0 in. on center for PVC conduit and 8 ft-0 in. on center for steel conduit.
 - f. Pitch conduit properly for drainage to manhole and to prevent low pockets or irregular dips between conduit ends. Pitch conduit away from building and toward manhole. Minimum pitch to be 4 in. per 100 ft.
 - g. Install not more than one 90 degree bend or equivalent between manholes for primary conduit and two 90 degree bends or equivalent for signal conduit.
 - h. Bends must be cased in concreted. Provide minimum of 3" of concrete cover over conduit at the top, bottom and sides with top of duct bank troweled to a smooth crown to prevent pooling of water. No other operations producing visible stress on the couplings will be allowed. Visible stress exists when there is more than two degrees of offset on the coupling or where significant in-line offset is observed. Care must be taken to prevent deformation or floating of the duct at the bends.
 - i. In ductbanks with both primary and signal conduit, primary conduit shall be straight and the signal conduit shall contain bends as necessary to accommodate the primary duct.
 - j. The ducts shall be joined with coupling to ensure a leak free continuous duct of the same internal diameter as the original ducts. No internal protrusions or obstructions are allowed.
 - k. The contractor shall make sure that no foreign material enters the ducts to be joined. The end of the duct shall be plugged with approve end plugs whenever installation work or the duct is stopped.
 - l. Install insulated grounding bushings on steel duct ends.
 - m. Install pull tape with measurement markings in each empty duct.

- n. Install closure plugs in all empty conduits at manhole and building entrances and at terminations in equipment pedestals to prevent the entrance of water, sediment and vapors.

6. Backfill

- a. Backfill as required to fill voids created during the demolition phase and as required to achieve required grades.
- b. Acceptable Subgrade Materials:
 - i. Engineered Fill: Naturally or artificially graded mixture of natural or crushed gravel, crushed stone, and natural or crushed sand; ASTM D 2940; with at least 90 percent passing a 1-1/2-inch sieve and not more than 12 percent passing a No. 200 sieve.
 - ii. Drainage Course: Narrowly graded mixture of [washed] crushed stone, or crushed or uncrushed gravel; ASTM D 448; coarse-aggregate grading Size 57; with 100 percent passing a 1-1/2-inch sieve and 0 to 5 percent passing a No. 8 sieve.
- c. Place and compact initial backfill of acceptable materials, to a height required to achieve required grades.
 - i. Uniformly moisten or aerate subgrade and each subsequent fill layer before compaction to within 2 percent of optimum moisture content.
 - ii. Do not place subgrade material on surfaces that are muddy, frozen, or contain frost or ice.
 - iii. Place subgrade materials in layers not more than 8 inches in loose depth for material compacted by heavy compaction equipment, and not more than 4 inches in loose depth for material compacted by hand-operated tampers.
- d. Compact soil materials to not less than the following percentages of maximum dry unit weight according to ASTM D 698 :
 - i. Under walkways, scarify and recompact top 6 inches below subgrade and compact each layer of acceptable material at 95 percent of maximum dry unit weight according to ASTM D 698. This requirement may be waived if the Contractor can demonstrate that the existing subgrade already meets the 95 percent compaction requirement.
- e. Uniformly grade areas to a smooth surface, free of irregular surface changes. Comply with compaction requirements and grade to cross sections, lines, and elevations indicated. Finish subgrades to required elevations within the following tolerances:
 - i. Finish subgrade to a tolerance of 1/2 inch when tested with a 10-foot straightedge.
- f. Repair and reestablish grades to specified tolerances where completed or partially completed surfaces become eroded, rutted, settled, or where they lose compaction due to subsequent construction operations or weather conditions.

7. Concrete Paving

a. Products

- i. Reinforcing Bars: ASTM A 615/A 615M, Grade 60; #4, deformed
- ii. Dowel Bars: ASTM A 615/A 615M, Grade 60 plain-steel bars. Cut bars true to length with ends square and free of burrs.

- iii. Bar Supports: Bolsters, chairs, spacers, and other devices for spacing, supporting, and fastening reinforcing bars, welded wire reinforcement, and dowels in place. Manufacture bar supports according to CRSI's "Manual of Standard Practice" from steel wire, plastic, or precast concrete of greater compressive strength than concrete specified.
- iv. Plain-Steel Welded Wire Reinforcement: ASTM A 185/A 185M, fabricated from as-drawn steel wire into flat sheets.
- v. Deformed-Steel Welded Wire Reinforcement: ASTM A 497/A 497M, flat sheet.
- vi. Tie wire shall be No. 16 gauge annealed wire
- vii. Ready-Mixed Concrete: Measure, batch, and mix concrete materials and concrete according to ASTM C 94/C 94M Furnish batch certificates for each batch discharged and used in the Work.
 - 1. Concrete shall be 4000 psi concrete, 6%-8% air content, max slump of 4 inches.
 - 2. Portland Cement: ASTM C 150, gray portland cement Type I or 1A.
 - 3. Admixtures according to ASTM C260. Admixtures certified by manufacturer to be compatible with other admixtures and to contain not more than 0.1 percent water-soluble chloride ions by mass of cementitious material
 - 4. Fly Ash: requirements of ASTM C311, ASTM C618, and ASTM C684, Class C fly ash
 - 5. Ground Granulated Blast-Furnace Slag: ASTM C 989, Grade 100 or 120.
 - 6. Normal-Weight Aggregates: ASTM C 33, Class 4M, uniformly graded. Provide aggregates from a single source
 - 7. Water: Potable and complying with ASTM C 94/C 94M
 - 8. Synthetic Fiber: Fibrillated polypropylene fibers engineered and designed for use in concrete paving, complying with ASTM C 1116/C 1116M, Type III, 1/2 to 1-1/2 inches long.
- viii. Moisture-Retaining Cover: ASTM C 171, polyethylene film or white burlap-polyethylene sheet.
- ix. Curing compounds shall conform to ASTM C309,
 - x. Type 2 white pigmented or AASHTO M148 Type 1.
- xi. Evaporation Retarder: Waterborne, monomolecular, film forming, manufactured for application to fresh concrete.
- xii. Clear, Waterborne, Membrane-Forming Curing Compound: ASTM C 309, Type 1, Class B, is dissipating.
- xiii. Joint Fillers:
 - 1. ASTM D 1751, asphalt-saturated cellulosic fiber in preformed strips.
 - 2. Joint Filler in accordance with AASHTO M 213.

b. Execution

- i. Replace concrete sidewalk in kind (dimensions shall match removed dimensions).
- ii. Work shall be according to ABAAS requirements.
- iii. Curb and gutters shall match in shape, grade, and dimension of existing concrete curbs and gutters which have been demolished.

- iv. Except as otherwise specified, mixing, placing, and protection shall be in accordance with the latest edition of the Portland Cement Association Manual entitled "Design and Control of Concrete Mixtures."
- v. Weather:
 1. Hot: When the air temperatures are above 90F, the concrete shall be discharged within one (1) hour. When air temperatures are below 90F, the concrete shall be discharged within a maximum of one and one-half (1½) hours or 300 revolutions of the drum, whichever comes first, after the introduction of the mixing water to the cement and aggregates
 2. Cold: When the temperature is below 40F for more than three (3) days, or when there is a probability that such temperature will occur during the twenty-four (24) hour period after placing, special provisions shall be taken. In order to maintain the temperatures specified, the concrete shall be entirely enclosed with tarpaulins, polyethylene plastic sheets, or commercial insulating blankets. Unvented heaters shall not be used. Only commercial insulating blanket or bat insulation will be permitted as a covering without addition of heat.
- vi. Forms: After the subgrade and base course, if required, have been graded and compacted, the forms shall be set and secured in such a manner as to prevent bulging away from a true line when poured and tamped with concrete, and said forms shall be constructed of wood or steel. If made of wood, they shall not be less than one and 1 ½ inches and one side planed smooth. The top edge of each form shall be true and straight and when set and secured shall conform to the grade of the finished pavement. All forms shall be clean and coated with oil or other approved material before the concrete is placed. Forms shall have a depth not less than the depth of the concrete to be constructed.
- vii. Steel Reinforcement: General: Comply with CRSI's "Manual of Standard Practice" for fabricating, placing, and supporting reinforcement. If rebar is used in place or welded wire, grid shall be a 12" x 12" grid on center.
- viii. Placing Concrete: The subgrade shall be sprinkled directly ahead of the placing of concrete. The concrete shall be placed on the moist subgrade and spread uniformly to the required depth with as little handling as possible and shall be mechanically vibrated to the forms or header boards to prevent voids and honeycombed surfaces. The concrete shall be consolidated so as to produce a uniformly dense concrete and so as to flush sufficient mortar to the surface to permit a proper finish without additional water added to the surface. Excessive water, laitance, or other inert material shall be floated from the surface.
- ix. Comply with ACI 301 requirements for measuring, mixing, transporting, placing, and consolidating concrete.
- x. Deposit and spread concrete in a continuous operation between transverse joints. Do not push or drag concrete into place or use vibrators to move concrete into place.
- xi. Screed paving surface with a straightedge and strike off.
- xii. Commence initial floating using bull floats or darbies to impart an open-textured and uniform surface plane before excess moisture or bleed water appears on the

- surface. Do not further disturb concrete surfaces before beginning finishing operations or spreading surface treatments.
- xiii. Float Finish: Begin the second floating operation when bleed-water sheen has disappeared and concrete surface has stiffened sufficiently to permit operations. Float surface with power-driven floats or by hand floating if area is small or inaccessible to power units. Finish surfaces to true planes. Cut down high spots and fill low spots. Refloat surface immediately to uniform granular texture.
 - xiv. Edging: After initial floating, tool edges of paving, gutters, curbs, and joints in concrete with an edging tool to a 1/4-inch 3/8-inch radius. Repeat tooling of edges after applying surface finishes. Eliminate edging-tool marks on concrete surfaces.
 - xv. Medium-to-Fine-Textured Broom Finish: Draw a soft-bristle broom across float-finished concrete surface perpendicular to line of traffic to provide a uniform, fine-line texture.
 - xvi. Protect freshly placed concrete from premature drying and excessive cold or hot temperatures.
 - xvii. Apply evaporation retarder to concrete surfaces if hot, dry, or windy conditions cause moisture loss approaching 0.2 lb/sq. ft. before and during finishing operations. Apply according to manufacturer's written instructions after placing, screeding, and bull floating or darbying concrete but before float finishing.
 - xviii. Joints: Form construction, isolation, and contraction joints and tool edges true to line, with faces perpendicular to surface plane of concrete. Construct transverse joints at right angles to centerline unless otherwise indicated.
 - 1. Construction Joints: Set construction joints at side and end terminations of paving and at locations where paving operations are stopped for more than one-half hour unless paving terminates at isolation joints. Isolation Joints: Form isolation joints of preformed joint-filler strips abutting concrete curbs, catch basins, manholes, inlets, structures, other fixed objects, and where indicated.
 - 2. Contraction Joints: Form weakened-plane contraction joints, sectioning concrete into areas as indicated. Construct contraction joints for a depth equal to at least one-fourth of the concrete thickness to match jointing of existing adjacent concrete paving.
 - a. A formed contraction joint shall be constructed by installing an approved preformed insert into the plastic concrete before final surface finishing. The inserts shall be vibrated into place or installed in a groove formed by a vibrating cutting bar. The inserts' top edges shall be flush with the concrete surface. Any voids, depressions, or ridges of concrete caused by installing inserts shall be filled or removed by hand-finishing methods and the surface across the joint shall be straight edged. The groove formed by the inserts shall be perpendicular to the pavement surface, true to the required alignment, and continuous along the full length of the joint. Inserts, except those designed to remain, shall be removed without damage to adjacent concrete.

- b. Sawed contraction joints shall be cut to the required dimensions with proper equipment. Concrete saws shall be adequately powered and furnished with suitable blades to effectively cut pavement joints to required dimensions. Each blade of multiple-blade saws shall be maintained in accurate alignment to the other blades. A device shall be provided to guide the saw along the required joint alignment. Manual guidance of the saw will be permitted if specified results are obtained. A sufficient amount of sawing equipment shall be available to maintain required progress and provide prompt replacement in case of breakdown. Adequate artificial lighting shall be provided for night sawing.
- c. Expansion joints: Expansion joints, which are specified to be sealed, shall be constructed with the top of the expansion joint material 1/2 inch to 3/4 inch lower than the adjacent concrete or form.
- d. Sealing joints: All joints specified herein or in the standard details shall be sealed within fourteen (14) days of the construction. Just before sealing, each joint shall be thoroughly cleaned of all foreign material, including membrane curing compound. Joint faces shall be dry when seal is applied. Material for seal applied hot shall be stirred during heating to prevent localized overheating. The joint filling shall be done without spilling material on the exposed surface of the concrete. Any excess material on the surface of the concrete shall be removed immediately and the concrete surface cleaned. The use of sand or similar material to cover the seal shall not be permitted. Joint sealing material shall not be placed when the air temperature in the shade is less than 32°F, unless approved by the Project Manager.
- e. Dowels: Dowels shall be drilled into widened, existing, or repaired concrete pavements. Transverse dowels shall be 1 1/4" x 18" long smooth or #9 x 18" deformed (reinforcing bar). Holes drilled for dowels shall be located at mid depth of the slab and spaced at 12 inches on center in accordance with the standard details or as directed by the Project Manager. Transverse doweled holes shall be air blown clean to the back of hole. For smooth dowels, inject high-viscosity epoxy (meeting AASHTO M-235 Class III) into the back of the hole with a pressurized caulking apparatus. Insert 1 1/4" x 18" smooth dowel to allow air to escape and ensure completely filled holes with bars permanently fastened to the existing concrete. Apply small form to face of hole to keep epoxy from flowing out and remove it prior to placing concrete. Align smooth dowel bars with the pavement direction parallel to the plane of the surface. Lightly coat the end of smooth dowel, extending into the concrete with grease. Longitudinally #6 x 18 inches deformed bars (grade 40) shall be installed at 4 feet on center. Drills shall be mounted on a rigid frame to provide proper position and alignment. The holes

shall be a maximum diameter of 1 3/8 inches transversely and 7/8 inch longitudinally. Dowel bars shall be located at mid-depth of the slab and spaced as indicated on the details or as directed by the Project Manager. The cost for drilled in dowels shall be considered incidental.

- f. Joint filler: Expansion joint filler in accordance with M 213.
- xix. The pavement shall not be opened to traffic prior to seven (7) days after construction and not before flexural strengths of 500 psi and compressive strengths of 3,000 psi are attained or without approval by the Project Manager.

8. Asphalt Paving

a. Products

- i. General: Use materials and gradations that have performed satisfactorily in previous installations.
- ii. Coarse Aggregate: ASTM D 692, sound; angular crushed stone, crushed gravel, or cured, crushed blast-furnace slag.
- iii. Fine Aggregate: ASTM D 1073 or AASHTO M 29, sharp-edged natural sand or sand prepared from stone, gravel, cured blast-furnace slag, or combinations thereof.
 - 1. Limit natural sand to a maximum of 20 percent by weight of the total aggregate mass.
- iv. Mineral Filler: ASTM D 242 or AASHTO M 17, rock or slag dust, hydraulic cement, or other inert material.
- v. Asphalt Cement: AC 20 per ASTM D 3381 for viscosity-graded material except use ductility at 39.2 deg. F., >5 for AC 20 and delete the loss on heating requirement on residue from "ThinFilm Oven Test".
- vi. Prime Coat: Not required if paving is done within 48 hours of final compaction.
- vii. Tack Coat: ASTM D 977 or AASHTO M 140 emulsified asphalt, or ASTM D 2397 or AASHTO M 208 cationic emulsified asphalt, slow setting, diluted in water, of suitable grade and consistency for application.
- viii. Fog Seal: ASTM D 977 or AASHTO M 140 emulsified asphalt, or ASTM D 2397 or AASHTO M 208 cationic emulsified asphalt, slow setting, factory diluted in water, of suitable grade and consistency for application.
- ix. Water: Potable.
- x. Undersealing Asphalt: ASTM D 3141, pumping consistency.
- xi. Pavement-Marking Paint: MPI #97 Latex Traffic Marking Paint.

b. Execution

- i. Proof-roll subgrade below pavements with heavy pneumatic-tired equipment to identify soft pockets and areas of excess yielding. Do not proof-roll wet or saturated subgrades.
- ii. Proceed with paving only after unsatisfactory conditions have been corrected.
- iii. Clean existing pavement surface of loose and deleterious material immediately before cold milling. Remove existing asphalt pavement by cold milling to grades and cross sections indicated.
- iv. Hot-Mix Asphalt Pavement: Saw cut perimeter of patch and excavate existing pavement section to sound base. Excavate rectangular or trapezoidal patches,

extending 12 inches into adjacent sound pavement, unless otherwise indicated. Cut excavation faces vertically. Remove excavated material. Recompact existing unbound-aggregate base course to form new subgrade.

- v. Tack Coat: Apply uniformly to surfaces of existing pavement at a rate of 0.05 to 0.15 gal./sq. yd.
- vi. Allow tack coat to cure undisturbed before applying hot-mix asphalt paving.
- vii. Avoid smearing or staining adjoining surfaces, appurtenances, and surroundings. Remove spillages and clean affected surfaces.
- viii. Machine place hot-mix asphalt on prepared surface, spread uniformly, and strike off. Place asphalt mix by hand to areas inaccessible to equipment in a manner that prevents segregation of mix. Place each course to required grade, cross section, and thickness when compacted.
- ix. Spread mix at minimum temperature of 250 deg F (121 deg C).
- x. Regulate paver machine speed to obtain smooth, continuous surface free of pulls and tears in asphalt-paving mat.
- xi. Place paving in consecutive strips not less than 10 feet (3 m) wide unless infill edge strips of a lesser width are required.
- xii. Promptly correct surface irregularities in paving course behind paver. Use suitable hand tools to remove excess material forming high spots. Fill depressions with hot-mix asphalt to prevent segregation of mix; use suitable hand tools to smooth surface.
- xiii. Construct joints to ensure a continuous bond between adjoining paving sections. Construct joints free of depressions, with same texture and smoothness as other sections of hot-mix asphalt course.
- xiv. Clean contact surfaces and apply tack coat to joints.
- xv. Offset longitudinal joints, in successive courses, a minimum of 6 inches
- xvi. Offset transverse joints, in successive courses, a minimum of 24 inches
- xvii. Construct transverse joints at each point where paver ends a day's work and resumes work at a subsequent time. Construct these joints using either "bulkhead" or "papered" method according to AI MS-22, for both "Ending a Lane" and "Resumption of Paving Operations."
- xviii. General: Begin compaction as soon as placed hot-mix paving will bear roller weight without excessive displacement. Compact hot-mix paving with hot, hand tampers or with vibratory-plate compactors in areas inaccessible to rollers.
- xix. Complete compaction before mix temperature cools to 185 deg F.
- xx. Breakdown Rolling: Complete breakdown or initial rolling immediately after rolling joints and outside edge. Examine surface immediately after breakdown rolling for indicated crown, grade, and smoothness. Correct laydown and rolling operations to comply with requirements.
- xxi. Intermediate Rolling: Begin intermediate rolling immediately after breakdown rolling while hot-mix asphalt is still hot enough to achieve specified density. Continue rolling until hot-mix asphalt course has been uniformly compacted to the following density:
- xxii. Average Density: 92 percent of reference maximum theoretical density according to ASTM D 2041, but not less than 90 percent nor greater than 96 percent.

- xxiii. Finish Rolling: Finish roll paved surfaces to remove roller marks while hot-mix asphalt is still warm.
 - xxiv. Edge Shaping: While surface is being compacted and finished, trim edges of pavement to proper alignment. Bevel edges while asphalt is still hot; compact thoroughly.
 - xxv. Protection: After final rolling, do not permit vehicular traffic on pavement until it has cooled and hardened.
 - xxvi. Erect barricades to protect paving from traffic until mixture has cooled enough not to become marked.
 - xxvii. Apply markings to match existing marks. Remark entire lines (even the unaffected portions).
9. Replace all wheel stops and other structures to match existing configuration.

Other Project Requirements

- A. Contractor shall be responsible for verifying all measurements and site conditions.
- B. Contractor shall insure that all materials used in construction are asbestos free.
- C. All work complies with ABAAS requirements.
- D. All work shall comply with codes and standards applicable to each type of work through the course of this project. The Contractor shall also comply with the requirements of GSA BuildGreen Standards and PBS P-100.
- E. Submittals: All products specified are to establish a standard of quality. Submittal approval response by the government shall be 7 days or less. If product samples are not submitted in a timely fashion, any delays caused by the contractor will not warrant a time extension. After completion of all work, the Contractor shall submit to the project manager the manufacturer's specifications, instructions and material specification sheets in original form. Additionally, the Contractor shall submit all inventory changes (removals, additions, upgrades, etc., and new condition codes) to the COR Submittals required by this contract:
 - a. Materials to be used – fence, gates, pedestals, keypad openers, intercom system, concrete mix design, asphalt mix design, rebar, dowels, marking material
 - b. Methodology – narrative and sketches (to have all dimensions shown) of the following items:
 - i. Fence Attachment to the Wall
 - ii. Gate(s) installation
 - iii. Gate controllers installation
 - iv. Traffic Loop installation
 - v. Electrical/Utility installation from the parking lot to the electrical panels and control room
 - c. Quality Control Plan
 - d. Safety Plan
- F. Historic: The Federal Office Building in Butte, MT is a Historic Building listed on the National Register of Historic Places. The building is also a contributing building to the Butte-Anaconda National Historic Landmark District. As such, projects in the building are required to follow the guidelines set forth in the following publications:
 - ADM 1020.2 GSA Procedures for Historic Properties
 - The National Historic Preservation Act of 1966, as amended and Executive Order 11593.

- The Secretary of the Interior's Standards and Illustrated Guidelines for Historic Buildings, Revised 1992 (36 CFR 67).
- GSA Technical Preservation Guidelines: <http://www.gsa.gov/portal/content/101402>
- GSA Historic Preservation Technical Procedures: <http://www.gsa.gov/portal/hp/hpc/category/100371/hostUri/portal>
- National Park Service Preservation Briefs: <http://www.nps.gov/tps/how-to-preserve/briefs.htm>

No construction work can begin until Section 106 of the National Historic Preservation Act (NHPA) is complete.

Fig 1 – Overview

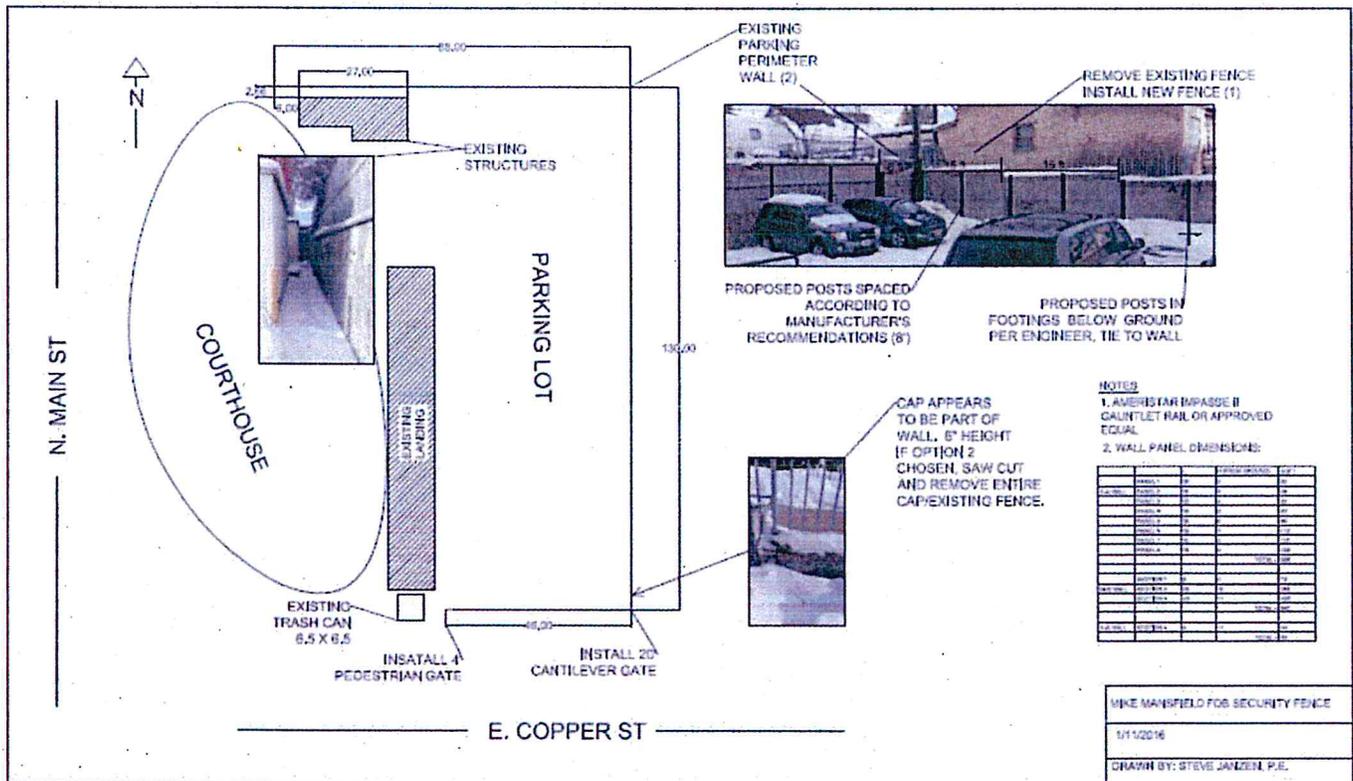


Fig 2 – Image

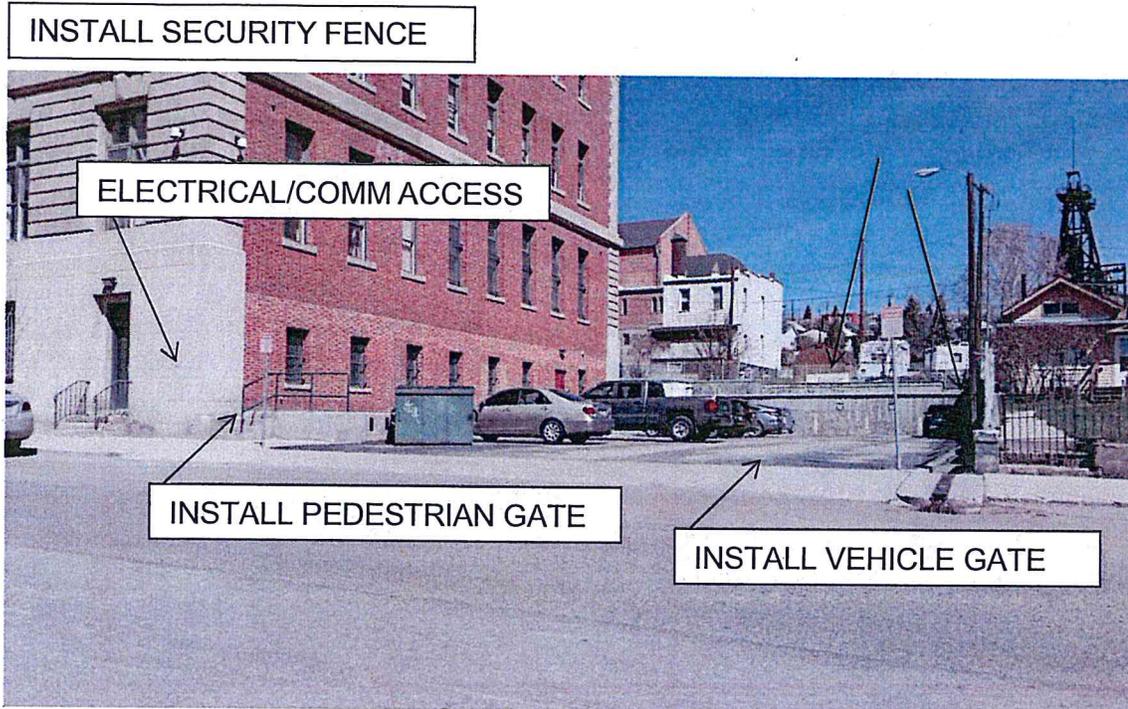


Fig. 3 – Overview Aerial

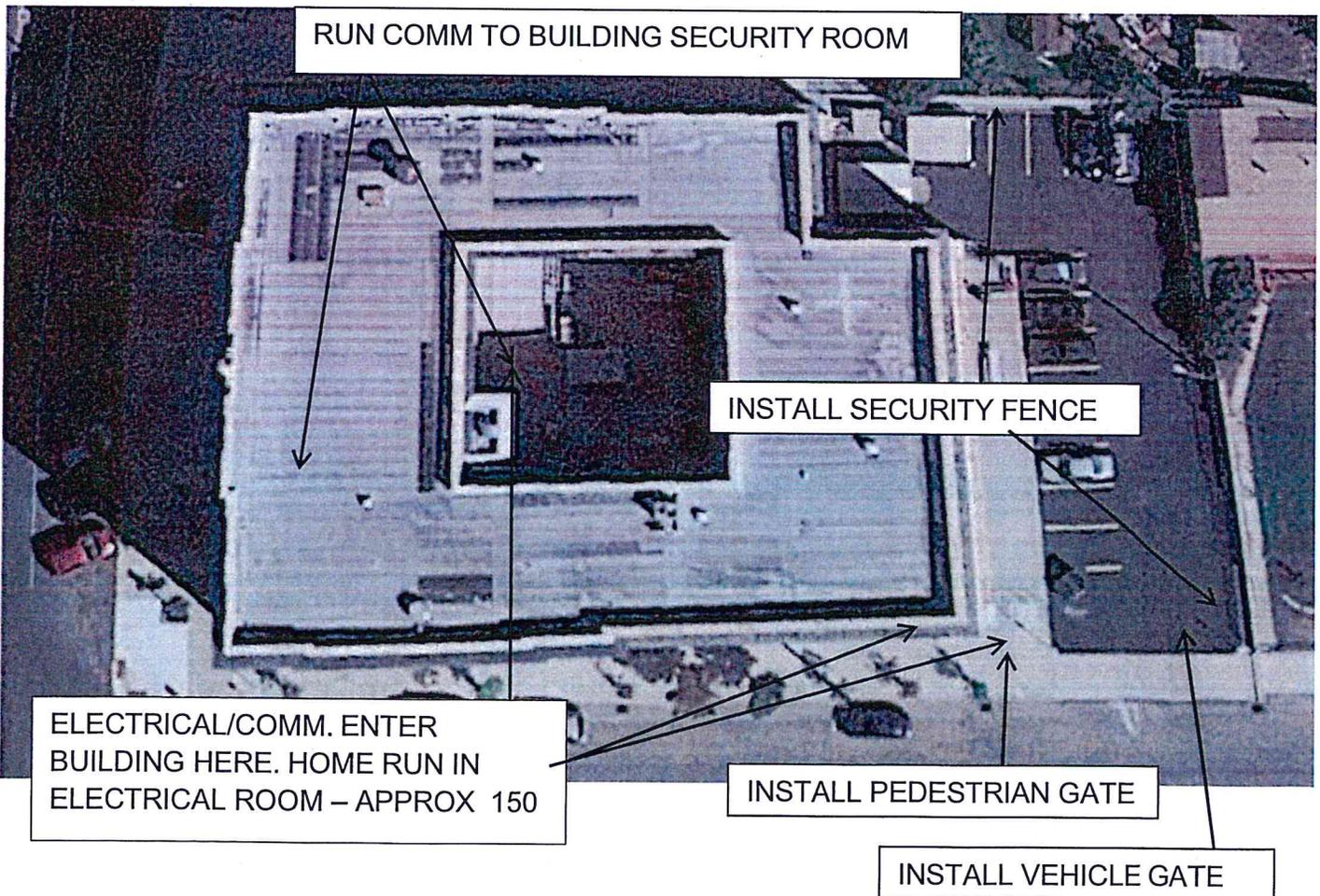
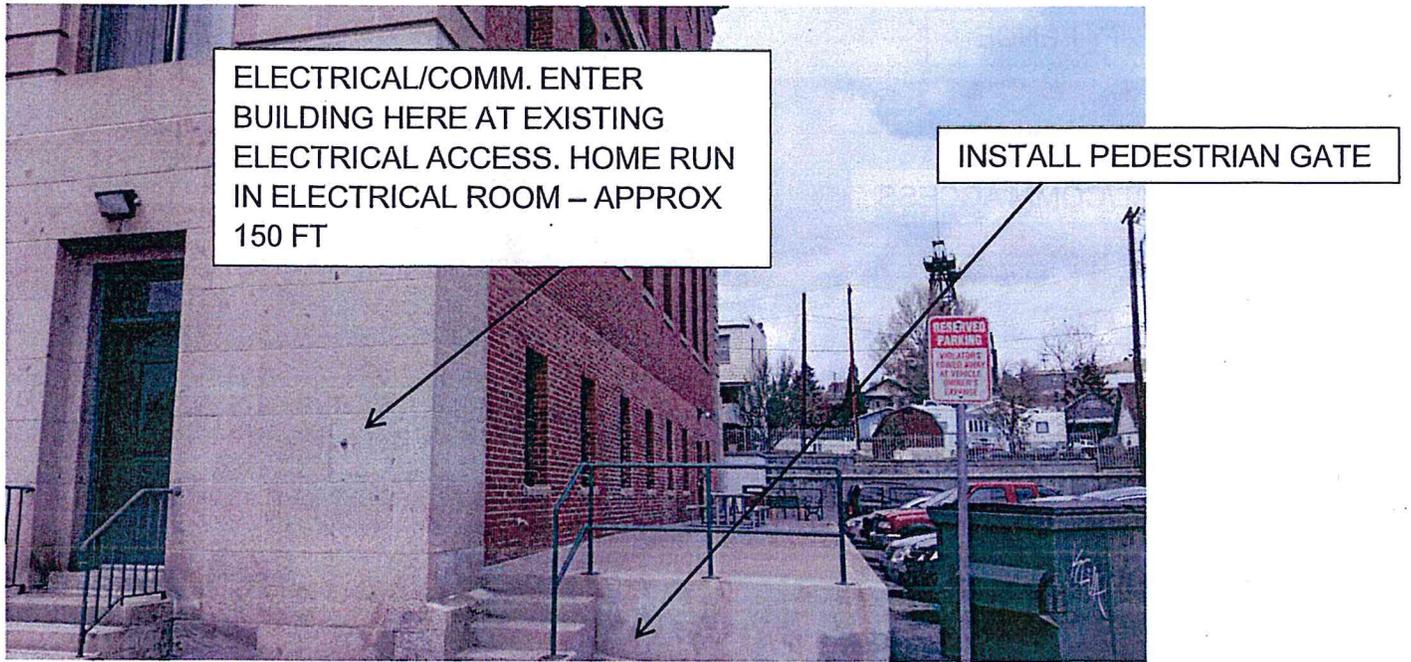


Fig. 4 – Pedestrian Gate Location and Electrical Access



Environmental Procedures:

The Contractor shall comply with the Region 8 GSA Sustainability and Environmental Management System (SEMS) procedures that can be found at www.gsa.gov/sems. The following is a list of the categories of environmental procedures that apply to the contract or purchase order requirements: No tasks below apply to this SOW;

AIR EMISSIONS

- Asbestos Management
- Boiler Emissions
- Chiller Emissions

CHEMICAL HANDLING, STORAGE, AND DISPOSAL

- Chemical Storage and Disposal
- DFC 90-day Storage Area-Hazardous Waste Spill Response
- Grounds Maintenance-Chemical Usage
- Hazardous Waste Management
- Spill and Emergency Response

CONSTRUCTION AND DEMOLITION WASTE

- Construction and Demolition Waste Management
- Pre-Demolition Inspection

ENERGY CONSERVATION

- Building Energy and Water Use
- Metering (Energy and Water)

GREEN PURCHASING

- Green Purchasing

SOIL DISTURBING ACTIVITIES AND SITE REMEDIATION

- DFC Excavation Permit
- Fugitive Dust Management

STORMWATER AND WETLANDS

- Stormwater Management
- Wetlands and Streams

SUSTAINABILITY MEASURES, IMPLEMENTATION AND CERTIFICATION

- Sustainability and HPGB

WASTE REDUCTION AND RECYCLING

- Facility Solid Waste Management

- Recycling and Universal Waste

WATER MANAGEMENT AND PROTECTION

- Cross-Connection and Backflow Prevention
- Drinking Water-Lead Testing
- Grounds Maintenance-Water Use
- Indoor Water Intrusion
- Sanitary Sewer Discharge

Equipment

The contractor shall provide all equipment associated with the entire project, operate in a safe manner and adhere to all OSHA and GSA standards.

Equipment and Material Storage

The contractor shall provide and store all equipment, the materials specified above, and any other materials required to complete the project. The materials are required to be kept clean and dry throughout the duration of the project.

Proposal/Quote Pricing

When submitting a proposal/quote, provide a cost breakdown for each task into the following categories: Unit Price by Schedule as follows:

Schedule A - Includes all of the materials and work required to complete the installation of new Security Fence. Includes the removal of the existing fence. Payment will include all work, material, labor and equipment required to furnish and place fence. Unit of measure: LF for the fence

Item No.	Description	*Estimated Quantity	Unit	Unit Price	Total Price
1	Remove Existing Security Fence	215	LF	\$ -	\$ -
2	Security Fence Provide and Install	215	LF	\$ -	\$ -

Schedule B - Includes all of the materials and work required to complete the installation of the gates. Payment will include all work, material, labor and equipment required to furnish and place gates including footings, tie to existing structures, and all items necessary to ensure the gates are physically operable. Also includes all work, material, labor, and equipment required to install all electrical components required to ensure that the gates are operable. This includes traffic loop detectors, pedestals, card readers, all wiring into the building and outside of the building. Also includes repairing all impacts to the parking lot/sidewalks. Unit of measure: EA for the gates, LS for the Electrical, and LS for Concrete/Asphalt repair.

Item No.	Description	*Estimated Quantity	Unit	Unit Price	Total Price
1	Vehicle Gate	1	EA	\$ -	\$ -
2	Pedestrian Gate	1	EA	\$ -	\$ -
3	Electrical and Communications	1	LS	\$ -	\$ -
4	Concrete and Asphalt Repair	1	LS	\$ -	\$ -

GSA may award all, some or any of the Schedules. Basis of award is on price for Schedule A + B.

Contractor Use of the Premises

Contractor shall be allowed to work at the site Mon-Friday, 8AM – 5PM.

During the period of the project, the contractor will not have access to the site during Federal Holidays. No on-site work shall be performed outside these hours or on holidays unless otherwise directed by the Contracting Officer. The contractor will need to coordinate with the government Contracting Officer to arrange access to the building or facility. The contractor shall make every effort to cause minimum damage to parking lots, any other paved areas, any items that need to be moved during the course of the project, and any areas not included in this scope of work. Any damage that occurs will be repaired at the contractor's expense.

Progress Meetings

Progress meetings are not required for this project. The project manager and building team representative shall make daily inspections of the work progress.

Sanitary Facilities

Contractors may use the sanitary facilities within the building.

Electricity, Water, and Gas

GSA will allow the Contractor to use electricity and water from the building during the course of this project. The contractor is responsible for making connections to the existing systems. Temporary electrical work shall meet the requirements of NFPA 70-1996 (NEC), Article 305. When temporary connections are removed, restore existing utility services to their original condition.

Telephone

Telephone service is not available on-site for the Contractor's use.

Motorized Equipment

No motorized equipment, hand-held or wheeled, shall be used inside any building.

Utility Outages and Locates

No utility outages will be approved without the written consent and approval of the project manager. Requests for utility outages (electrical, telephone, gas, water, chilled water, hot water, fire sprinkler system, and fire detection system) must be received 7 calendar days before the outage date. The Contractor shall be responsible for locating all utility lines shown on available drawings and other lines subsequently discovered by the utility locates performed by the contractor. If utilities are to remain in place, use caution during earthwork operations to avoid impact. The contractor shall be responsible for any damage to the located utilities if found in the located position, or as indicated on the available drawings.

Protection of Public

The building site will continue to be used by tenants. The contractor shall fence, barricade, or otherwise block off the immediate work area to prevent unauthorized entry. The contractor shall illuminate barricades and obstructions at night and maintain safe building access and egress for tenants.

Housekeeping

The project site shall be kept in a neat, orderly, and safe condition at all times. The contractor shall provide enough containers for collecting construction debris and construction materials to be recycled. The contractor shall wet down dry materials and rubbish to prevent blowing dust and keep volatile wastes in covered containers.

Material Removal

The contractor shall provide dumpsters as necessary to handle any demolition or excess materials from the project. The location of these dumpsters will need to be coordinated with the tenant and GSA at the start of the project. The contractor shall be responsible for the transportation of the waste

material to a landfill as well as the disposal costs. The contractor shall not stockpile demolition debris for more than 48 hours. See also "Waste Management" and "Disposal" for further requirements.

Disposal

Unless otherwise specified, all removed material becomes the property of the contractor and shall be disposed of outside Government facilities and land. The contractor shall dispose of refuse at least monthly, in a legal manner, at a public or private dumping area. Document and provide to the Contracting Officer the quantity of materials disposed of through recycling and through sanitary landfills (cubic yards or tons as appropriate). See also "Waste Management".

Waste Management

The GSA has established that this project shall generate the least amount of waste possible. The contractor shall employ processes which ensure the generation of as little waste as possible and avoid the generation of waste due to over-packaging, error, poor planning/layout, breakage, contamination, damage from weather, etc. Of the inevitable waste that is generated, as many of the waste materials as economically feasible shall be reused, salvaged, or recycled. Waste disposal to a landfill shall be minimized to the greatest extent possible. See also "Disposal" for recordkeeping requirements.

Transportation and Deliveries

The contractor shall arrange deliveries of materials in accordance with construction schedules; coordinate with COR to avoid conflict with other tenants and other work conditions at the site. The contractor MAY use the loading dock near the construction site.

Cleaning

Before scheduling the final inspection, the Contractor shall accomplish six items: (1) Remove all tools, equipment, surplus material, and rubbish; (2) Restore or refinish, to original condition, surfaces that are damaged due to the work of this contract; (3) Remove grease, dirt, stains, foreign materials, and labels from finished surfaces; (4) Thoroughly clean building interiors; (5) Pickup all construction debris from the site; and (6) At time of final inspection, project shall be thoroughly cleaned and ready for use.

Painting/Staining

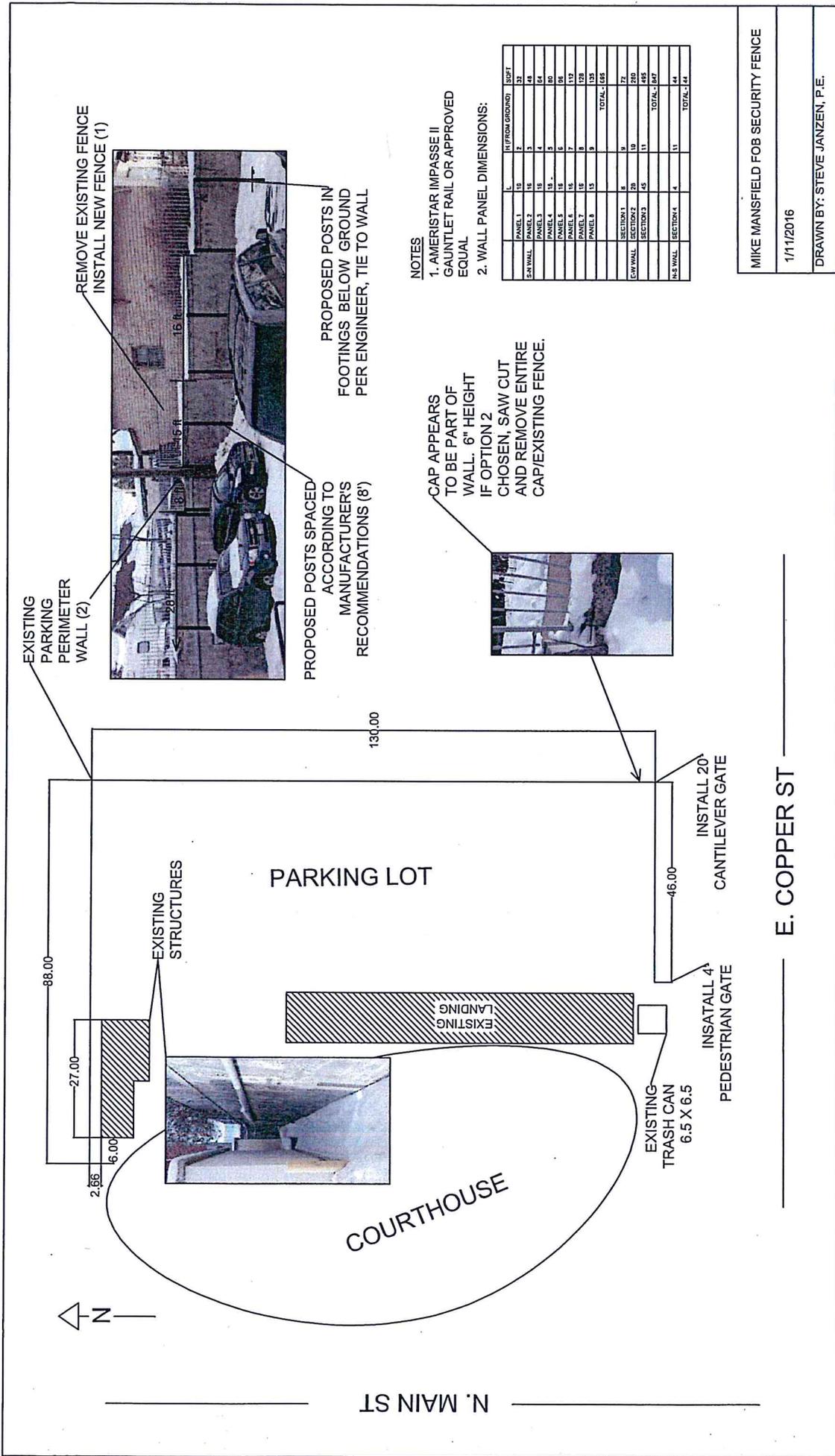
All painting, staining, or other activity which may cause noxious or undesirable fumes must be performed after normal working hours. The use of paint or stain that does not generate odors is preferred and may be required if the space will be occupied the following day with prior written approval from GSA.

Project Record Drawings

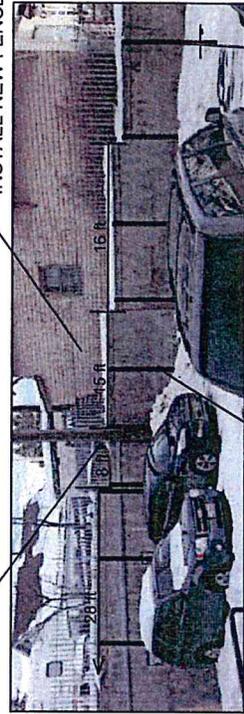
Maintain one complete full-size set of contract drawings and one full-size set of vendor supplied drawings. Clearly mark changes, deletions, and additions using GSA CAD Standards to show actual construction conditions. Show additions in "red", deletions in "green", and special instructions in "blue" print. Provide to GSA within timeframe negotiated at time of award.

Substantial Completion and Final Inspection

When project, or designated portion of project is complete, request a final inspection. Upon receipt of request that project is substantially complete, the Contracting Officer will proceed with the inspection within ten days of receipt of request or will advise the contractor of items that prevent the project from being designated substantially complete.



EXISTING PARKING PERIMETER WALL (2)



REMOVE EXISTING FENCE
INSTALL NEW FENCE (1)

PROPOSED POSTS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS (8')

PROPOSED POSTS IN FOOTINGS BELOW GROUND PER ENGINEER, TIE TO WALL

NOTES

- 1. AMERISTAR IMPASSE II GAUNTLET RAIL OR APPROVED EQUAL
- 2. WALL PANEL DIMENSIONS:

PANEL	1	2	3	4	5	6	7	8	9	TOTAL	SP
SECTION 1	16	16	16	16	16	16	16	16	16	128	72
SECTION 2	16	16	16	16	16	16	16	16	16	128	72
SECTION 3	16	16	16	16	16	16	16	16	16	128	72
SECTION 4	16	16	16	16	16	16	16	16	16	128	72
SECTION 5	16	16	16	16	16	16	16	16	16	128	72
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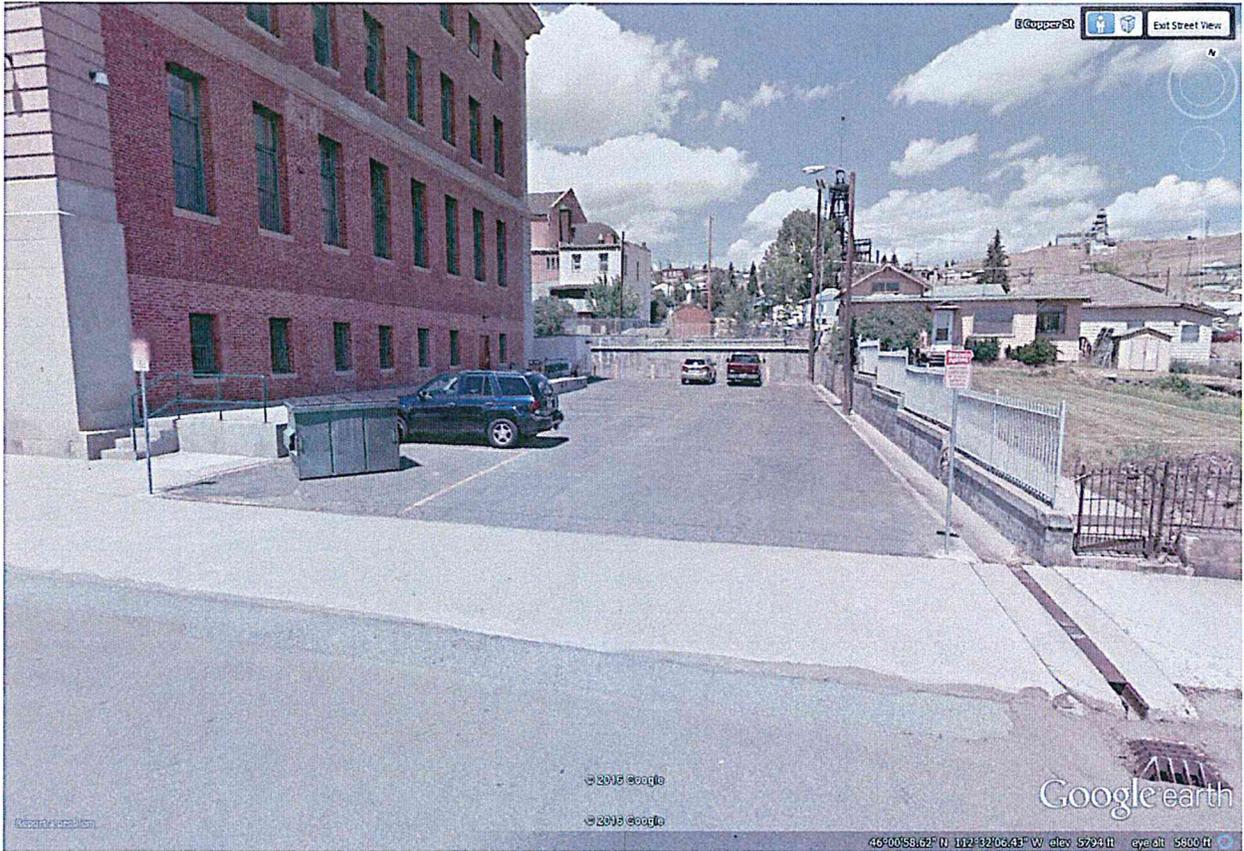
CAP APPEARS TO BE PART OF WALL. 6" HEIGHT IF OPTION 2 CHOSEN. SAW CUT AND REMOVE ENTIRE CAP/EXISTING FENCE.



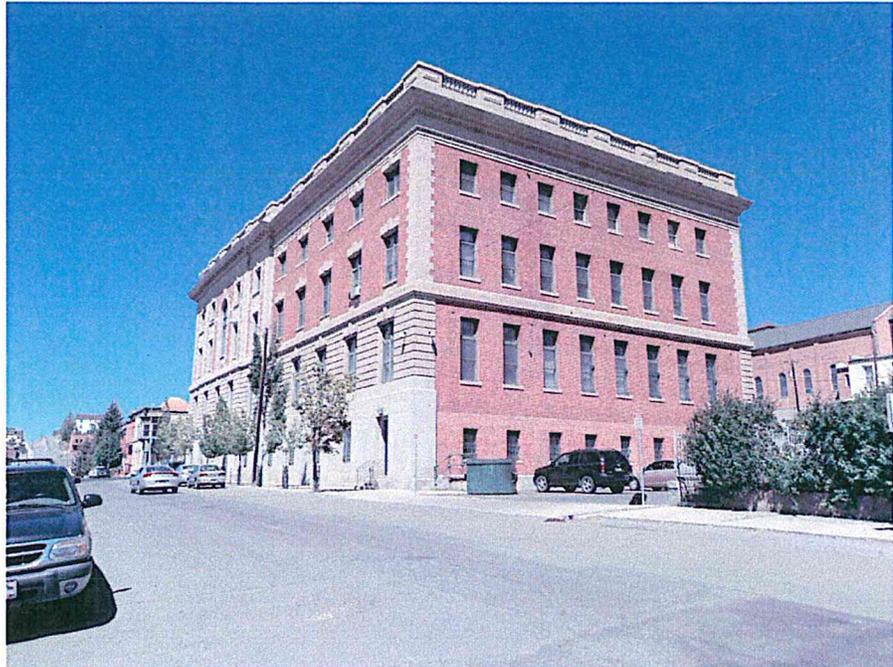
MIKE MANSFIELD FOB SECURITY FENCE
1/11/2016
DRAWN BY: STEVE JANZEN, P.E.

E. COPPER ST

N. MAIN ST



Parking lot at east elevation of Mansfield FB-CT. Photo courtesy of Google Earth 2016



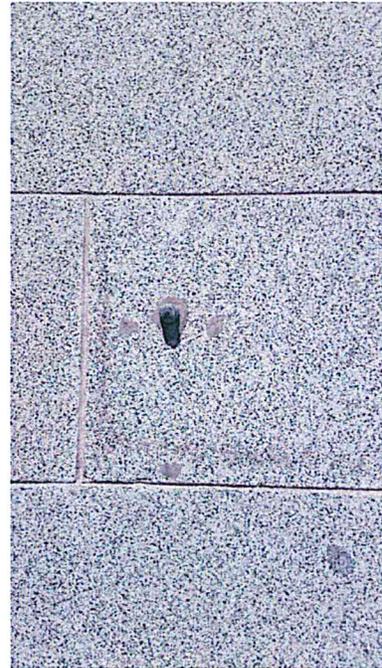
View of east elevation approaching project area (parking lot to be gated). *Photo courtesy of GSA 2015*



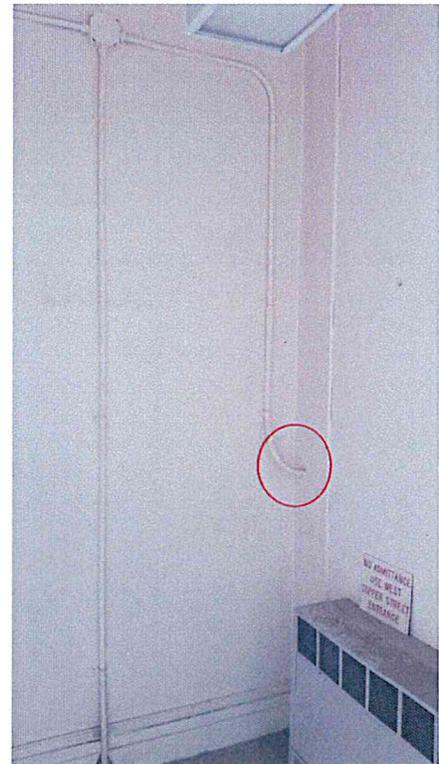
View of rear loading dock access. Location of proposed pedestrian gate at rear loading dock stair.
Note location of existing penetration at wall.
Photo courtesy of GSA 2012



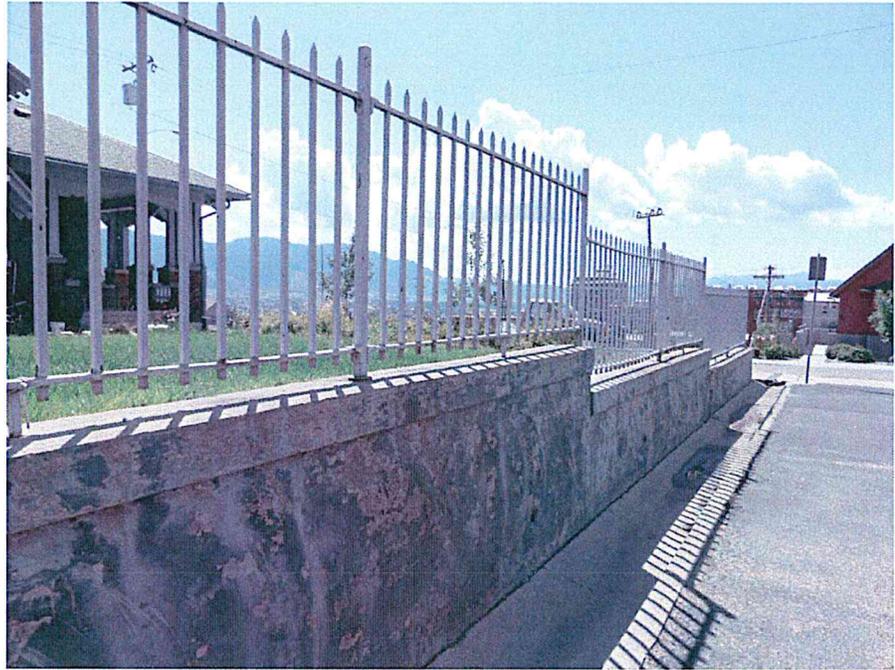
U.S. General Services Administration



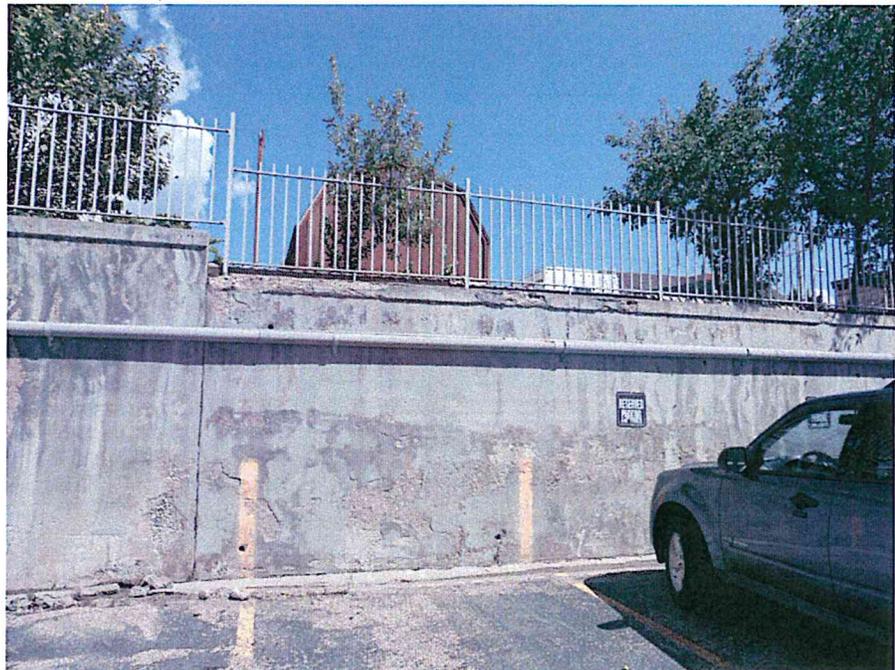
View of existing penetration into interior electrical / communication room.
See photo below.



Photos courtesy of GSA 2016



Existing fence at concrete wall, east location. *Photo courtesy of GSA 2015.*



Existing fence at concrete wall, north elevation. *Photo courtesy of GSA 2015.*



May 4, 2016

Mr. Steve Hess, Acting Historic Preservation Officer
Butte – Silver Bow Historic Preservation
BSB Planning Dept. Room 106
155 West Granite
Butte, Montana 59701
406.497.6253

Project #: 10016-016016.00
EnSite #: 28127

Subject: **NEPA Evaluation for the Proposed MT6 Rocker Communications Facility,
West Browns Gulch Road, Butte, Silver Bow County, Montana 59750**

Dear Mr. Hess:

On behalf of Cellco Partnership and its controlled affiliates doing business as Verizon Wireless (Verizon Wireless), Bureau Veritas North America, Inc. (Bureau Veritas) is conducting a NEPA evaluation for the above-referenced property. According to the National Park Service, Butte-Silver Bow Historic Preservation would like to be contacted regarding in Section 106 consultations within the City of Butte and Silver Bow County. Therefore, pursuant to 47 CFR §1.1307(a)(4), we respectfully request your comment as to whether the proposed wireless communications project "may affect districts, sites, buildings, structures or objects, significant in American history, architecture, archeology, engineering or culture, that are listed, or are eligible for listing, in the National Register of Historic Places."

PROPERTY DESCRIPTION

Site name/location: The site is identified as the proposed Verizon Wireless MT6 Rocker communications facility and is located on West Browns Gulch Road, Butte, Silver Bow County, Montana 59750.

Proposed Action: According to construction diagrams provided by Adams & Clark, Inc. (dated January 8, 2016) and client-provided information, the subject property, which is defined by the area of the proposed action, includes a proposed 55-foot by 40-foot lease area that will include a 16-foot by 10-foot outdoor equipment platform and a 188-foot self-support tower with a 10-foot lightning rod (overall height of 198 feet). A 30kW emergency diesel generator mounted on a concrete foundation will be installed north of the equipment platform. Twelve cellular antennas and two 4-foot microwave antennas will be installed on the self-support tower. An ice bridge, with two GPS antennas, will run from the self-support tower to the equipment platform. A power meter on a 4-foot H-frame will be installed north of the equipment platform. The lease area will be covered with gravel. A 6-foot tall chain-link fence, with a 14-foot swing gate, will encompass the proposed lease area, approximately 1-foot inside the lease boundary. A proposed 12-foot wide gravel access road, within a 20-foot wide access and utility easement, will run southwest from the proposed lease area. A proposed 10-foot wide utility easement will run west from the proposed 20-foot wide access and utility easement to an existing power pole. Exact power and telco connections and locations are to be field verified. A proposed 54-foot by 48-foot turnaround area



for fire apparatus will be located northwest of the proposed lease area. Access to the subject property is provided via West Browns Gulch Road (south). Soil disturbance is anticipated from construction of the equipment platform, self-support, and generator foundations, turnaround area, and underground utilities.

The following report, which was performed SWCA Environmental Consultants (SWCA), is attached for your review:

- **Cultural Resource Inventory and Visual Effects Analysis for the 'MT6 Rocker' Self-Support Cellular Telecommunications Facility, Butte, Silver Bow County, Montana**

Photographs of the site and surrounding area are included with the Cultural Resources Evaluation.

We thank you in advance for your attention to this matter and respectfully request a written response to our inquiry. If you have any questions, please call me at 303.988.2585 or e-mail me at melissa.valentine@us.bureauveritas.com. Thank you very much.

Sincerely,

Melissa Valentine

Melissa Valentine
Project Manager
Rocky Mountain Region

Attachments: Cultural Resource Evaluation

ATTACHMENTS



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

A Cultural Resource Inventory and Visual Effects Analysis for the Proposed 'MT6 Rocker' Self-Support Cellular Telecommunications Facility, Butte, Silver Bow County, Montana

Prepared for

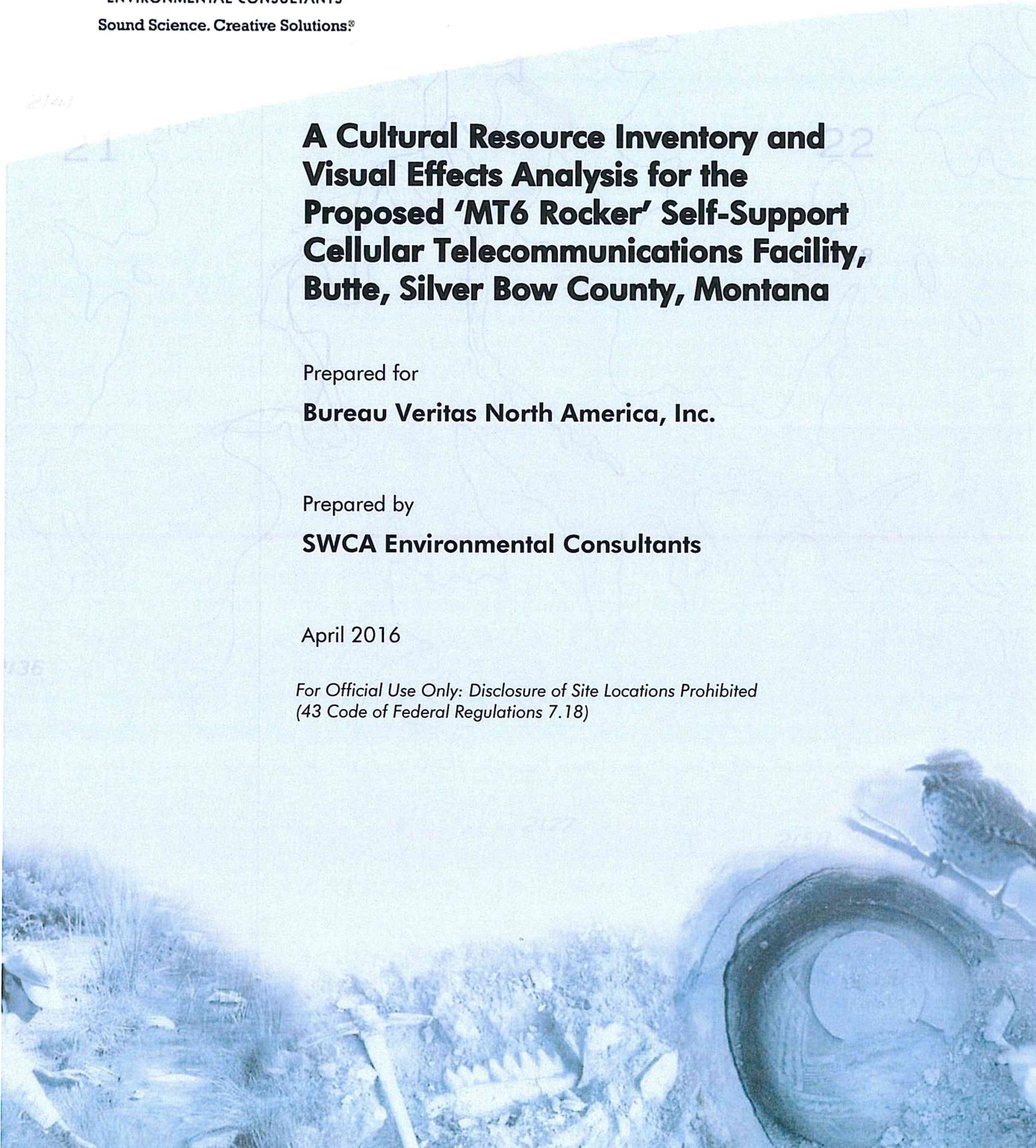
Bureau Veritas North America, Inc.

Prepared by

SWCA Environmental Consultants

April 2016

*For Official Use Only: Disclosure of Site Locations Prohibited
(43 Code of Federal Regulations 7.18)*



**A Cultural Resource Inventory and Visual Effects Analysis for the
Proposed 'MT6 Rocker' Self-Support Cellular Telecommunications
Facility, Butte, Silver Bow County, Montana**

Prepared for

Bureau Veritas North America, Inc.
165 South Union Boulevard, Suite 310
Lakewood, Colorado 80228

Prepared by

Nicole Kromarek

Principal Investigators

Michael J. Retter and James Steely

SWCA Environmental Consultants
295 Interlocken Boulevard, Suite 300
Broomfield, Colorado 80021
Phone: 303-487-1183; Fax: 303-487-1245
www.swca.com

SWCA Cultural Resource Report Number 16-217

April 29, 2016

*For Official Use Only:
Disclosure of Site Locations Prohibited (43 Code of Federal Regulations 7.18)*

ABSTRACT

SWCA Environmental Consultants (SWCA) developed a cultural resource inventory and visual effects analysis for the proposed 'MT6 Rocker' self-support cellular telecommunications tower and access/utility easements on private land near Butte, Silver Bow County, Montana. Bureau Veritas North America, Inc., requested that SWCA conduct a cultural resource inventory and provide information required by the Federal Communications Commission to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended). The project includes installation of a 188-foot-tall self-support tower with a 10-foot lightning rod for a total maximum height of 198 feet, and placement of an equipment platform within a 55- by 40-foot fenced enclosure. The project also includes acquisition of a 12-foot-wide by 1,253-foot-long gravel road within a 20-foot-wide access and utility easement, and a 10-foot-wide by 93-foot-long utility easement. Further, a 54- by 46-foot access easement for a 20-foot-wide fire apparatus access road turnaround will be constructed on the west side of the proposed tower location. The cultural resource inventory for the area of potential effects (APE) for direct effects totaled 0.7 acres. The analysis of the APE for visual effects reviewed an area within a 0.5-mile radius around the project location.

Based on the results of the current inventory, no historic properties are present within the APE for direct effects. Three linear historic properties—the Butte, Anaconda & Pacific Railway historic district (24SB0124); the Chicago, Milwaukee, St. Paul, & Pacific Railroad (24SB0439); and the Montana Union Railway (24SB0582)—are present within the APE for visual effects. Views from the historic properties already include modern infrastructure; therefore, SWCA recommends that the proposed undertaking will have no adverse effect on the integrity of these resources. One previously recorded cultural resource (24SB0638) and one newly recorded cultural resource (24SB1050) were identified within the APE for direct effects; however, the archeological sites do not meet the criteria of significance for listing in the National Register of Historic Places. No further work is recommended regarding cultural resources.

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UNDERTAKING/PROJECT DESCRIPTION

In March 2016, SWCA Environmental Consultants (SWCA) conducted a cultural resource survey of the area of potential effects (APE) for direct effects from the proposed 'MT6 Rocker' self-support cellular telecommunications facility near Butte, Silver Bow County, Montana, as well as an analysis of the APE for visual effects for the project. SWCA was contracted by Bureau Veritas North America, Inc., to conduct the cultural resource inventory to provide them with information required by the Federal Communications Commission (FCC) to comply with Section 106 of the amended National Historic Preservation Act, as outlined in the FCC nationwide Programmatic Agreement (PA) for the review of effects on historic properties (FCC 04-222).

The proposed project centers on a 188-foot-tall self-support tower with a 10-foot lightning rod, for a total maximum height of 198 feet, and a 55- by 40-foot fenced lease area surrounding the tower that will contain a new equipment platform. The project also includes the acquisition of a 12-foot-wide by 1,253-foot-long gravel road within a 20-foot-wide access and utility easement, and a 10-foot-wide by 93-foot-long utility easement. Further, a 54- by 46-foot access easement for a 20-foot-wide fire apparatus access road turnaround will be constructed on the west side of the proposed tower location. The proposed MT6 Rocker facility is on private property owned by Montana Stewards, LLC, in the southwest quarter of the southwest quarter of Section 17, Township (T) 3 North (N), Range (R) 8 West (W) (Figure 1).

The APE for direct effects as defined by the guidelines set forth in the PA consists of the area that would be directly impacted as a result of facility construction. Specifically, the APE for direct effects includes the 55- by 40-foot lease area, the 20-foot-wide by 1,253-mile-long access and utility easement, the 10-foot-wide by 93-foot-long utility easement, and the 54- by 46-foot access easement for the fire apparatus turnaround (Figure 2). The intensive cultural resource survey covered the full 0.7-acre APE for direct effects. The PA defines the area of visual effects as 0.5 mile from the tower location for towers less than 200 feet in height; the tower will be a maximum height of 198 feet, including the lightning rod; therefore, the APE for visual effects is within a 0.5-mile radius from the tower location.

Fieldwork was conducted by SWCA cultural resource specialist Cyrena Udem on April 10, 2016. Michael J. Retter and James Steely served as SWCA's Principal Investigators. Copies of all field notes and photographs are on file at SWCA's Denver office under project number 25606, phase 246. The FCC is the lead federal agency for this undertaking.

A Cultural Resource Inventory and Visual Effects Analysis for the Proposed 'MT6 Rocker' Self-Support Cellular Telecommunications Facility, Butte, Silver Bow County, Montana

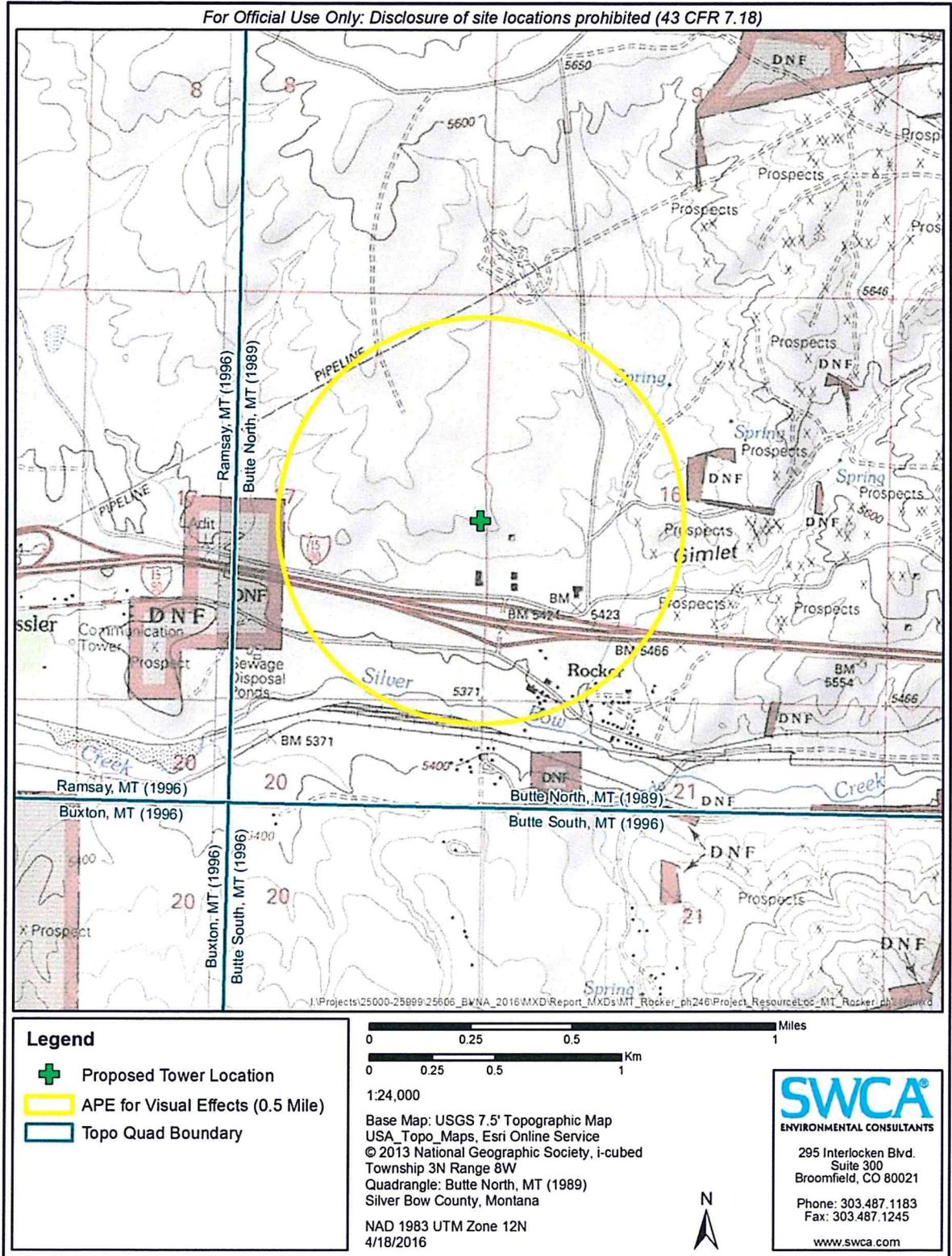


Figure 1. Location of the proposed project and the APE for visual effects.

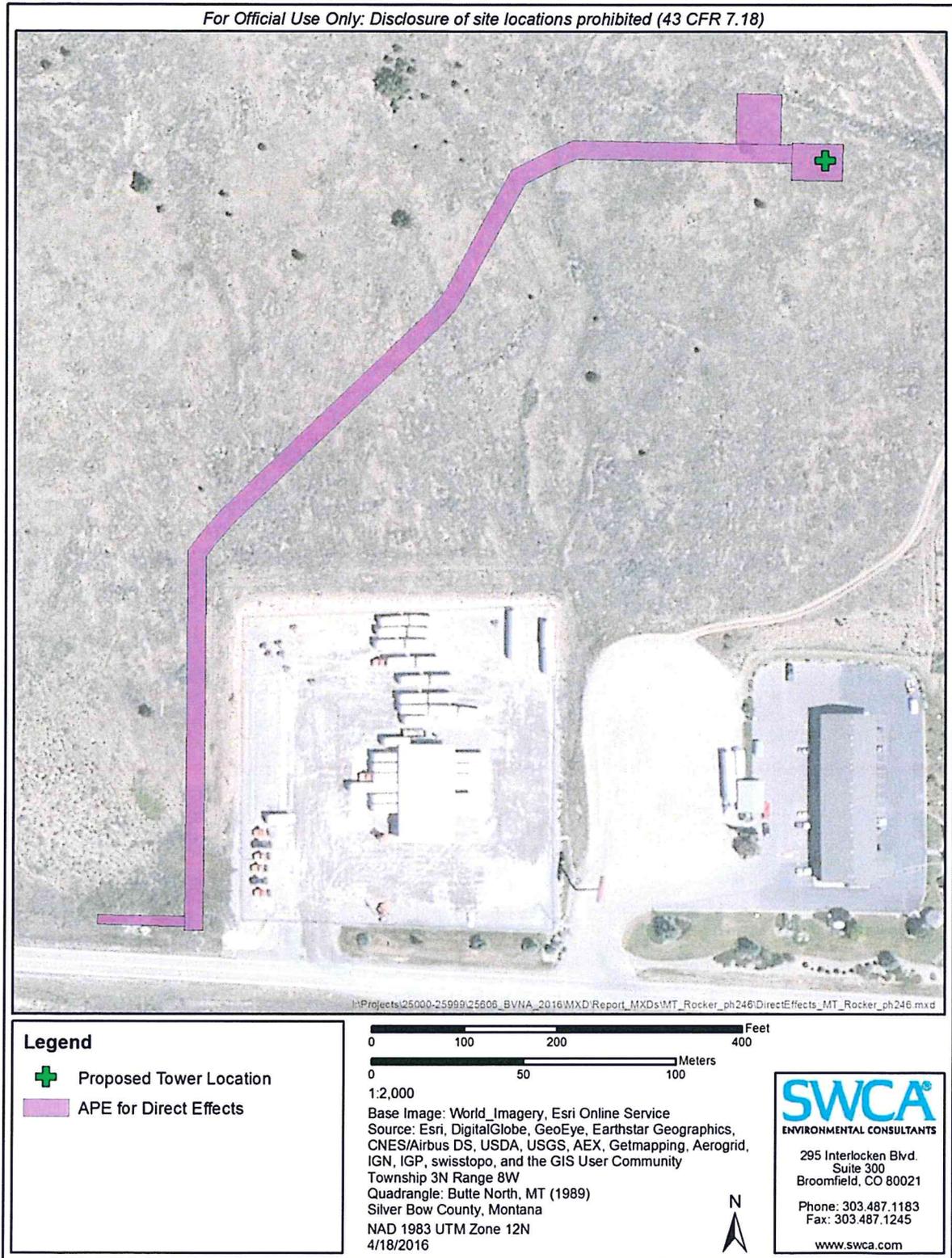


Figure 2. APE for direct effects.

ENVIRONMENTAL SETTING

The project area is on a side slope, toward the base of a small hill, approximately 3 miles west of Butte, Silver Bow County, Montana, within the Northern Rocky Mountain physiographic province. The Northern Rocky Mountain province is characterized by deeply dissected mountain uplands and intermontane basins (Fenneman 1928:277). The proposed MT6 Rocker cellular tower location is at an elevation of 5,487 feet above sea level. Silver Bow Creek is approximately 0.46 mile south of the proposed tower location and Gimlet Gulch is 0.70 mile to the east. Portions of the Deerlodge National Forest are 0.48 mile to the west and 0.52 mile to the east. The proposed tower location overlooks Interstate Highways 90 and 15, and West Browns Gulch Road, all of which are approximately 0.2 mile to the south. Vegetation within the project area consists of various grasses, forbs, sagebrush, and a few scattered pine trees, allowing for good bare ground visibility (Figure 3). Soils within the project area predominantly consist of Varney-Varney, stony-Anamac complex (Natural Resources Conservation Service 2016). The parent material for this complex is loamy alluvium. These materials are typically found on hills with 2 to 12 percent slopes. Surface sediment consists of deflated light grayish brown sand with dense gravel inclusions. The underlying geology of the area is Tertiary-age undifferentiated sedimentary rocks; mostly poorly consolidated gravel, sand, silt, and clay (U.S. Geological Survey 2016).



Figure 3. Overview of project location, facing north.

ENVIRONMENTAL CONSTRAINTS

The current project area is toward the base of a small hill. The hill overlooks Interstate Highways 90 and 15, the Flying J truck stop, the Rocker Inn motel, and other commercial infrastructure to the south. The proposed access and utility easement begins at West Browns Gulch Road, just east of a commercial lot, and extends north then northeast up the hill to the

proposed tower location. A two-track road is approximately 180 feet east of the proposed tower location. Due to the deflated Tertiary-age soils and the slope of the hill, it is highly unlikely that Holocene-aged prehistoric resources would be present. As a result, prehistoric cultural remains are unlikely to be found in the project area. Any historic cultural materials observed are likely to be small, isolated finds at or near the surface, likely associated with mining activities.

CULTURAL HISTORY

PREHISTORIC AND HISTORIC CULTURAL OVERVIEW

The prehistory of the project area in Montana has the potential to encompass human occupation ranging throughout the Holocene epoch. By the time of documented Euro-American intrusion beginning in the late seventeenth century, the region in which the project area is located was frequented by numerous Northwest Plains and Rocky Mountain area Native American tribes (AllTrips 2016). Native Americans used the plains as well as mountain resources. Fur trading and exploration brought Euro-Americans and indigenous peoples into contact with each other which led to the establishment of Euro-American forts and religious missions.

Gold prospectors first arrived in the Butte area in the 1860s and by 1864 they were successfully working the placer deposits along Silver Bow Creek (Hoffman 2011). The mining hamlet of Rocker (named for the wooden box used by miners to separate gravel from gold), host of the current project, resulted in 1865 from these early discoveries (Montana Historical Society Press 2009). Little gold was actually found and by 1871 mining activities in the area had nearly stopped all together. However, in 1874 a resurgence in mining activity came with completion of an overland wagon connection with the Transcontinental Railroad in Ogden, Utah (where it had arrived in 1868), lowering the cost of supplies and making it cheaper to ship the mined materials. By 1876 Butte's silver miners recognized their residual copper deposits as valuable, and began a successful shift to an emphasis on that product. In 1879 the town of Butte was founded and 1 year later the Utah Northern (UN) Railroad, a 330-mile-long narrow-gauge tap from the Union Pacific (UP) Railroad's mainline at Ogden, reached the town and marked the start of great growth in the area. The Anaconda Copper Mining Company successfully grew from a Butte-area silver operation to a massive copper producer starting in 1881, building the smelter town of Anaconda, 24 miles to the west of Butte starting in 1883 (Hoffman 2011). With the nation's railroads' need for telegraph wire and the timely national electrification trend of the United States came huge demand for copper.

The area's Independence Mining District between Butte and Anaconda was organized in 1884 centered along Gimlet Gulch west of Butte and the earlier mining community of Rocker, all served by the UN Railroad on its way along Silver Bow Creek to Butte. Although not as developed as the mining operations that were underway in Butte, some of the richest placer silver mines in Silver Bow County were found in the Independence Mining District, including the Burlington, Blue Bird, Moody Sanky, Nettie, Apex, Germania, and Orphan Girl mines. For approximately 20 years, the district was a significant producer of silver, most notably between 1884 and 1887. In 1887 the value of silver dropped significantly and production

within the district curtailed. Most of the mines and claims in the Independence Mining District were eventually acquired by the Anaconda Copper Mining Company (Marmor 2001).

In 1886 the UP and Northern Pacific Railway jointly created the Montana Union (MU) Railroad to operate the UN Railroad around Butte and extend UN's existing track passing west through Rocker to the Anaconda copper smelter farther northwest. The UN south of Butte in 1888 became the Utah & Northern Railroad, operated under the UP's Oregon Short Line (OSL) subsidiary; the OSL converted the long connection to standard-gauge by 1890 (UtahRails.net 2014). The Anaconda Copper Mining Company built its own railroad, the optimistically named Butte, Anaconda & Pacific (BA&P) Railway, in 1892 to reduce high haulage rates charged by the MU and its OSL connections between Butte and Anaconda. BA&P established a division point at Rocker, near where the OSL entered the Silver Bow Creek drainage 3 miles west, and where two BA&P lines serving the Butte area joined to create the mainline west and northwest to Anaconda.

Within a few short years, Butte was producing 26 percent of the world's supply of copper and men from all over the world came to work the mines (Hoffman 2011). By 1900 Butte had grown into an industrial complex supporting almost 9,500 people, hosting the state's Montana College of Mineral Science and Technology; replacing ubiquitous wood mine head frames with giant steel frameworks; and operating equipment across the community that could process raw ore into finished copper wire (Strahn 2006).

The Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) Railroad built its 2,300-mile Pacific Extension through Butte in 1908, with arrangement to roll on BA&P rails through the narrow Silver Bow Creek drainage. The BA&P and the Milwaukee Road shared a classification yard where they joined west of Butte at Rocker. In 1910 the Anaconda Company established a timber framing and treatment plant in Rocker (Montana Historical Society Press 2009). Prompted by the area copper producers' considerable energy needs, the Montana Power Company after 1912 supplied hydroelectric power to the sprawling Butte and Anaconda industrial area. This enabled BA&P to electrify its Butte–Anaconda lines in 1913, and the Milwaukee Road followed with similar technology in 1915 through Rocker, and along much of its Pacific Extension (Hoffman 2011). In 1955 open-pit copper mining began in the area (Montana Historical Society Press 2009). The enormous Berkeley Pit mine survives from the success of mid-twentieth century copper mining; however, it is also the center of the nation's largest Superfund contaminated site. Mining in the area remained strong until 1971 when dwindling world prices and the nationalization of mines in Chile and Mexico (in which the Anaconda Copper Mining Company had holdings) all but stopped the mining operations in the Butte area (Hoffman 2011). Some mining still continues today in the Continental Pit, but in a much reduced role.

The current project area is approximately 0.5 mile northwest of the old mining and railroad settlement of Rocker once described as a "lively, short-lived camp." Rocker supported a post office in 1887 (Montana Historical Society Press 2009), and in 1893 became a division point and yard for the BA&P, which helped the community survive despite the earlier closures of the silver mines in the Independence Mining District. A small community remains today, primarily serving the busy junction of Interstate Highways 90 and 15.

BACKGROUND RESEARCH

Previous cultural resource investigations and previously recorded archaeological sites and other historic properties in the inventory area were reviewed through an official file search received from the Montana Historical Society / State Historic Preservation Office (SHPO) on March 10, 2016 (file search number 2016031005). The file search included all sections within a 1-mile radius of the proposed tower to assess the potential for significant cultural resources to be present within the APE for direct effects, and to identify any known historic properties within the APE for visual effects. Therefore, Sections 7, 8, 9, 16, 17, 19, 19, 20, and 21, T3N, R8W, were examined for previously identified cultural resources and surveys.

FILE SEARCH

According to the file search results, three cultural resource projects have been conducted in the same section (Section 17) as the proposed project. These projects were associated with the Stimac land exchange; the Rocker, Montana, Wastewater Treatment Plant; and the Silver Bow Creek Streamside Tailings. The extent of these previous projects is not indicated through the returned record search, but given the nature of these projects, it is likely that they did not include a direct inspection of the current APE for direct effects. Eighteen additional surveys have been conducted within the surrounding sections. These cultural resource surveys were for multiple land exchanges, a waste water line, a water line, bridge and road improvements, and other miscellaneous projects.

According to the file search results, 21 previously recorded cultural resources are within 1 mile of the project area. As summarized in Table 1, the majority of these resources are related to mining activities. Of the 21 cultural resources, 14 fall within the 0.5-mile APE for visual effects. Of these 14 resources, two have been individually determined eligible for the National Register of Historic Places (NRHP), one is listed in the NRHP, one is not eligible for listing, and the remaining 10 are "Undetermined" according to the SHPO record search results. None of the previously recorded properties fall within the APE for direct effects.

Table 1. Previously Recorded Resources within 1 Mile of the Project Location

Smithsonian Number	File Search "Site Type"	NRHP Status	Distance to Tower (miles)*
24SB0638	Tillie and Jessie Placer Mines	Not Eligible	0.00
24SB0438	Historic Placer Mine	Undetermined	0.33
24SB0440	US Highway 10 (linear)	Undetermined	0.34
24SB0334	Historic Railroad, Stage Route, Travel	Undetermined	0.45
24SB0362	Historic Mining	Undetermined	0.45
24SB0435	Historic Placer Mine	Undetermined	0.45
24SB0947	Historic Railroad Building/Structure	Undetermined	0.45
24SB0124	Butte, Anaconda & Pacific Railway Historic District (linear; see 24SB0439 below)	Listed	0.49
24SB0363	Historic Mining	Undetermined	0.50
24SB0364	Historic Building Foundation	Undetermined	0.50

Smithsonian Number	File Search "Site Type"	NRHP Status	Distance to Tower (miles)*
24SB0439	Chicago, Milwaukee, St. Paul & Pacific Railway/Milwaukee Road (linear; see 24SB0124 above)	Eligible	0.50
24SB0558	Historic Hard Rock Mine	Undetermined	0.50
24SB0564	Historic Hard Rock Mine	Undetermined	0.50
24SB0582	Montana Union Railroad (linear)	Eligible	0.50
24SB0437	Historic Placer Mine	Undetermined	0.51
24SB0567	Nautilus Main Shaft Mine	Undetermined	0.52
24SB0608	Historic Placer Mine	Not Eligible	0.56
24SB0434	Historic Placer Mine	Undetermined	0.67
24SB0568	Historic Hard Rock Mine	Undetermined	0.75
24SB0639	Historic Hard Rock Mine	Eligible	0.92
24SB0432	Historic Placer Mine	Undetermined	0.97

NRHP = National Register of Historic Places

Undetermined = The resource has been identified in the state's historic resources inventory, but the State Historic Preservation Office has not evaluated it for NRHP eligibility.

HISTORIC RECORDS REVIEW

In addition to the cultural resource file search, SWCA conducted a review of publically available records to determine the land use history of the subject property and to assess the potential for historic archaeological sites or architectural resources within the proposed APE not yet identified through cultural resource investigation. According to the Bureau of Land Management's (BLM's) General Land Office (GLO) records, an 1877 plat map of the project area depicts an east-west-trending unnamed road paralleling the north side of Silver Bow Creek, and a possible ditch paralleling the north side of the road. A second northwest-southeast-trending unnamed road also crosses the section. The settlements of Rocker and Silver Bow are depicted a short distance away in the northern half of Section 21 and the southern half of Section 18, respectively. Both settlements are on the north bank of Silver Bow Creek. The area north of Section 17 is noted as "Mineral Land." Unlike the surrounding sections, an undated (likely dating from 1877 to sometime before 1908) segregation plat map (BLM 2016:DM ID 125138) indicates that Section 17 had not been subdivided into mining claims. However, GLO records indicate that an area of the southwest quarter of Section 17 was acquired by John Jahnke and Fred Hammon in 1908 through a 97-acre mineral patent for the Silver Bow placer mining claim (BLM 2016 [1908]:Accession Number 8315). In 1914, areas of Section 17 (including the N½ SE¼) were patented by Joseph P. Nolan as part of a 110-acre mineral patent called the "Pioneer Placer" in the Independence Mining District (BLM 2016 [1914]:Accession Number 424682). By 1959 a pipeline crossed the north half of Section 17, and the four-lane divided Interstate Highways 90/15 crossed the south half of the section (U.S. Geological Survey 1959). Currently, the 62-acre assessor-defined parcel is owned by Montana Stewards, LLC, and remains undeveloped. According to the Montana Cadastral website, the land is zoned for grazing. The Montana Cadastral also indicates that the YRC Freight commercial building (constructed in 1990) and the Rocker Inn (constructed in 1984) stand on part of Joseph Nolan's 1914 Pioneer Placer claim.

FIELDWORK METHODS

SWCA field personnel conducted the cultural resource inventory according to Montana SHPO guidelines for conducting cultural resource surveys in Montana (Montana Historical Society 2003) and Montana SHPO *Guidelines for Preparation of Section 106 Documentation for New Cellular Tower and Antenna Structures* (Montana SHPO n.d.). The methods and procedures used during fieldwork are summarized below.

SURVEY METHODS: APE FOR DIRECT EFFECTS

An intensive cultural resource survey was conducted on April 11, 2016, in warm weather with clear skies. Due to the size of the project, SWCA staff inspected 100 percent of the project area regardless of slope or vegetation cover. The ground surface was examined for artifacts, features, or other evidence of cultural occupation, such as charcoal-stained sediments, with special attention focused on rock outcrops, cut banks, eroded areas, anthills, animal burrows, and two-track road exposures, when present. Ground visibility during the project is described under the Environmental Setting section, above.

SURVEY METHODS: APE FOR VISUAL EFFECTS

The analysis of visual effects from the proposed facility consists of evaluating the critical viewshed of historic properties (i.e., properties that are listed in or eligible for listing in the NRHP) within the APE for visual effects. The critical viewshed is the intended historic view of a historic property that captures the character-defining elements of the property, including setting and feeling. The critical view also includes the intended historic view from the subject historic property that captures the character-defining elements of the setting and feeling of other historic properties within the view. Thus, in order for the facility to have an effect on historic properties within the APE for visual effects, it must be visible within the viewshed when looking at a historic property or within the intended view looking from the property. The APE for visual effects includes the area within which effects from installation of the telecommunications tower could impact historic properties, in this case, through visual intrusion. The PA defines the area of visual effects as 0.5 mile from the tower location for telecommunication towers less than 200 feet tall; the proposed tower would be 198 feet tall. Specifically, the APE for visual effects extends 0.5 mile from the proposed tower location.

INVENTORY RESULTS

SWCA cultural resource specialist Cyrena Udem conducted the intensive cultural resource survey of the 0.7-acre APE for direct effects and a visual impact assessment of the APE for visual effects within a 0.5-mile radius around the proposed tower location.

EVALUATION OF THE APE FOR DIRECT EFFECTS

SWCA identified a ditch associated with a larger diversion system (see below) in the northeast corner of the proposed access easement for the current project's fire apparatus access road turnaround. The ditch extends beyond the APE for direct effects and into the boundaries of a previously recorded site (24SB0638). SWCA determined that the ditch was part of previously recorded Feature 9 at 24SB0638. SWCA also newly recorded one

prospector's pit (24SB1050) along a segment of the proposed access and utility easement. Both sites are described in detail below and a copy of the Montana site forms is provided in Appendix A.

24SB0638 – Tillie and Jessie Placers

Property Type:	Site / Historic-age Placer Mine
Period of Significance:	1877–1914
Size	2,390 by 2,222 feet (3,048,752 feet ²)
NRHP Recommendation:	Not Eligible
Management Recommendation/Project Effect:	No Further Work/No Effect

Site Description and Previous Recording

24SB0638 is a historic-age placer mining operation consisting of a series of placer mining features and a roadside dump. The part of the site within the current project's APE for direct effects is toward the base of a small hill with a southeastern aspect that overlooks the large modern Flying J truck stop on Interstate Highways 90 and 15 (Figures 4 and 5). Gimlet Gulch is approximately 0.45 mile to the southeast and Silver Bow Creek is 0.45 mile to the south. A north-northwest–south-southeast-trending two-track road crosses over the newly extended site boundary and an east–west-trending transmission line is 0.11 mile to the north. Vegetation consists of various grasses and forbs; the sides of the newly recorded feature segment are lined with dense sagebrush, allowing for fair bare ground visibility. Surface sediment consists of deflated light grayish brown sand with dense gravel inclusions. The documented part of the site is in poor condition with impacts from vehicle traffic on the two-track road and other recreational activities.



Figure 4. 24SB0638 overview of Feature 9 facing toward the core of the site, facing east-southeast.

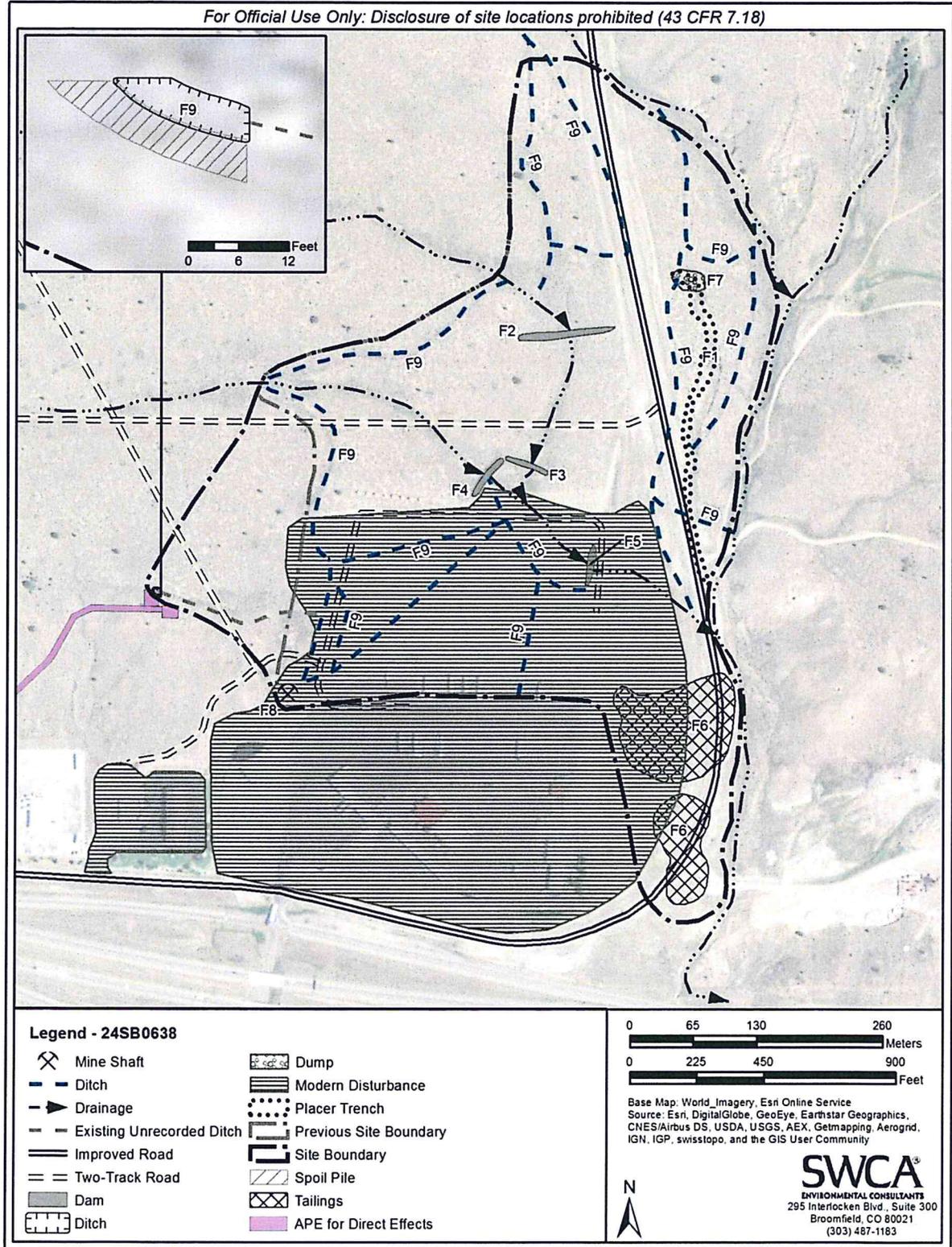


Figure 5. 24SB0638 sketch map.

24SB0638 was originally recorded as the Tillie and Jessie Placers in 2001 by GCM Services, Inc., for proposed road improvements along a segment of Browns Gulch Road. The site consisted of a placer excavation trench (Feature 1), a network of four dams (Features 2, 3, 4, and 5), three piles of tailings (Feature 6), a roadside dump (Feature 7), a large prospecting mine shaft (Feature 8), and a complex network of ditches (Feature 9). According to GCM Services, Feature 9 consisted of a complex network of ditches that supplied water to the placer operation. The ditch network surrounded all of the other features within 24SB0638 and ranged in depth from 1 to 2 feet and approximately 2 feet in width. GCM Services used aerial photographs to assist in mapping the network. Because the mining activity at the site was of minimal economic importance and due to the lack of integrity, GCM Services recommended the site not eligible for listing in the NRHP. Aerial imagery from 2011 indicates that a large area of the site, specifically south of Features 3 and 4 and east of Feature 8, was destroyed when the area was graded for the construction of the Flying J truck stop. Several segments of the ditch network (Feature 9) as well as Feature 5 were in this area.

Survey Results

On April 11, 2016, SWCA identified a ditch in the APE for direct effects for the proposed project's fire apparatus access road turnaround. SWCA determined that the ditch is an extension of the network of ditches (Feature 9) previously described by GCM Services. Due to project constraints, only the segment of the ditch within the current APE for direct effects was documented.

The recorded area of Feature 9 is a northwest-southeast-trending ditch that ranges between 3 and 4 feet in width and 9 to 18 inches deep (Figure 6). The sides of the ditch are lined with dense sagebrush; however, spoil piles were observed mostly on the uphill side of the feature. These spoil piles range from 4 to 6 feet in width. Modern debris was observed within and around the ditch, including plastic medicine bottles; colorless, green, and brown glass; scraps of fabric; plastic bags; and other detritus. No historic-age material was observed.



Figure 6. 24SB0638 Feature 9, detail of the portion of the ditch within the APE for direct effects, facing west.

According to the research conducted by GCM Services, 24SB0638 is within the Independence Mining District on two adjacent claims, the Tillie and Jessie Placers, both claimed by the British-Butte Mining Company. Both claims were located in January 1906, and improvements for both totaled \$1,207.00. John Davies, trustee for N.J. Lloyd, entered and paid for both of the mining claims in 1910, and the patents were issued in 1912. The northern claim, the Tillie Placer, was surveyed in 1906 and covered approximately 160 acres. Within the 160 acres were five lode-mining claims with improvements consisting of a discovery shaft, three additional shafts, and a placer excavation trench. The Jessie Placer claim was also surveyed in 1906 and covered approximately 120 acres. Six lode-mining claims were filed at Jessie, with improvements including a discovery cut and three shafts (Meyer 2001).

NRHP Eligibility Recommendation

24SB0638 is a historic-age placer mining operation. Only a small part of the previously documented Feature 9, a network of ditches, was recorded for the current project. The recorded area of the site appears to be in poor condition as the feature is filled with modern debris and overgrown with sagebrush.

24SB0638 was recommended not eligible for listing in the NRHP in 2001 by GCM Services and SWCA agrees with this recommendation. Although the site is associated with mining activity in the area, it was of minimal economic importance and therefore does not meet NRHP Criterion A. The site does not meet Criterion B because it is not associated with any known important persons in our past, and it does not meet Criterion C because it is not representative of important or master-built or significant elements of design and construction. The site does not meet Criterion D because it does not have further potential to produce important research information beyond what has already been documented. Therefore,

24SB0638 lacks the potential to provide any additional information about historic mining activities in the area.

Management Recommendations

The site does not meet any of the NRHP criteria for significance and SWCA recommends it as not eligible for NRHP listing. Therefore, no further work is recommended.

24SB1050

Property Type:	Site / Historic Placer Mine
Period of Significance:	1914
Size	39 by 31 feet (1,002 feet ²)
NRHP Recommendation:	Not Eligible
Management Recommendation/Project Effect:	No Further Work/No Effect

Site Description

24SB1050 is a historic prospector's pit on the side slope of and toward the base of a small hill (Figures 7 and 8). The area has a southern aspect with a 5-degree slope. Silver Bow Creek is 0.37 mile to the south. The YRC Freight commercial trucking facility is 160 feet to the south and the Rocker Inn motel is 620 feet to the southeast. Vegetation consists of various grasses and forbs and the sides of the pit are lined with dense sagebrush, allowing for fair bare ground visibility. Surface sediment consists of deflated light grayish brown sand with dense gravel inclusions. The site is in poor condition due to erosion and the overgrowth of the sagebrush.



Figure 7. 24SB1050 site overview, facing north.

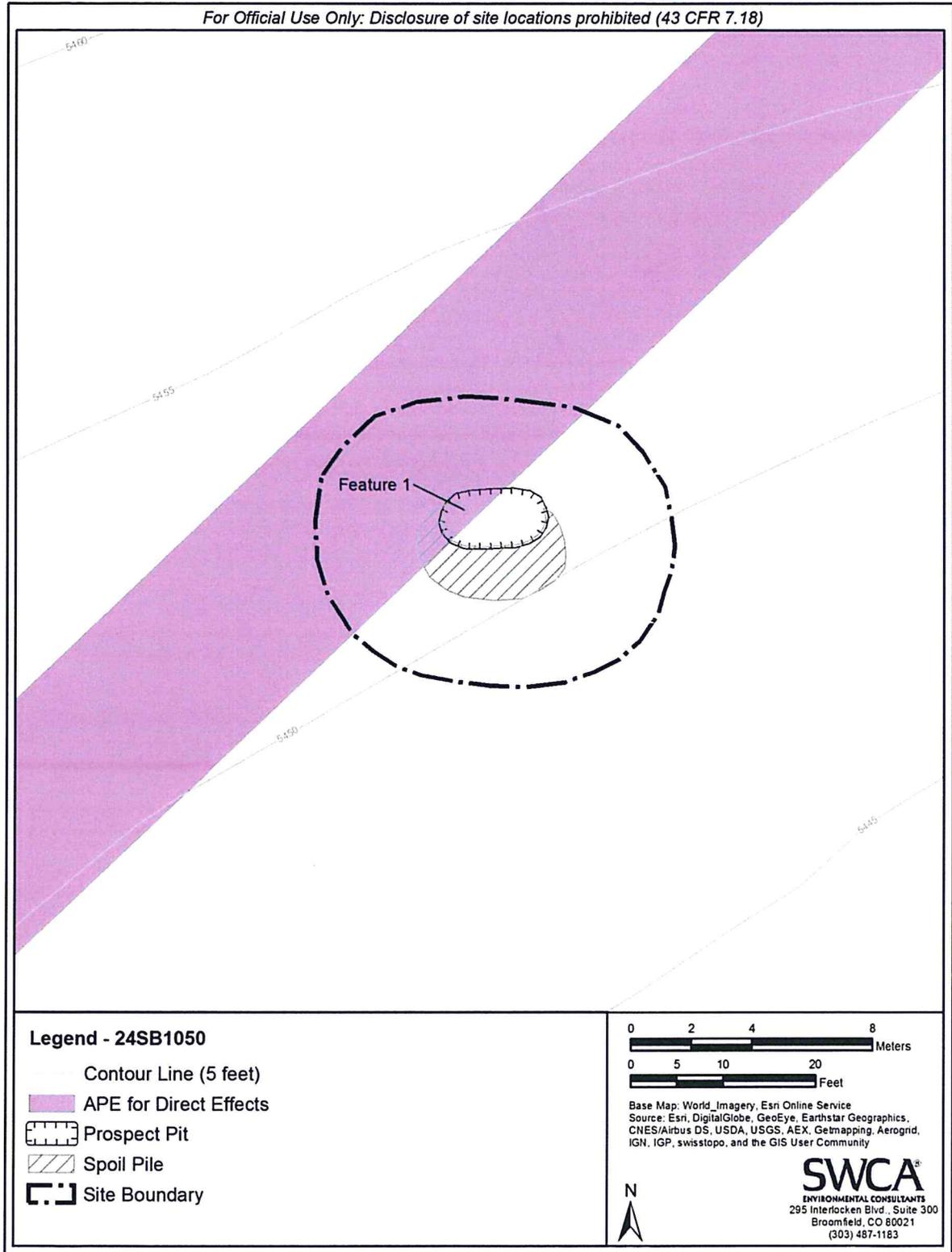


Figure 8. 24SB1050 sketch map.

Survey Results

On April 11, 2016, SWCA identified a prospector's pit (Feature 1) in the APE for direct effects for the proposed MT6 Rocker access and utility easement. 24SB1050 is approximately 680 feet southwest of 24SB0638, and was therefore documented as a separate resource.

Feature 1 is an oval-shaped east–west-oriented prospector's pit measuring approximately 7 by 11 feet and approximately 3 feet deep (Figure 9). A small spoil pile is on the south side of the pit. No associated artifacts were observed. The feature is heavily overgrown with sagebrush.



Figure 9. 24SB1050 Feature 1, mining pit, facing southwest.

As stated above, parts of Section 17 (including the N½ SE¼) were patented by Joseph P. Nolan in 1914 as part of a 110-acre mineral patent called the Pioneer Placer in the Independence Mining District (BLM 2016 [1914]:Accession Number 424682). However, no additional information on this placer was found.

NRHP Eligibility Recommendation

24SB1050 is a single historic-age prospector's pit. The feature is in poor condition as it is eroded and overgrown with sagebrush.

SWCA recommends that 24SB1050 is not eligible for listing in the NRHP. Although the site is associated with mining activity in the area, it is a single prospector's pit without larger context and therefore does not meet NRHP Criterion A. The site does not meet Criterion B because it is not associated with any known important persons in our past, and it does not meet Criterion C because it is not representative of important or master-built elements of design. The site does not meet Criterion D because it does not have further potential to produce important research information beyond what has already been documented in

Rocker-area silver-mining activities. Therefore, 24SB1050 lacks the potential to provide any additional information about historic mining activities in the area.

Management Recommendations

The site does not meet any of the NRHP criteria for significance and SWCA recommends it as not eligible for NRHP listing. Therefore, no further work is recommended.

EVALUATION OF THE APE FOR VISUAL EFFECTS

The SHPO records search identified three historic properties within the 0.5-mile APE for visual effects (see Table 1; Figure 10). Representative views toward the proposed project area were photographed from multiple points along the still-active Butte, Anaconda & Pacific Railway Historic District (24SB0124); the defunct Chicago, Milwaukee, St. Paul & Pacific Railway (24SB0439, a linear property that also would be considered a district), popularly known as the Milwaukee Road, which shared track through Rocker with the BA&P; and the extant Montana Union Railroad (24SB0582, a linear property that also would be considered a district, labeled on maps for half-owner Northern Pacific Railway, now part of BNSF Railway). Due to a lack of public access to these historic properties, representative photographs were taken from safely accessible locations in close proximity to these resources. These linear railroad resources retain strong integrity of location and association, but diminished integrity of design and workmanship since only the 1880s roadbeds remain intact following removal of their signature overhead electric wiring in the 1970s. Integrity of materials is weak considering loss of the overhead wiring and constant upgrades of rails, ties, and ballast typical of continually working railroads (further discussed below).

As the photo-documentation illustrates, due to the height of the proposed tower and the lack of vegetation on the hill side, the proposed tower will be visible from along the entire length of both (recorded as three) resources within the APE for visual effects (Figure 10; Photographs 16 through 23 in Appendix B). However, existing modern infrastructure, which includes transmission lines, light poles, flag poles, commercial advertising signs, the truck stop, the motel, and a restaurant, will at least partially obscure most views of the proposed tower from the railroad alignments. Additionally, the historic setting of the historic properties included an extensive network of wires and poles used for the early twentieth-century electrification of the host railroads (Figure 11). The setting and feeling of the historic properties were greatly impacted in the 1970s when the electrification poles and wires were removed. With these findings, SWCA's professional opinion is that the proposed undertaking will have No Adverse Effect on Historic Properties within the APE for visual effects.

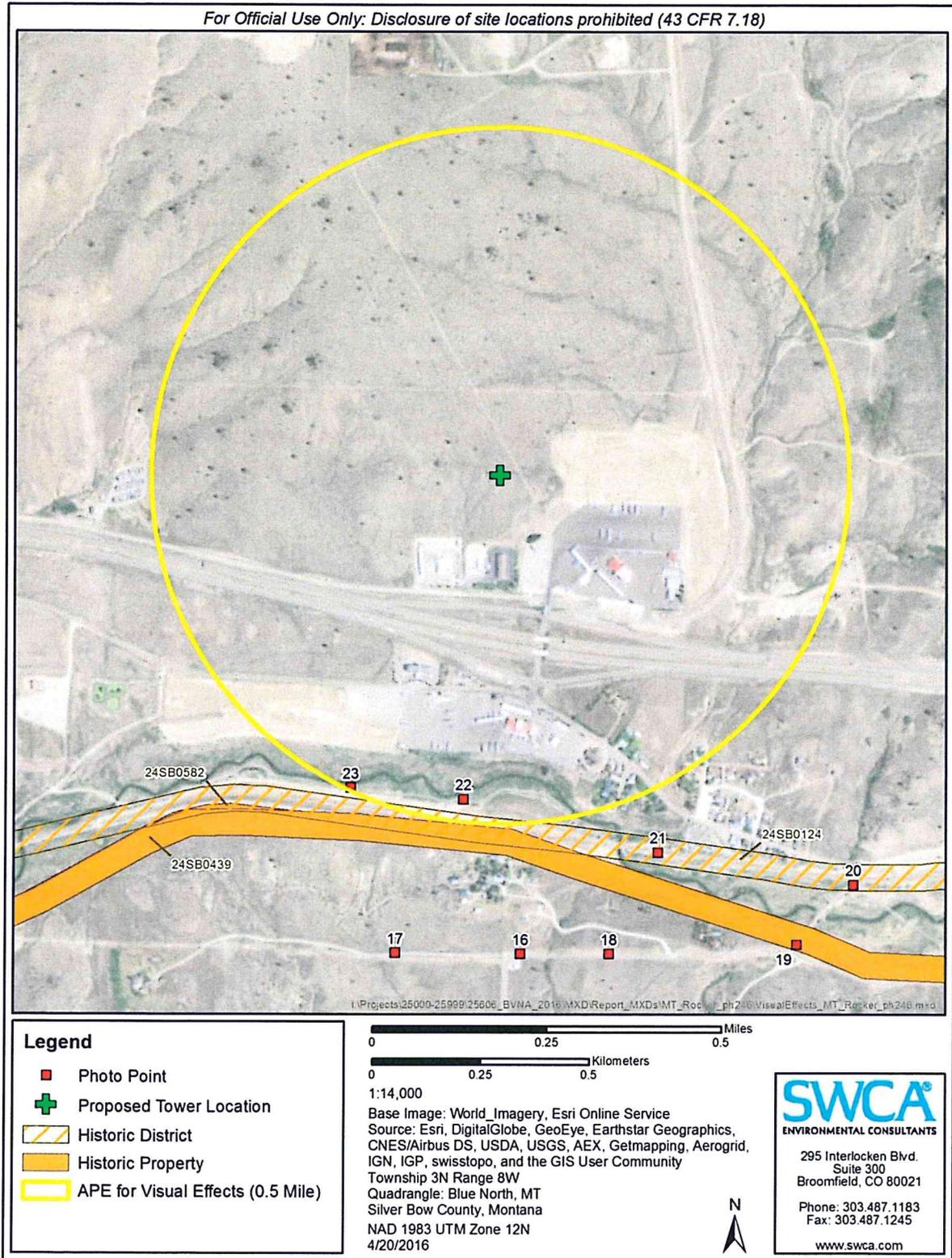


Figure 10. APE for visual effects showing historic properties and photo point locations. 24SB0582 and 24SB0124 identify a common railroad right-of-way built in 1892. 24SB0439 is the right-of-way and track of the Montana Union Railroad, built in 1880.



Figure 11. 1975 photograph of the Butte railroad yard.

Lead tracks of the Butte, Anaconda & Pacific Railway and Milwaukee Road, facing east in 1975 after removal of suspended catenary wiring in 1974 but before removal of all overhead support wiring and poles in place since 1908 (Source: Frank754 2016).

CONCLUSION

SWCA developed a cultural resource inventory for the proposed MT6 Rocker self-support telecommunications tower location west of Butte, Silver Bow County, Montana. One previously recorded cultural resource (24SB0638) and one newly recorded cultural resource (24SB1050) were identified within the APE for direct effects; however, the sites do not meet the criteria of significance for listing in the NRHP. Three NRHP-eligible historic properties—the Butte, Anaconda & Pacific Railway Historic District (24SB0124); the concurrent Chicago, Milwaukee, St. Paul & Pacific Railway (24SB0439), popularly known as the Milwaukee Road; and the Montana Union Railroad (24SB0582)—are present within the APE for visual effects. Views from these properties historically included extensive mining and other industrial activities around this area of Silver Bow Creek, now eroded, covered with vegetation, and substituted with modern highway and traveler-services infrastructure. Therefore, SWCA recommends that the proposed undertaking will have no adverse effect on the integrity of these resources.

In summary, SWCA's professional opinion is that No Historic Properties are Present within the APE for direct effects and that the proposed undertaking will have No Adverse Effect on Historic Properties within the APE for visual effects. Therefore, the proposed project will result in No Adverse Effect on Historic Properties and no further work regarding cultural resources is recommended.

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**APPENDIX A
(Detached)**

**Montana Cultural Resource Annotated Bibliography System
Data Entry Forms**

**APPENDIX B
(Detached)
Photo Pages**

*For Official Use Only:
Disclosure of Site Locations Prohibited (43 Code of Federal Regulations 7.18)*



- Photo 1 – View towards the proposed cell tower location.
- Facing south.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 2 – View towards the proposed cell tower location.
- Facing west.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 3 – View towards the proposed cell tower location.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 4 – View towards the proposed cell tower location.
- Facing east.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 5 – View from the proposed cell tower location.
- Facing west.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 6 – View from the proposed cell tower location.
- Facing south.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 7 – View from the proposed cell tower location.
- Facing east.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 8 – View from the proposed cell tower location.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 9 – Overview of the access easement for the fire apparatus access road turnaround.
- Facing southeast.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 10 – View up the proposed access and utility easement from West Browns Gulch Road.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 11 – View down the proposed access and utility easement.
- Facing south.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 12 – View up the proposed access and utility easement.
- Facing northeast.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 13 – View down the proposed access and utility easement.
- Facing southwest.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 14 – View down the proposed access and utility easement.
- Facing northeast.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 15 – Overview of the proposed access and utility easement from near the proposed tower location.
- Facing west.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Image has not been altered.



- Photo 16 – View towards the proposed tower location with 24SB0582, 24SB0439, and 24SB0124 in background.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 17 – View towards the proposed tower location with 24SB0582, 24SB0439, and 24SB0124 in background.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 18 – View towards the proposed tower location with 24SB0582, 24SB0439, and 24SB0124 in background.
- Facing northwest.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 19 – View towards the proposed tower location with 24SB0582, 24SB0439, and 24SB0124 in background.
- Facing northwest.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 20 – View towards the proposed tower location with 24SB0582, 24SB0439, and 24SB0124 in background.
- Facing northwest.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 21 – View towards the proposed tower location with 24SB0124 in background.
- Facing north-northwest.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 22 – View towards the proposed tower location from 24SB0582, 24SB0439, and 24SB0124.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate proposed tower location.



- Photo 23 – View towards the proposed tower location from 24SB0582, 24SB0439, and 24SB0124.
- Facing north.
- Photographed by C. Udem.
- Photo taken 4-10-2016.
- Arrow indicates approximate tower location.