



2025 Environmental Analysis Review Form  
 Outdoor Recreation Grant Programs  
 Review of Unique Impact Projects

Project Overview

<b>Organization Applying for Funds:</b>	Malta Trails Inc.
<b>Project Name:</b>	Trafton Trailhead Initiative
<b>Project Summary:</b>	The Trafton trailhead initiative aims to transform the 104-year-old steel Milk River Bridge into the Trafton Trailhead. It will offer amenities including seating, maps, visitor information and parking. A Trails Maintenance contractor to manage all the Malta trails and Trafton pedestrian bridge.
<b>Project Location</b>	Malta, Phillips County, Montana

Environmental Form Submitted with Application

Environmental Analysis Form	<input checked="" type="checkbox"/>
FWP Categorical Exclusion Form	<input type="checkbox"/>
USFS Categorical Exclusion Form	<input type="checkbox"/>
OTHER:	<input type="checkbox"/>
None	<input type="checkbox"/>

*Before a proposed project may be approved, environmental review must be conducted to identify and consider potential impacts of the proposed project on the physical environment and human population (human environment) affected by the project.*

**Summary of Potential Impacts on the Physical Environment and Human Population**

*The impacts analysis identifies and evaluates **direct, secondary, and cumulative impacts**.*

- **Direct impacts** are those that occur at the same time and place as the action that triggers the effect.
- **Secondary impacts** “are further impacts to the human environment that may be stimulated or induced by or otherwise result from a direct impact of the action.” ARM 12.2.429(18).
- **Cumulative impacts** “means the collective impacts on the human environment of the proposed action when considered in conjunction with other past and present actions related to the proposed action by location or generic type. Related future actions must also be considered when these actions are under concurrent consideration by any state agency through pre-impact statement studies,

*Where impacts are expected to occur, the impact analysis estimates the **extent, duration, frequency, and severity** of the impact. The duration of an impact is quantified as follows:*

- **Short-Term:** impacts that would not last longer than the proposed project.

- *Long-Term: impacts that would remain or occur following the proposed project.*

**Table 1. Potentially Significant Impacts to the Physical Environment**

PHYSICAL ENVIRONMENT	Duration of Potentially Significant Impact		Summary of Potential Direct, Secondary, and Cumulative Impacts that are Potentially Significant and Mitigation Measures Identified
	Short-Term	Long-Term	
Resource			
Terrestrial, avian, and aquatic life and habitats	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Impacts on the actual parking lot and bridge areas will not change as they are already altered. Construction to the area will be short-term and minor.
Water quality, quantity, and distribution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Impact during construction will be short term and minor, with all precautions being taken to minimize erosion into the Milk River.
Geology	<input type="checkbox"/>	<input type="checkbox"/>	No Impact
Soil quality, stability, and moisture	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Impact during construction will be short term and minor, with all precautions being taken to minimize erosion into the Milk River.
Vegetation cover, quantity, and quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Impact during construction will be short term and minor, with all precautions being taken to minimize erosion into the Milk River.
Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Impacts will result in improvements to the area after construction
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	No Impact
Unique, endangered, fragile, or limited environmental resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No unique, endangered, or limited environmental resources. Riverine systems are fragile, requiring precautions to minimize erosion of banks of the Milk River, which should be short-term and minor.
Historical and archaeological sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major: Bridge rehabilitation will improve historical sites for the long term.
Demands on environmental resources of land, water, air, and energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Use of the natural resources will increase after parking lot enhancement and rehabilitation of the bridge, as this will allow for people to access the trails. Use will be non-consumptive, and passive with walking and wildlife watching.

**Table 2: Potentially Significant Impacts to the Human Population**

HUMAN POPULATION	Duration of Potentially Significant Impact		Summary of Potential Direct, Secondary, and Cumulative Impacts that are Potentially Significant and Mitigation Measures Identified
	Short-Term	Long-Term	
Resource			
Social structures and mores	<input type="checkbox"/>	<input type="checkbox"/>	No impact to social structures and mores.
Cultural uniqueness and diversity	<input type="checkbox"/>	<input type="checkbox"/>	No impact to cultural uniqueness and diversity.
Access to and quality of recreational and wilderness activities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be a long-term positive impact with the project to access for recreational activities, since access will be improved to those needing ADA compliant parking.
Local and state tax base and tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	No impact to tax revenues.

Agricultural or Industrial production	<input type="checkbox"/>	<input type="checkbox"/>	No impact to agriculture or industrial production.
Human health and safety	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Access to outdoor trails could improve human health to those that may not have had access previously.
Quantity and distribution of employment	<input type="checkbox"/>	<input type="checkbox"/>	No impact to quantity and distribution of employment.
Distribution and density of population and housing	<input type="checkbox"/>	<input type="checkbox"/>	No impact to density and population of housing.
Demands for government services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maintenance of the project will be required after completion, to be done by trails staff and or City Staff.
Industrial, agricultural, and commercial activity	<input type="checkbox"/>	<input type="checkbox"/>	No impact to industry, agriculture, and commercial activity.
Locally adopted environmental plans and goals	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact to locally adopted environmental plans or goals. Will positively impact the environment by providing better access to the outdoors.
Other appropriate social and economic circumstances	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Visitor use could increase by both local and nonlocals. Non-local use could bring in dollars to the community/economy with stays in the area.

**Table 3: Reference: Determining the Significance of Impacts on the Quality of the Physical and Human Environment**

<p>If impacts associated with the proposed project are identified, FWP must determine the significance of the impacts. (ARM 12.2.431) This determination forms the basis for FWP’s decision as to whether additional MEPA review is required.</p> <p>According to the applicable requirements of ARM 12.2.431, FWP must consider the criteria identified in this table to determine the significance of each impact on the quality of the human environment. The significance determination is made by giving weight to these criteria in their totality. For example, impacts identified as moderate or major in severity may not be significant if the duration is short-term. However, moderate or major impacts of short-term duration may be significant if the quantity and quality of the resource is limited and/or the resource is unique or fragile. Further, moderate or major impacts to a resource may not be significant if the quantity of that resource is high or the quality of the resource is not unique or fragile.</p>	
<p><b>Criteria Used to Determine Significance. ARM 12.2.431(1).</b></p>	
(a)	<p>The severity, duration, geographic extent, and frequency of the occurrence of the impact</p> <p>“Severity” describes the density of the potential impact, while “extent” describes the area where the impact will likely occur, e.g., a project may propagate ten noxious weeds on a surface area of 1 square foot. Here, the impact may be high in severity, but over a low extent. In contrast, if ten noxious weeds were distributed over ten acres, there may be low severity over a larger extent.</p> <p>“Duration” describes the time period during which an impact may occur, while “frequency” describes how often the impact may occur, e.g., an operation that uses lights to mine at night may have frequent lighting impacts during one season (duration).</p>
(b)	<p>The probability that the impact will occur if the proposed project occurs; or conversely, reasonable assurance in keeping with the potential severity of an impact that the impact will not occur</p>
(c)	<p>Growth-inducing or growth-inhibiting aspects of the impact, including the relationship or contribution of the impact to cumulative impacts</p>

(d)	The quantity and quality of each environmental resource or value that would be affected, including the uniqueness and fragility of those resources and values
(e)	The importance to the state and to society of each environmental resource or value that would be affected
(f)	Any precedent that would be set as a result of an impact of the proposed project that would commit FWP to future actions with significant impacts or a decision in principle about such future actions
(g)	Potential conflict with local, state, or federal laws, requirements, or formal plans

### Recommendation for Further Environmental Analysis

An impact may be adverse, beneficial, or both. If none of the adverse effects of the impact are significant, an EIS is not required. ARM 12.2.431(2).

NO further analysis is needed for the proposed action	<input checked="" type="checkbox"/>
Further analysis is needed to complete the EA	<input type="checkbox"/>
FWP must conduct EIS level review for the proposed action	<input type="checkbox"/>

	Name	Title
EA reviewed by:	Hunter Harridge	Trail Stewardship Program Manager



Application

136376 - FWP Trail Stewardship Grant Program 2025

137506 - Malta Trails Inc. 2025 TSP Request for the Trafton Trailhead Initiative

FWP Montana Trail Stewardship Grant Program

Status: Under Review

Submitted Date: 01/28/2025 5:51 PM

### Primary Contact

Name:\* [Redacted] [Redacted] [Redacted] [Redacted]  
Salutation First Name Middle Name Last Name

Title:

Email: [Redacted]

Alternate Email

Address: [Redacted]

\* [Redacted] [Redacted] [Redacted]  
City State/Province Postal Code/Zip

Phone:\* [Redacted]  
Phone Ext.  
###-###-####

Alternate Phone

Fax:

Comments:

### Organization Information

Name: Malta Trails Inc.

Organization Type: Non-Profit Organization

Organization Website:

Address:

[REDACTED]

\*

[REDACTED]

City

[REDACTED]

State/Province

[REDACTED]

Postal Code/Zip

Phone:

[REDACTED]

Ext.

Alternate Phone

Fax:

Email address

Alternate Email

Comments:

Vendor ID

## Project Overview

Provide a short project title

2025 TSP Grant Application for the Malta Trails, Inc.

Provide a brief description of the project

Phase 1: Trail Management. Phase 2 & 3: Trailhead Development. Phase 4 Long term sustainability

Please select the work category that the project addresses.

New Trailhead Development (includes signage)

*Hold "CTRL" and click to select more than one response. If "Other" is selected, please specify below*

Other

Existing Trail Maintenance + New Trailhead Development (will not SAVE both selections at once)

Please select the primary recreational use-level this project supports.

Non-Motorized

*Select any other trail use(s) that will benefit from this project. Hold "CTRL" and click to select more than one response. If "Other" is selected, please specify below*

Does this project work to expand universal access to the outdoors?

Yes

Does this project address waste issues in the outdoors?

Yes

## Other Considerations

Is any part of this trail/project currently under litigation in a court of law?

No

Does this project require coordination with railroad companies (BNSF, MRL, etc.)?

No

Does the project require coordination with utility companies (Northwestern Energy, Avista, etc.)?

No

Does this project involve any Right of Way requiring approval by the Montana Dept of Transportation, a railroad company, utility company, or other land management agency?

No

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## Section 1: Project Location

**County(s) in which project will take place**

Phillips

*Hold CTRL and click to select more than one response.*

**City(s) or town(s) in which the project will take place (if applicable)**

MALTA

*List only city(s) or town(s) in which your project will take place. Do not include city(s) or town(s) near your project location.*

**Land Ownership Category(s)**

Municipal (Town/City)

*Select any category of landownership on which your project will take place. Hold CTRL and click to select more than one response.*

**List all landowners**

City of Malta.

See attached Letter of Support from the City of Malta and attached Milk River Bridge deed.

*List all landowners by name. Be specific. If your project takes place on Forest Service land, for example, list the specific National Forest and Ranger District.*

The Trafton trailhead initiative aims to transform the 104-year-old steel Milk River Bridge into the Trafton Trailhead. It will offer amenities including seating, maps, visitor information and parking.

The bridge was closed in the 1960s. It remains in fair condition. The bridge is missing decking and wing walls.

**If funding is for a trail, please include any physical attributes including length, width, surface type, location, and seasonal use. If requesting funds for maintenance or improvement activities, please include details about the current condition of the trail(s) or facilities in question.**

There is no parking. To access the trails there is a steep incline. To address this, an ADA-compliant gravel parking area will be leveled.

We will also hire a Trails Maintenance contractor to manage all the Malta trails and Trafton pedestrian bridge.

The north end of the bridge will be blocked off. See below.

(Please see Maps, Attributes, North End Blocked Off)

*List the name(s) of the trail(s) on which the proposed project will take place. You are limited to 500 characters. If your doesn't fit here, upload an Excel-style list as additional documentation.*

**Approximate Project Mileage or Approximate Size of Project Area (in acres)**

Four miles of trail maintenance + 238FT of bridge

Estimate the TOTAL number of miles this project will include. Write "N/A" if your proposed project is for a trailhead/trailside location only or if your project is for education/safety only.

### **Project Area Maps**

Attach a map or maps of your project location. On the map, clearly indicate the trail(s) and, when applicable, trail section(s) on which work will be conducted. If you are proposing grooming, indicate exactly which trails will be groomed with TSP funds. Be sure your map is to an appropriate scale. If you have more than 3 maps, upload the rest in the Additional Attachments form.

<b>Project Map 1</b>	1737521150968_MaltaTrails_Cartoon Map Arrows.pdf
<b>Project Map 2</b>	1736627412469_MaltaTrails_8.5x11_Satellite.pdf
<b>Project Map 3</b>	1737594118798_Trafton Map Illustrating Blind Corner if North End of Bridge opened to public.png

### **Legal Easements**

Attach any relevant legal easements or lease agreements here. If the proposed project is not entirely on public land and crosses/includes private property, the applicant must include an owner-signed legal easement or lease agreement. The document must be valid for a minimum of 15 years. Grooming projects require a 5-year legal easement or lease agreement. If you have more than three relevant documents, upload them in the Additional Attachments form.

**Legal Easement/Agreement 1**

**Legal Easement/Agreement 2**

**Legal Easement/Agreement 3**

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## **Section 2: Project Benefits**

Describe the intended recreational benefits of this project. Benefits may include improved safety, visitor experience, carrying capacity, trail sustainability, connectivity, and system access. Please include who the identified user groups are and any relevant user data.

Your response is limited to 1,500 characters.

***We are committed to our mission of creating a healthier community, one trail at a time, and this project is a true reflection of that dedication.***

This will serve as our **primary trailhead amenity**, becoming a **timeless symbol** for both the trail system and the City of Malta. Enhanced recreational opportunities from refurbishing the bridge will **boost community pride**. The bridge will provide inclusive, free access, making it a central attraction for both locals and visitors. After several years of planning, the completion of this project will draw a diverse range of trail users and enrich their experiences for generations to come.

A seasonal maintenance contractor will ensure that the trails are free of hazards and weeds, thereby **improving safety and user experience** for the existing Malta Trails system.

The ADA-compliant Trafton trailhead and parking area will connect to the Trafton Trails. It will also link to existing ADA restroom facilities provided by MDT, located a quarter mile away. This will provide Trailhead access at the intersection of US Highways #2 and #191. With appropriate signage, this will offer access for travelers heading to and from Billings and Great Falls. Malta also experiences many Midwest motorists passing through enroute to Glacier National Park that we will capture with proper wayfinding.

Moreover, enhancements to the Trafton Trailhead will **improve public access** for individuals of all ages and abilities within our community. According to the 2020 US Census, 23% of Phillips County residents are over 65, and 15% are classified as disabled, making upgrades to ADA parking crucial for promoting the trail system for these users. Our current trail system is used by many retirees who walk Trafton Trails daily.

The 2020 Census also states that 16.8% of the residents in Phillips County fall under poverty levels. Our improvements will offer **free outdoor recreational activities** for households of all income levels.

This initiative promotes outdoor recreational activities, including enjoying scenic vistas, observing wildlife, and a kayaking entry point beneath the bridge. Walkers, runners, and bikers use the diverse trails system. This will enrich the experience for both visitors and locals. User groups ranging from youth to the elderly, disabled individuals, veterans, locals, and passing tourists will all reap the recreational rewards of this project.

**Describe how this project engages local or regional partners, the benefits of these partnerships, and how partners will be specifically involved with the project. Partnerships may include land management agencies, NGOs, community or economic development groups, and volunteer run organizations. If no partnerships are involved, please provide an explanation.**

*Your response is limited to 1,500 characters.*

The Malta Trails Inc. has partnered with various local organizations to garner support. We will collaborate until we see the completion of the Trafton Trailhead bridge rehabilitation.

The **City of Malta** owns the land all the trails are located on, in addition to the Old Milk River Bridge. Over the last decade the City and Malta Trails have worked to develop the trails system and complete the bridge project. Both parties are eager our current project come to fruition. The City of Malta's **Parks and Recreation** program introduced a golf trail along the M-Trail path in 2024. This initiative continues to attract new trail users to the M Trail.

The **Phillips County Commissioners, PhillCoEconomic Growth Council** and the **Malta Public School System** are all supportive of the enhancements. The Manager of the **USFWS Bowdoin National Wildlife Refuge** aided Malta Trails Inc. with our MEPA compliance. All four have attached support letters of our efforts.

Additionally, Malta Trails Inc. is collaborating with the **Great Plains Dinosaur Museum** and the **Phillips County Historical Society**, both located along the Trafton Trail system. Tourists from around the world visit both museums and would greatly benefit from a historically themed nature walk. Malta Trails Inc. will join together with the museums to incorporate historical and dinosaur information uncovered in Phillips County. Some of these illustrations will engage youth through fun dinosaur facts and pictures, including how Phillips County is home to one of the best preserved dinosaurs ever discovered on earth. We plan to install signs that highlight Robert Trafton (Park Founder) and the land's history up to the present day.

Malta is located 20 miles east of the **Fort Belknap Reservation** and is home to 341 native residents according to the 2020 Census. Our intention is to include information about indigenous local tribes, *paying tribute to the history of their ancestors* in our signage.

In addition we are working closely with the **MDT Bridge Historian** who is assisting us with our **SHPO National Register information, Great West Engineering**, and utilizing an existing **MDT rest area** to complete this project.

***Our initiative will not only showcase what makes Malta unique, but also encourages collaboration among all participating entities.***

**Describe the potential community or economic benefits of this project. Benefits may include improved access to the outdoors by persons with disabilities, older citizens and other populations. As well as any information or data on how this project will support the local economy.**

*Your response is limited to 1,500 characters.*

The broader community benefits from our project will **enhance the quality of life for all user groups**. It supports **sustainability** of our trail system and community. Improvements will **increase public accessibility**. According to the Phillips County Growth Policy from PhillCo Economic Growth Council, the median age of the county continues to rise. Residents over 65+ make up the largest age group. The Trafton trailhead initiative will **promote a healthy, safe, environment for all ages**.

According to the 2020 US Census 16.8% of residents live in poverty. This highlights the necessity for **free outdoor public activities for all**.

The Trafton trail system is situated along the historic Lewis and Clark Trail. The location offers camping to users in summer and is a great riparian area, with birding and bat viewing opportunities. Furthermore, the USFWS Bowdoin National Wildlife Refuge is conveniently located 17 miles from Malta.

Our proposal seeks to **boost the region's economic advantages by attracting visitors** from around the world, across the nation, and Montana. Our focus will be to **capture tourists along the CROSSROADS OF THE HIGHLINE**, Highways #2 and #191. We also intend to promote the Trafton Trail to guests of the Phillips County Historical Society and the Great Plains Dinosaur Museum, both located on the trail system one mile from the trailhead repurposed bridge.

The Institute for Tourism and Recreation Research (ITRR) notes a continuous *increase in non-resident visitors to Montana each year*. SCORP indicates *Montana's outdoor recreation economy generates \$7.1 billion* in annual consumer spending. We aspire to capture a portion of that revenue in Malta. To accomplish this, we will **create a central information hub or kiosk** at the Trafton Trailhead, showcasing local attractions, businesses, restaurants, and hotels, which will invigorate commerce in Malta and **generate new revenue** for Phillips County.

The majority of community members support our initiatives and eagerly anticipate its realization. By preserving the Old Milk River Bridge, we aim to **elevate this historical landmark**, making it one of **Malta's key attractions**. Furthermore, we believe that the completion of the Trafton Trailhead Bridge will enhance Malta's appeal, drawing in new residents and **bolstering the local economy for future generations**. With our partnerships at the city, county, state, and federal levels, we can all recognize the benefits this project offers to residents and the local economy.

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## Section 3: Project Implementation Plan

**Describe the degree to which this project meets an existing goal and/or implements a strategy described within a local, state, or federal plan or strategy. Please properly cite specific plans/strategies being referenced, such as FWP's State Comprehensive Outdoor Recreation plan, and how the project aligns with goals and strategies.**

*Your response is limited to 1,500 characters.*

The Malta Trails Inc. proposal aims to enhance trail access with our maintenance contractor. The ADA parking lot will connect to a repurposed steel truss bridge, improving accessibility for all Trafton Trail users. Our ADA upgrades will support persons with disabilities, and free outdoor recreation will benefit everyone in our underserved rural area. Additionally, new wayfinding will direct visitors to the MDT Rest Area, a quarter mile away.

SCORP's **primary** objective: *Promote outdoor activities for EVERYONE.*

SCORP's **secondary** goal: *Enhance public access to outdoor recreation resources and facilities.*

The Trafton Trail initiative also aims to increase tourism revenue in Phillips County, while highlighting community opportunities and health benefits associated with outdoor activities. This aligns with our motto to, "enhance the quality of life, one trail at a time."

SCORP's **third** goal: *Support the economic vitality of communities and Montana.*

SCORP's **fourth** goal: *Improve quality of life through outdoor recreational experiences.*

We plan to install educational trail signs, which will showcase Malta's history and honor Robert Trafton, the park's namesake. These signs will also cover the history of the park, indigenous tribes, local dinosaur discoveries, and more.

SCORP's **sixth** goal: *Celebrate Montana's Outdoor Legacy.*

**Describe the estimated project timeline and associated tasks & milestones for implementation. Please include major dates and any administrative/procurement tasks such as contractor solicitation and timelines.**

*Your response is limited to 2,500 characters.*

**Malta Trails anticipates garnering additional grants to complete the Trafton Trailhead Initiative by 2026.**

• **PHASE ONE: SHORT TERM (April-May 2025)**

• **MILESTONE-Article for Phillips County News of TSP Award**

• Task A: ADVERTISE

• Promote job openings through local media and social media.

**Describe who will work on the project and their qualifications.**

*Your response is limited to 2,500 characters.*

**The Malta Trails Team comprises dedicated members with over 30 years of combined experience, including a Past President, President, and Secretary, each contributing a decade to the trail system. The Treasurer and Grant Consultant bring fresh and innovative ideas to strengthen our team.**

We will partner with local contractors and suppliers to **reduce costs and promote economic growth**. Due to our location, we have a variety of contractors with decades of hands-on experience and knowledge.

The trail maintenance contractor will be certified in weed spraying and knowledge.

The City of Malta will oversee the parking and bridge construction. Their support and understanding of the City building regulations will be invaluable.

Darrell Carney Construction will serve as the foreman for the project. His team will collaborate with the City, Great West Engineering, MDT, and SHPO to adhere to bridge construction guidelines.

Stein McFadden, County Maintenance, will ensure ADA regulations will be met with parking lot construction. The USFWS will be available as needed for MEPA compliance.

Local hardware stores, including Farmers and Ranchers, Bishop Building Supply, and Hardware Hanks, will source materials and provide supplies.

Big Sky Pipe and Supply, based in Great Falls, will sell bridge stringers and other bridge materials as needed.

The PC Historical Society and Great Plains Dinosaur Museum will contribute historical and dinosaur content for signage. Fisher Metal will furnish tubular steel sign frames. Based out of Fort Benton, they handle Fort Benton signage and understands best practices. Allegra Marketing Print Mail will handle graphic prints.

Certified accountants at CHMS will oversee the projects accounting/taxes, as they have for the last decade.

**All contracts will be acquired through competitive bids and RFQs.**

Local contractors that have expressed interest in this project include:

• Bridge Metal Fabrication: Randy Shores/Austin Bunk and Jordan Olsen Fencing and Fabrication. Randy has over 40 years of welding experience. Bunk and Olsen have a passion for welding in a variety of atmospheres.

• Bridge Contractors: Carney Construction, Handley Construction and Fuzz Carnahan Construction. Handley has a family background in carpentry, while Fuzz and Carney both have over 40 years of experience.

• MEC and Spencer Electric are local full-service electrical companies with multiple decades of electrical knowledge.

**Will a qualified state conservation corps or local youth trail crew be used to accomplish this project?** No

**If yes, a letter of commitment or support must be uploaded**

**Describe any ongoing maintenance needs following project completion. This may include staffing or financial needs to continue successful operation of the project, trail system, and/or sustain infrastructure improvements.**

Future ongoing requirements for this project will involve providing a contract for a trail maintenance position to manage all of our trails. Regular inspections conducted by a bridge engineer and periodic ultrasonic testing will guarantee the safety and integrity of the bridge.

Regular Trail Maintenance: May - October

Trafton Trails, Trailhead and Bridge Maintenance:

1. Mowing: All trails should be mowed on a monthly basis.
2. Weed Control: spray and handpull weeds -June to September.
3. Entrances & Parking Areas: Mow and spray at all entry points
4. Dog Poti Stations: Empty and refill these stations monthly, and remove weeds around them.
5. M Trail Maintenance: Remove weeds surrounding fire hydrants and the mosquito statue.
6. Bench Areas: Mow and clear debris around benches and Dog Poti stations.
7. Debris Removal: Clear brush removal from trails path as needed.
8. Close Bridge for winter season.

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## TSP Project Budget

Category	TSP Request	Cash Match (including monetary donations, paid labor, etc.)	Value of In-Kind Labor/Contributi ons	Total Match Amount (Cash plus In-Kind)	Total Project Cost (TSP Request Plus Total Match)
<b>Salaries/Payroll</b>					
Salaries/Labor	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
<b>Construction/Materials</b>					
Materials	\$70,000.00	\$0.00	\$10,000.00	<b>\$10,000.00</b>	\$80,000.00
Construction	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Contracts	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Purchase/Lease of Maintenance Equipment	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Equipment Rental	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Operation of Maintenance Equipment	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Miscellaneous Purchases and Services	\$7,000.00	\$0.00	\$0.00	<b>\$0.00</b>	\$7,000.00
<b>Grooming</b>					
Standard Groomer Reimbursement (\$20/hr)	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00

Large Groomer Reimbursement (\$120/hr)	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
<b>Contracted Services</b>					
Contracted Services	\$20,000.00	\$0.00	\$0.00	<b>\$0.00</b>	\$20,000.00
<b>Travel Expenses</b>					
Lodging	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Meals	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
Mileage/Gas	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>	\$0.00
<b>Administrative Costs</b>					
7% Admin	\$3,000.00	\$0.00	\$0.00	<b>\$0.00</b>	\$3,000.00
<b>Totals</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$110,000.00</b>

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## Budget Narrative

Detail each budget line item you entered under "TSP Request"

*Your response is limited to 1,000 characters.*

**Miscellaneous Services:**

<u>Great West</u>	<u>\$7,000</u>	<u>Updated Bridge</u> <u>Evaluation/Inspection/Great West</u>
<b>Materials:</b>		
<u>Big Sky Pipe &amp; Supply</u>	<u>\$5,000</u>	<u>(9)Bridge Stringers (10"x30#x40ft)</u>
<u>Farmers &amp; Ranchers</u>	<u>\$55,000</u>	<u>includes \$35,000 planks + \$9,000 rail kit,</u> <u>nuts/bolts</u>
<u>Malta Ready Mix</u>	<u>\$10,000</u>	<u>Cement for end abutment/wing wall</u> <u>2025-2026 season. Part time. May-</u>
<u>2 Year Trails Maintenance</u>	<u>\$20,000</u>	<u>October. Will maintain all the Malta</u> <u>Trails/Trailhead.</u> <u>TSP Reporting. Coordinate with Forman,</u> <u>suppliers, ensure compliance with MEPA</u>
<u>Admin</u>	<u>\$3,000</u>	<u>and Milk River Flood plain. Execute</u> <u>payments, accounting.</u>

**TOTAL TSP 2025 REQUEST:\$100,000**

Contracted Services/Trails Maintenance Contractor  
 · 5 days/month= 40 hours/month x 6 months=240 hours/season.  
 · 240hours @25/hour=6,000/year.  
 · Sprayer/mower equipment provided by contractor=\$4,000  
 · Total Trails Maintenance/Season=\$10,000/year

**2025-2026 Trails Maintenance Total \$20,000 TSP request**

The Malta Trails will collaborate with Great West to update our bridge evaluation and provide a detailed review. We will source materials through Farmers and Ranchers and Big Sky Pipe and Supply. Concurrently, we will coordinate with Malta Ready Mix for cement work to begin the bridge rehabilitation's end abutment. The new trails maintenance contractor will begin managing all the Malta Trail System as soon as they are hired. Malta Trails Treasurer will handle payments and accounting. The Hi Line Agency will be contracted for grant reporting and project administration.

*If desired, attach additional documentation to justify your project costs.*

**Provide detail on each budget line item you entered under "Cash Match"**

*Cash match represent the cash your organization has to spend on this project (donations, salaries, etc.). Your response is limited to 1,000 characters.*

*Our cash match line items amount to \$11,000. Malta Trails will begin soliciting fundraising donations from the residents of Phillips County. **Our goal is to raise \$11,000**, which will be used to purchase planks for the restoration of the pedestrian bridge. Each plank will feature the names of the donors, allowing everyone to contribute to this significant event.*

*Each plank will be sold for \$150/plank. When we sell **75 planks** we will exceed our **goal! We hope we BREAK OUR GOAL!!***

**Provide detail on each budget line item you entered under "In-Kind Labor/Contributions"**

*All In-Kind Labor/Contributions must relate directly to this TSP project. If you are using volunteer labor as match, you must utilize the TSP's volunteer labor rate of \$30/hour to calculate the labor's value. You must detail how many hours are expected and from what source/events. Your numbers should be based off your organization's previous experience with projects similar to this one.*

*If desired, attach additional documentation detailing/justifying your project budget expenses and match. This is not necessary if budget line items were adequately addressed and clarified in the previous fields.*

*Your response is limited to 1,000 characters.*

**We plan to utilize our cash match in our budget through community plank donations as described above.**

We anticipate receiving other in-kind donations from the community during 2025-2026, including:

- Local Trucking Companies-May transport materials - 20 hours
- Local Contractors-May donate in kind labor - 40 hours
- Bobcat Use- Local owners may provide this machinery- 20 hours
- Administration-Will donate behind the scenes for bridge/trails maintenance - 160 hours
- Volunteer Hours-Will be donated for the Trafton Trailhead Brewfest - 80 hours

**A minimum of 240 volunteer hours is anticipated towards the completion of this project.**

---

## Partial Funding

**If not selected for full funding, is the applicant interested in partial funding to help support portions of the project?**

Yes

**If you answered "yes" to the possibility of partial funding, please identify the funding area(s) and project priorities that are most important.**

1. Seasonal trails management position/two year salary. A few volunteers have maintained the trails for ten years. This is not sustainable in the long term.

2. Rehabilitation of the Old Milk River Bridge into the Trafton Trailhead pedestrian bridge.

---

## Environmental Documents

**Please select one of the following project categories.**

New Trailhead Development (includes signage)

**Describe how this project benefits the natural environment or habitat through the mitigation of negative impacts? Benefits may include limiting disturbance to vegetation and habitat, reducing issues of soil erosion, and preventing waste. If no benefits exist, please provide an explanation.**

The trails maintenance contractor will handle the removal of waste and debris, control weeds and monitor any noxious weeds present. This role will also address soil erosion by promptly fixing any issues that arise. *By converting the old bridge into a pedestrian trailhead, we can safeguard the bridge from future deterioration.*

According to the attached MEPA compliance, the construction impacts of the project will be short-term and minimal. There will be no effect on the area's geology.

Moreover, the document highlights the **positive effects** of enhancing access and the quality of recreational and wilderness activities. The project will have a favorable impact on aesthetics, beneficial social and economic conditions, along with improved human health and safety. The rehabilitation of the bridge will also preserve this special historical site for the long term.

The Trafton Trailhead Bridge enhancements and the area surrounding the, "Old Milk River Bridge" will be **preserved** as a result of these upgrades.

In conclusion, these beneficial changes will promote greater use of our local natural resources by improving access to the trails through TSP funds. *Thank you for helping us, "build a healthier community, one trail at a time."*

**Environmental Document 1**

1737340830951\_MEPA\_MaltaTrailsInc\_2025.pdf

**Environmental Document 2**

1737340768196\_BowdoinLetterofSupport\_MaltaTrails\_USFW S2025.pdf

**Environmental Document 3**

**Additional Comments regarding Environmental Review Documents (Optional):**

We have attached our completed MEPA form along with the Letter of Support from Bowdoin National Wildlife Refuge, the organization that completed the MEPA form.

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## **Attachments**



M Trail weed management, tree removal and mowing

MT\_MTrail\_Pics\_II

684 KB



## M Trail weed management and mowing

M Trail Pics III

681 KB



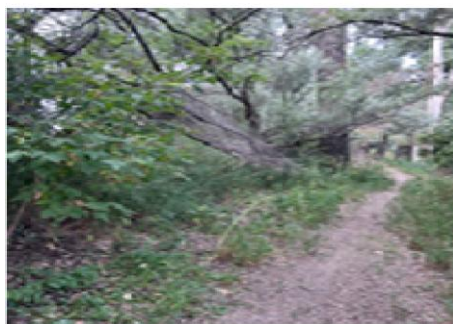
M Trail weed maintance and tree removal

M Trail Pics

688 KB



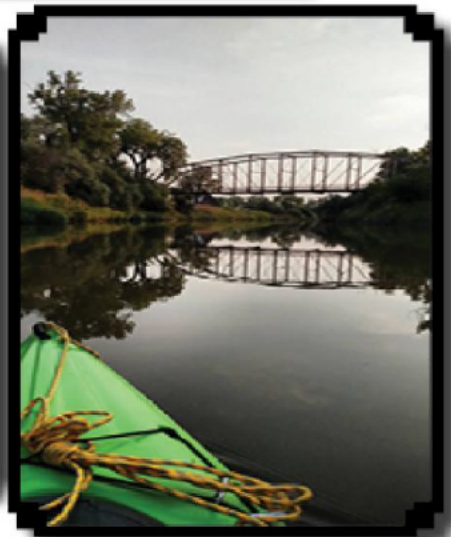
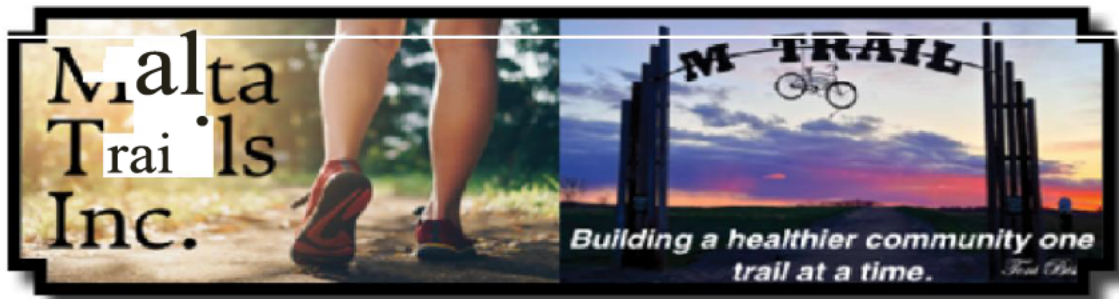
Lower Trafton Trail tree removal  
scenic trail meanders along the Milk River.  
This section experiences periodic flooding



Lower Trafton Trail  
noxiousweedremoval  
andmovn.ng

Lower Trafton Trail Pics I

490 KB



Trails Motto Scenic Views

480 KB



Upper Trafton Trail Picture

2.1 MB

File Name	Description	File Size
2024 Oct. 15 mtg min.docx	Minutes from Malta Trails meeting approving the TSP proposal	20 KB
2025 Completion of Multi Use Trail Along Hwy 191.pdf	ADDENDUM: Multi Use Trail along Hwy South 191. Will be completed 2025.	1.4 MB
2025_TRAFTON_TRAILHEAD_INITIATIVE.pdf	TRAFTON_TRAILHEAD_INITIATIVE	1.6 MB
Additional Dimensions for M Trails Attributes.xlsx	Additional Description for All Malta Trail Attributes	10 KB
Bill of Sale Bridge.pdf	City_Malta_TraftonBridge_BillOfSale	57 KB
BowdoinLetterofSupport_MaltaTrails_USFWS2025.pdf	LOS_USFWS	66 KB
City of Malta Letter of SupportMalta Trails Support Letter 12-16-2024.PDF	LOS_City of Malta	357 KB
Farmers & Ranchers Quote 1.24.25.pdf	Materials Quotes-Milk River Bridge	523 KB
GPDM Support letter for Malta Trails 2025.pdf	LOS_Great Plains Dinosaur Museum	154 KB
Malta Chamber of Commerce - Support of Letter MT FWP TSP Grant 2025.doc	LOS_Malta Chamber of Commerce	265 KB
MEPA_MaltaTrailsInc_2025.pdf	MEPA	334 KB
Milk River Bridge North End Blocked OFF.docx	Reasons the Trafton bridge will not be a thoroughfare.	6.1 MB
Parking Lot Trafton.pdf	Pictures of proposed Trafton Parking Lot	12.2 MB
PCCommissionersMalta Trails LOS 1 15 25.docx	LOS_PCCommissioners	267 KB
PCN 3.30.20 Trafton Bridge Article.heic	PCN Article 9.30.20 Trafton Bridge Plans for Rehabilitation	2.6 MB
Re_Letter of Support for Malta Trail Project PCHospital.rtf.zip	LOS_Phillips County Hospital	20 KB
Support Letter from Mr. Bucks Trails.pdf	LOS_Malta High School	72 KB
Trafton Bridge-24PH3219.pdf	MT Dept of Transportation Trafton Bridge Evaluation 1999	192 KB
TraftonParkBridgeEvaluation_3_17_21.pdf	Old Milk River Bridge-Evaluation from Great West Engineering-2021	2.9 MB

---

## Application Certification

*To the best of my knowledge and belief, the information provided in this application and in the attached documents is true and correct.*

**Authorized Representative:**

Sara Warren

**Date:**

01/28/2025

**Title:**

Hi Line Agency LLC, Grant Manager

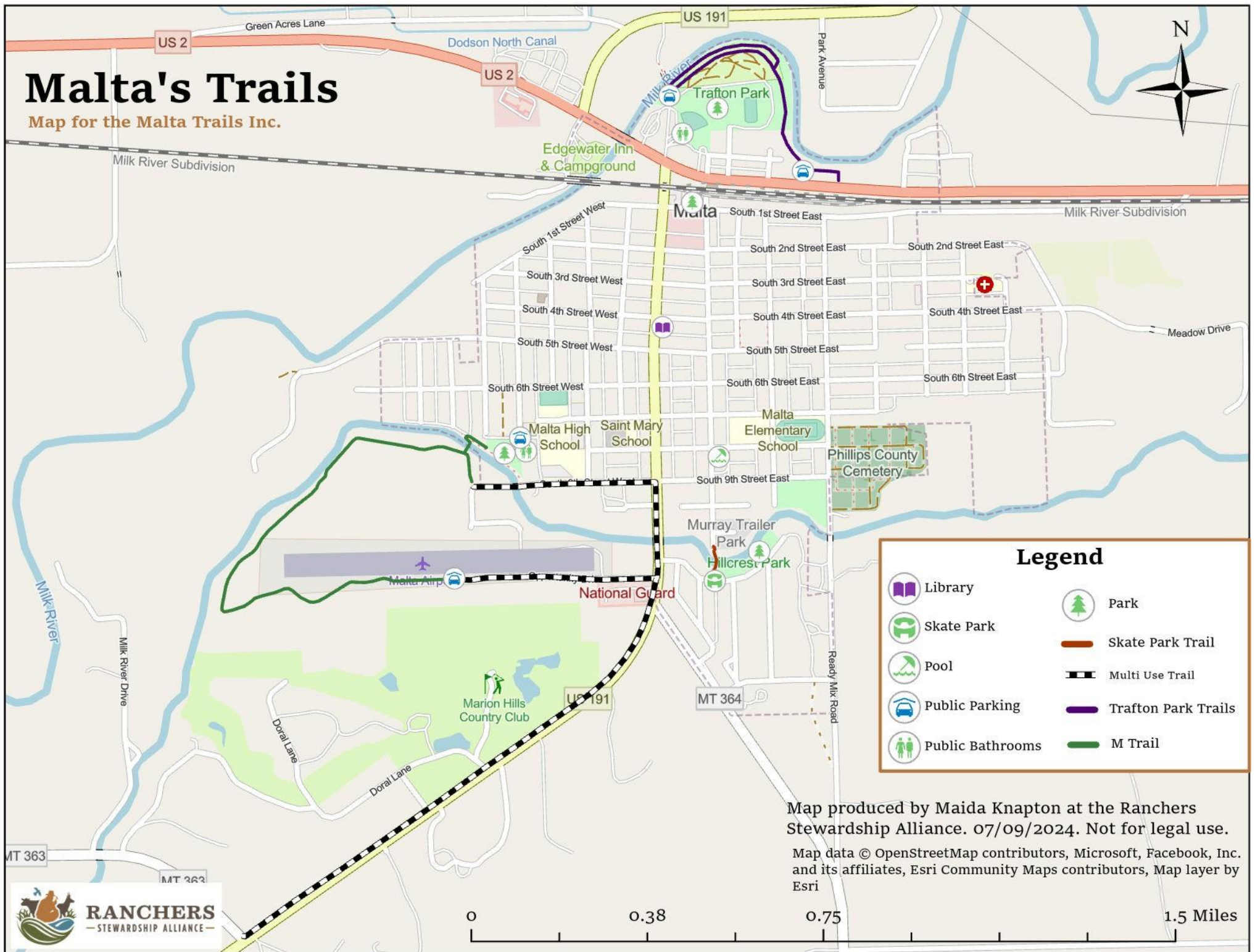
*I understand that if all forms and documents are not submitted to the Department of Fish, Wildlife & Parks by the application deadline this application will not be accepted.*

**I understand and will comply with these requirements (including affirming that all of the Environmental Review processes have been considered, submitted and are still valid):**

Yes

# Malta's Trails

Map for the Malta Trails Inc.



**RANCHERS**  
— STEWARDSHIP ALLIANCE —

# Malta's Trails

Map for the Malta Trails Inc.



### Legend

	Library		Park
	Skate Park		Skate Park Trail
	Pool		Multi Use Trail
	Public Parking		Trafton Park Trails
	Public Bathrooms		M Trail

Map produced by Maida Knapton at the Ranchers Stewardship Alliance. 07/09/2024. Not for legal use.



Esri Community Maps Contributors, Montana State Library, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc. METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar





**Environmental Review Form  
Trail Stewardship Program  
2024 Grant Cycle**

<b>Proposed Project Name:</b>	Malta Trails Inc, ADA compliant parking long and bridge rehabilitation.
<b>Organization Applying for Funds:</b>	Malta Trails, Inc. Malta, MT

*Before a proposed project may be approved, environmental review must be conducted to identify and consider potential impacts of the proposed project on the physical environment and human population (human environment) affected by the project.*

### Summary of Potential Impacts on the Physical Environment and Human Population

*The impacts analysis identifies and evaluates **direct, secondary, and cumulative impacts.***

- **Direct impacts** are those that occur at the same time and place as the action that triggers the effect.
- **Secondary impacts** "are further impacts to the human environment that may be stimulated or induced by or otherwise result from a direct impact of the action." ARM 12.2.429(18).
- **Cumulative impacts** "means the collective impacts on the human environment of the proposed action when considered in conjunction with other past and present actions related to the proposed action by location or generic type. Related future actions must also be considered when these actions are under concurrent consideration by any state agency through pre-impact statement studies, separate impact statement evaluation, or permit processing procedures." ARM 12.2.429(7).

*Where impacts are expected to occur, the impact analysis estimates the **extent, duration, frequency, and severity** of the impact. The duration of an impact is quantified as follows:*

- **Short-Term:** impacts that would not last longer than the proposed project.
- **Long-Term:** impacts that would remain or occur following the proposed project.

*The severity of an impact is measured using the following:*

- **No Impact:** there would be no change from current conditions.
- **Negligible:** an adverse or beneficial effect would occur but would be at the lowest levels of detection.
- **Minor:** the effect would be noticeable but would be relatively small and would not affect the function or integrity of the resource.
- **Moderate:** the effect would be easily identifiable and would change the function or integrity of the resource.
- **Major:** the effect would irretrievably alter the resource.

Table 1 - Potential Impacts of Proposed Project on the Physical Environment

PHYSICAL ENVIRONMENT	Duration of Impact			Severity of Impact					Notes
	None	Short-Term	Long-Term	None	Negligible	Minor	Moderate	Major	
Terrestrial, avian, and aquatic life and habitats	D	S	D	<input type="checkbox"/>	<input type="checkbox"/>	0	D	<input type="checkbox"/>	Impact on the actual parking lot and bridge areas will not change, as they are already altered. Construction to the area will be short-term and minor.
Water quality, quantity, and distribution	<input type="checkbox"/>	Q"	<input type="checkbox"/>	D	<input type="checkbox"/>	0	<input type="checkbox"/>	<input type="checkbox"/>	Impact during construction will be short-term and minor with all precautions taken to minimize erosion into Milk River.
Geology	13'	D	D	<input type="checkbox"/>	D	0	<input type="checkbox"/>	<input type="checkbox"/>	No impact to geology in the area.
Soil quality, stability, and moisture	<input type="checkbox"/>	g'	<input type="checkbox"/>	<input type="checkbox"/>	D	Gl'	<input type="checkbox"/>	D	Impact during construction will be short-term and minor, with all precautions taken to minimize erosion into Milk River.
Vegetation cover, quantity, and quality	D	0	D	D	D	i;a'	D	D	Impact during construction will be short-term and minor, with all precautions taken to minimize erosion into Milk River.
Aesthetics	D	D	Q,'	D	D	D	◆-+-	D	Impacts will be improvements to the area after construction.
Air quality	0	<input type="checkbox"/>	D	lid"	D	D	D	D	No impact to air quality.
Unique, endangered, fragile, or limited environmental resources	D	g/	D	D	D	g1	<input type="checkbox"/>	D	No unique, endangered, or limited environmental resources. Riverine systems are fragile, requiring precautions to minimize erosion of banks of the Milk River, which should be short-term and minor.
Historical and archaeological sites	D	D	Gt	D	<input type="checkbox"/>	D	<input type="checkbox"/>	or +	Bridge rehabilitation will improve historical sites for the long term.
Demands on environmental resources of land, water, air, and energy	<input type="checkbox"/>	D	0	D	if	<input type="checkbox"/>	<input type="checkbox"/>	D	Use of the natural resources will increase after parking lot enhancement and rehabilitation of the bridge, as this will allow for people to access the trails. Use will be non-consumptive, passive with walking and wildlife watching.

-f : ◆c, <...H.Vc. M 'fC<-'+;-

Table 2 - Potential Impacts of Proposed Project on the Human Population

Resource	Duration of Impact			Severity of Impact					Notes
	None	Short-Term	Long-Term	None	Negligible	Minor	Moderate	Major	
Social structures and mores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to social structures and mores.
Cultural uniqueness and diversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to cultural uniqueness and diversity.
Access to and quality of recreational and wilderness activities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be long-term impact with the project to access for recreational activities, since access will be improved to those needing ADA compliant parking.
Local and state tax base and tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to tax revenues.
Agricultural or Industrial production	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to agriculture or industrial production.
Human health and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access to outdoor trails could improve human health and safety.
Quantity and distribution of employment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to quantity and distribution of employment.
Distribution and density of population and housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to density and population of housing.
Demands for government services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintenance of the project will be required after construction.
Industrial, agricultural, and commercial activity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to industry, agriculture, and commercial activity.
Locally adopted environmental plans and goals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impact to locally adopted environmental plans and goals. Will impact the environment by providing better access to the outdoors.
Other appropriate social and economic circumstances	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Visitor use could increase by both local and non-locals. Non-local use could bring in dollars to the area.

---?a.c...?ct,1-tW 11-?a.c...?---

Table 3: Determining the Significance of Impact on the Quality of the Human Environment

If the EA identifies impacts associated with the proposed project FWP must determine the significance of the impacts. ARM 12.2.431. This determination forms the basis for FWP's decision as to whether it is necessary to prepare an environmental impact statement. An Impact may be adverse, beneficial, or both. If none of the adverse effects of the Impact are significant, an EIS is not required. An EIS is required if an impact has a significant adverse effect, even if the agency believes that the effect on balance will be beneficial. ARM 12.2.431.

According to the applicable requirements of ARM 12.2.431, FWP must consider the criteria identified in this table to determine the significance of each impact on the quality of the human environment. The significance determination is made by giving weight to these criteria in their totality. For example, Impacts identified as moderate or major in severity may not be significant if the duration is short-term. However, moderate or major impacts of short-term duration may be significant if the quantity and quality of the resource is limited and/or the resource is unique or fragile. Further, moderate or major impacts to a resource may not be significant if the quantity of that resource is high or the quality of the resource is not unique or fragile.

**Criteria Used to Determine Significance**

1	The <b>severity, duration, geographic extent, and frequency</b> of the occurrence of the impact <b>"Severity"</b> describes the density of the potential impact, while <b>"extent"</b> describes the area where the impact will likely occur, e.g., a project may propagate ten noxious weeds on a surface area of 1 square foot. Here, the impact may be high in severity, but over a low extent. In contrast, if ten noxious weeds were distributed over ten acres, there may be low severity over a larger extent. <b>"Duration"</b> describes the time period during which an impact may occur, while <b>"frequency"</b> describes how often the impact may occur, e.g., an operation that uses lights to mine at night may have frequent lighting impacts during one season (duration).
2	The probability that the impact will occur if the proposed project occurs; or conversely, reasonable assurance in keeping with the potential severity of an impact that the impact will not occur
3	Growth-inducing or growth-inhibiting aspects of the impact, including the relationship or contribution of the impact to cumulative impacts
4	The quantity and quality of each environmental resource or value that would be affected, including the uniqueness and fragility of those resources and values
5	The importance to the state and to society of each environmental resource or value that would be affected
6	Any precedent that would be set as a result of an impact of the proposed project that would commit FWP to future actions with significant Impacts or a decision in principle about such future actions
7	Potential conflict with local, state, or federal laws, requirements, or formal plans



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Bowdoin National Wildlife Refuge  
194 Bowdoin Auto Tour Road  
Malta, Montana 59538  
Phone: (406) 654-2863 FAX: (406) 654-2866

15 January 2025

Malta Trails, Inc.  
PO Box 324  
Malta, MT 59538

To Whom it May Concern,

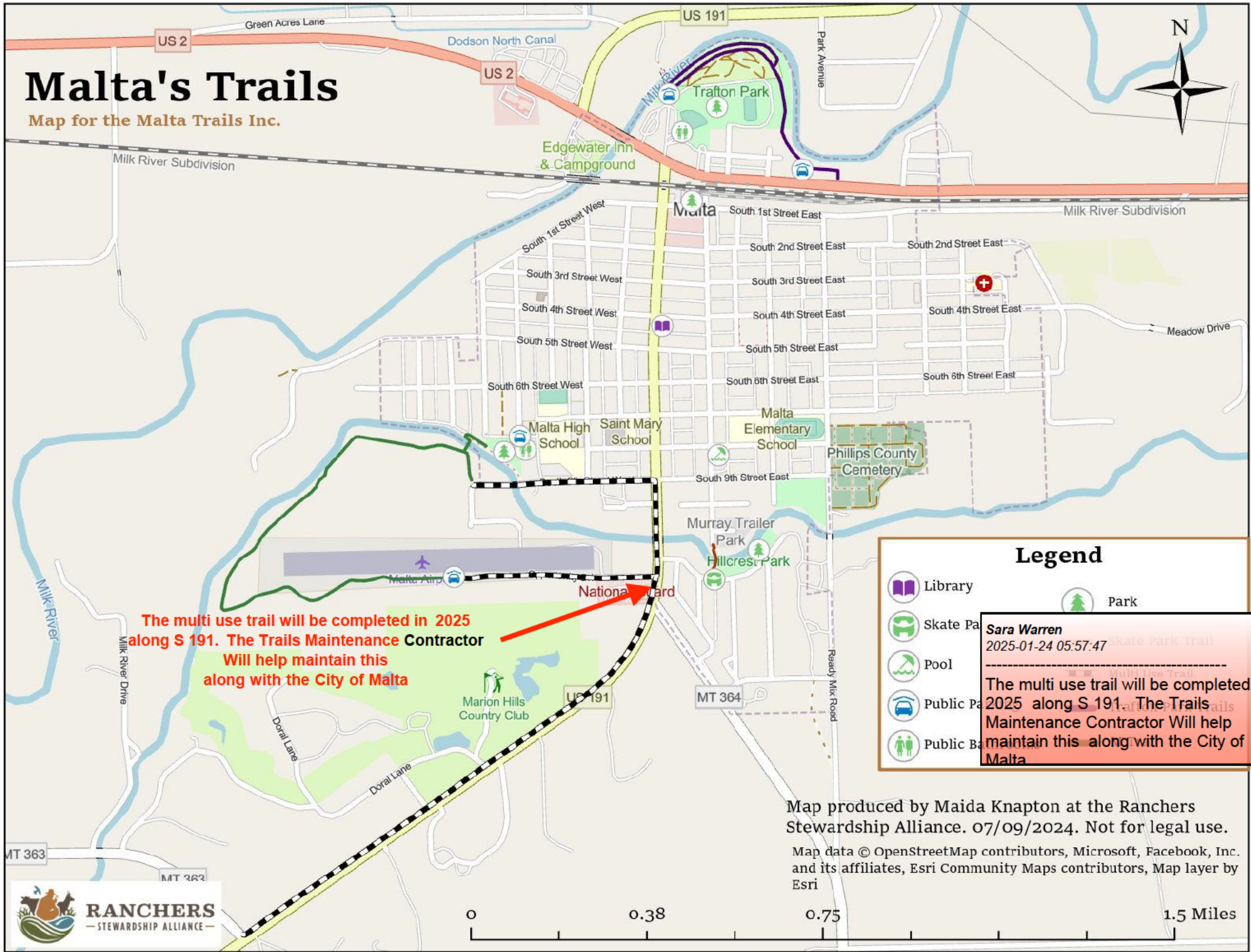
This letter hereby extends support to Malta Trails, Inc. from the U.S. Fish and Wildlife Service on their Trafton Park enhancement plans and in hiring a seasonal maintenance contractor. The impact of enhancing the parking lot area and rehabilitating a historic bridge on the environment is minimal to an already altered park setting. The improvements of the parking area by making it ADA compliant will allow for more residents of Malta and visitors to the area to have access to a walking path and eventually the bridge overlook. Rehabilitation of the bridge will not only bring history to the present day, but also provide users another way to enjoy the plants, wildlife, and waters that the Milk River area has. Use in Trafton Park, and other areas maintained by Malta Trails Inc., includes many people who come to Bowdoin National Wildlife Refuge. The Milk River and canal habitat compliments what Bowdoin has to offer by broadening habitat types and thus various wildlife, including migrating and breeding birds, attracting both wildlife and humans alike. This in turn, brings in people for wildlife viewing to a larger aspect of the area, not just the Refuge. Staff at Bowdoin regularly point out other locations to view wildlife not seen on the Refuge, and Trafton Park is one of those locations. Not only are the enhancements going to benefit the public, but by maintaining the trails with a dedicated person, this ensures ability to access and utilization. Bowdoin NWR and the Malta Trails brings in visitors from all over and broadens the ability to get outside, exercise, and enjoy the natural surroundings to all members of the Malta Community.

Sincerely,

Jessica Larson  
Wildlife Biologist  
Bowdoin National Wildlife Refuge  
jessica\_larson@fws.gov

# Malta's Trails

Map for the Malta Trails Inc.



The multi use trail will be completed in 2025 along S 191. The Trails Maintenance Contractor Will help maintain this along with the City of Malta

**Sara Warren**  
2025-01-24 05:57:47

The multi use trail will be completed in 2025 along S 191. The Trails Maintenance Contractor Will help maintain this along with the City of Malta

Map produced by Maida Knapton at the Ranchers Stewardship Alliance. 07/09/2024. Not for legal use.

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri





# Trafton Trailhead Initiative

Picture of the Old Milk River Bridge (left)  
 Courtesy: Phillips County News

Malta Trails & City of Malta  
**GOAL ONE:**  
**GARNER GRANTS & REFURBISH**  
 the Milk River Bridge to the  
**Trafton Trailhead by 2026**



**FUTURE VISION**  
 Fort Benton Pedestrian Bridge  
 Courtesy: Great West Engineering (right)

**CONTRIBUTE towards the LEGACY**  
**Donate Commemorative Planks for \$150/ea.**

**GOAL TWO: RAISE \$11,000**



**Robert Trafton**  
 Courtesy: Mike Mansfield Center, Missoula. (above)

Robert McIntosh Trafton, pioneer merchant of Malta, gifted the land that Trafton Park, Trafton Trails *and soon to be Trafton Trailhead* are on today.



**LET'S HONOR OUR PAST & OUR HERITAGE!**

The Illinois Steel Bridge Company around 1911. Milk River Wagon Bridge. Courtesy: of the P. C. Museum (left)

:"IS7659

Please Return To:  
City of Malta  
PO Box 1300  
Malta, MT 59538

357659 Fee: \$0,00 2 Pgs Bk 92-DOC Pg 915-916  
PHILLIPS COUNTY, MT Recorder At 2:50 PM  
Lynnel LaBrie, Clk & Rcdr By  
Return to: CITY OF MALTA  
BOX 1300  
MALTA MT 59538

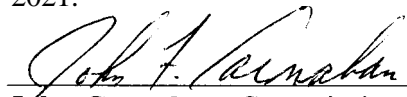
**BILL OF SALE**

**KNOW ALL MEN BY THESE PRESENTS:** That **PHILLIPS COUNTY, MONTANA, a body politic and corporate** of PO Box 360, Malta, Montana the **SELLER** for and in consideration of **ONE DOLLAR AND OTHER VALUABLE CONSIDERATION (\$1.00)**, receipt whereof is hereby acknowledged; does bargain, sell, transfer and deliver over unto, **THE CITY OF MALTA, a body politic and corporate**, organized and existing under the laws of the State of Montana, of PO Box 1300, Malta, Montana 59538, the **BUYER**, its successors and assigns, the following chattels:

**Old Highway 2 Milk River Bridge located at Trafton Park, Malta, Montana**

TO HAVE AND TO HOLD the same, to the said Buyer, its successors and assigns FOREVER; and the Seller does for its successors and assigns, covenant and agree to and with the Buyers, its successors and assigns, to warrant and defend and does warrant the sale of the said property, goods and chattels and the sale hereby made, unto the said Buyer, its successors and assigns, against all and every person and persons whomsoever lawfully claiming or to claim the same.

**IN WITNESS WHEREOF**, the Seller has hereunto set its hand the <sup>13<sup>th</sup></sup> day of March, 2021.

  
John Carnahan, Commissioner

<sup>cP</sup>  
  
Richard Dunbar, Commissioner

  
Bruce Christofferson, Commissioner





## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Bowdoin National Wildlife Refuge  
194 Bowdoin Auto Tour Road  
Malta, Montana 59538  
Phone: (406) 654-2863 FAX: (406) 654-2866

15 January 2025

Malta Trails, Inc.  
PO Box 324  
Malta, MT 59538

To Whom it May Concern,

This letter hereby extends support to Malta Trails, Inc. from the U.S. Fish and Wildlife Service on their Trafton Park enhancement plans and in hiring a seasonal maintenance contractor. The impact of enhancing the parking lot area and rehabilitating a historic bridge on the environment is minimal to an already altered park setting. The improvements of the parking area by making it ADA compliant will allow for more residents of Malta and visitors to the area to have access to a walking path and eventually the bridge overlook. Rehabilitation of the bridge will not only bring history to the present day, but also provide users another way to enjoy the plants, wildlife, and waters that the Milk River area has. Use in Trafton Park, and other areas maintained by Malta Trails Inc., includes many people who come to Bowdoin National Wildlife Refuge. The Milk River and canal habitat compliments what Bowdoin has to offer by broadening habitat types and thus various wildlife, including migrating and breeding birds, attracting both wildlife and humans alike. This in turn, brings in people for wildlife viewing to a larger aspect of the area, not just the Refuge. Staff at Bowdoin regularly point out other locations to view wildlife not seen on the Refuge, and Trafton Park is one of those locations. Not only are the enhancements going to benefit the public, but by maintaining the trails with a dedicated person, this ensures ability to access and utilization. Bowdoin NWR and the Malta Trails brings in visitors from all over and broadens the ability to get outside, exercise, and enjoy the natural surroundings to all members of the Malta Community.

Sincerely,

Jessica Larson  
Wildlife Biologist  
Bowdoin National Wildlife Refuge  
jessica\_larson@fws.gov

# CITY OF MALTA

39 SOUTH 2ND STREET \* PO Box1300 \* MALTA, MT 59538

CROSSROADS OF THE HI-LINE

406-654-1251

JOHN DEMARRAIS, MAYOR  
BONNIE W.F. DEHRICK, COUNCILPERSON  
LAURA PANKRATZ, COUNCILPERSON

LORR R. BOND, CLERK/TREASURER  
DAVID RUMMEL, COUNCILPERSON  
WILLIAM HICKS, COUNCILPERSON

December 16, 2024

Malta Trails Inc.  
PO Box 324  
Malta, MT  
59538

To Whom It May Concern:

The City of Malta endorses the Malta Trails application for the 2025 Montana Trail Stewardship Program (TSP) grant, which aims to support the maintenance of the Malta Trail system. This grant will also facilitate the development of the Trafton Trailhead parking lot and the trailhead at the Old Milk River Bridge in Malta, MT.

Since 2014, the City of Malta and the Malta Trails community group have collaborated closely to enhance the Malta trail system. The City of Malta owns all the property that the trails are located on. The city recognizes the significant benefits these local trails provide to both residents and visiting tourists. The trail system serves as an essential resource for recreation, exercise, and mental well-being.

The City of Malta fully supports the Malta Trails' application for funding from the Montana Trail Stewardship Program, as the trail system is a vital and valued recreational asset for Phillips County.

Finally, the City of Malta actively endorses the Statewide Comprehensive Outdoor Recreation Plan (SCORP) as a strategic framework for the effective management of our local trails and outdoor recreational activities.

Sincerely,

A stylized handwritten signature in blue ink, consisting of the lowercase letters 'fa' followed by a blue square containing a white question mark.

*John Demarrais*  
Mayor  
City of Malta





December 19, 2024

Hunter Harridge  
TSP Program Manager  
Montana Fish Wildlife and Parks  
Trail Stewardship Program  
Helena, MT 59620-0701

**RE: Letter of Support for Malta Trails, Inc.  
2025 Trail Stewardship Program Application**

Dear Hunter Harridge and TSP Review Committee,

On behalf of the Great Plains Dinosaur Museum (GPDM) in Malta, Montana, I am writing to express our enthusiastic support for Malta Trails, Inc., and their application for 2025 Trail Stewardship Program (TSP) grant funding.

GPDM is proud to be an integral part of Malta's tourism and local economy, hosting over 3,000 visitors annually. The majority of our guests travel from out of state, contributing to the vitality of tourism-related businesses in the region. Our museum shares a parking area with the Phillips County Museum, which serves as a direct access point to the Trafton Trail. Visitors often take advantage of this amenity, enjoying a refreshing break on the trail while exploring the area's cultural and natural attractions.

The Trafton Trail adds immense value to our community and enhances the visitor experience. Families and small groups traveling along U.S. Highway 2 are drawn to our museum by the unique outdoor exhibits, including life-sized dinosaur sculptures and a hands-on dig pit. After exploring GPDM, many visitors extend their stay to enjoy the trail's shaded rest areas, scenic walk to Trafton Park, and connections to other community attractions such as the Malta Bird Sanctuary, HG Robinson House gardens, and geocaching sites.

Despite these benefits, the need for improved signage and trailhead infrastructure has been a recurring observation from both locals and travelers. The proposed goals of Malta Trails—seasonal maintenance, expanded parking, trailhead development, and the completion of the Trafton Bridge—will greatly enhance access and usability for all. These improvements will directly benefit not only Trafton Trail users but also visitors to our museums and other local destinations.

As we prepare to celebrate the 20th anniversary of the Montana Dinosaur Trail in 2025, we are excited about the potential for collaborative efforts with Malta Trails. We've already begun discussions about joint events, activities, and marketing initiatives that could extend through the 25th anniversary of the trail.

GPDM fully supports Malta Trails' vision and phased development plan. Their commitment to seasonal maintenance, infrastructure enhancements, and increased connectivity aligns perfectly with our shared goals of improving community resources and fostering sustainable tourism.

We wholeheartedly endorse Malta Trails' application for TSP funding and pledge our active partnership to ensure its success. Together, we can enhance the quality of life for our residents and visitors while creating a stronger, more vibrant tourism ecosystem in Malta.

Thank you for considering this application, and please do not hesitate to contact me if you require further information.

Sincerely,

*Anne Boothe*

President

Judith River Foundation, Inc.

dba Great Plains Dinosaur Museum

406-390-2288

dinosaur@itstriangle.com

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**Environmental Review Form  
Trail Stewardship Program  
2024 Grant Cycle**

<b>Proposed Project Name:</b>	Malta Trails Inc, ADA compliant parking long and bridge rehabilitation.
<b>Organization Applying for Funds:</b>	Malta Trails, Inc. Malta, MT

*Before a proposed project may be approved, environmental review must be conducted to identify and consider potential impacts of the proposed project on the physical environment and human population (human environment) affected by the project.*

### Summary of Potential Impacts on the Physical Environment and Human Population

*The impacts analysis identifies and evaluates **direct, secondary, and cumulative impacts.***

- **Direct impacts** are those that occur at the same time and place as the action that triggers the effect.
- **Secondary impacts** "are further impacts to the human environment that may be stimulated or induced by or otherwise result from a direct impact of the action." ARM 12.2.429(18).
- **Cumulative impacts** "means the collective impacts on the human environment of the proposed action when considered in conjunction with other past and present actions related to the proposed action by location or generic type. Related future actions must also be considered when these actions are under concurrent consideration by any state agency through pre-impact statement studies, separate impact statement evaluation, or permit processing procedures." ARM 12.2.429(7).

*Where impacts are expected to occur, the impact analysis estimates the **extent, duration, frequency, and severity** of the impact. The duration of an impact is quantified as follows:*

- **Short-Term:** impacts that would not last longer than the proposed project.
- **Long-Term:** impacts that would remain or occur following the proposed project.

*The severity of an impact is measured using the following:*

- **No Impact:** there would be no change from current conditions.
- **Negligible:** an adverse or beneficial effect would occur but would be at the lowest levels of detection.
- **Minor:** the effect would be noticeable but would be relatively small and would not affect the function or integrity of the resource.
- **Moderate:** the effect would be easily identifiable and would change the function or integrity of the resource.
- **Major:** the effect would irretrievably alter the resource.

Table 1 - Potential Impacts of Proposed Project on the Physical Environment

PHYSICAL ENVIRONMENT	Duration of Impact			Severity of Impact					Notes
	None	Short-Term	Long-Term	None	Negligible	Minor	Moderate	Major	
Terrestrial, avian, and aquatic life and habitats	D	S	D	<input type="checkbox"/>	<input type="checkbox"/>	0	D	<input type="checkbox"/>	Impact on the actual parking lot and bridge areas will not change, as they are already altered. Construction to the area will be short-term and minor.
Water quality, quantity, and distribution	<input type="checkbox"/>	Q"	<input type="checkbox"/>	D	<input type="checkbox"/>	0	<input type="checkbox"/>	<input type="checkbox"/>	Impact during construction will be short-term and minor with all precautions taken to minimize erosion into Milk River.
Geology	13'	D	D	<input type="checkbox"/>	D	0	<input type="checkbox"/>	<input type="checkbox"/>	No impact to geology in the area.
Soil quality, stability, and moisture	<input type="checkbox"/>	S'	<input type="checkbox"/>	<input type="checkbox"/>	D	GI'	<input type="checkbox"/>	D	Impact during construction will be short-term and minor, with all precautions taken to minimize erosion into Milk River.
Vegetation cover, quantity, and quality	D	0	D	D	D	i;a'	D	D	Impact during construction will be short-term and minor, with all precautions taken to minimize erosion into Milk River.
Aesthetics	D	D	Q,'	D	D	D	◆-+-	D	Impacts will be improvements to the area after construction.
Air quality	0	<input type="checkbox"/>	D	lid"	D	D	D	D	No impact to air quality.
Unique, endangered, fragile, or limited environmental resources	D	S/	D	D	D	g1	<input type="checkbox"/>	D	No unique, endangered, or limited environmental resources. Riverine systems are fragile, requiring precautions to minimize erosion of banks of the Milk River, which should be short-term and minor.
Historical and archaeological sites	D	D	Gt	D	<input type="checkbox"/>	D	<input type="checkbox"/>	or +	Bridge rehabilitation will improve historical sites for the long term.
Demands on environmental resources of land, water, air, and energy	<input type="checkbox"/>	D	0	D	if	<input type="checkbox"/>	<input type="checkbox"/>	D	Use of the natural resources will increase after parking lot enhancement and rehabilitation of the bridge, as this will allow for people to access the trails. Use will be non-consumptive, passive with walking and wildlife watching.

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Table 2 - Potential Impacts of Proposed Project on the Human Population

Resource	Duration of Impact			Severity of Impact					Notes
	None	Short-Term	Long-Term	None	Negligible	Minor	Moderate	Major	
Social structures and mores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to social structures and mores.
Cultural uniqueness and diversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to cultural uniqueness and diversity.
Access to and quality of recreational and wilderness activities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be long-term impact with the project to access for recreational activities, since access will be improved to those needing ADA compliant parking.
Local and state tax base and tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to tax revenues.
Agricultural or Industrial production	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to agriculture or industrial production.
Human health and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access to outdoor trails could improve human health and safety.
Quantity and distribution of employment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to quantity and distribution of employment.
Distribution and density of population and housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to density and population of housing.
Demands for government services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maintenance of the project will be required after construction.
Industrial, agricultural, and commercial activity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact to industry, agriculture, and commercial activity.
Locally adopted environmental plans and goals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impact to locally adopted environmental plans and goals. Will impact the environment by providing better access to the outdoors.
Other appropriate social and economic circumstances	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Visitor use could increase by both local and non-locals. Non-local use could bring in dollars to the area.

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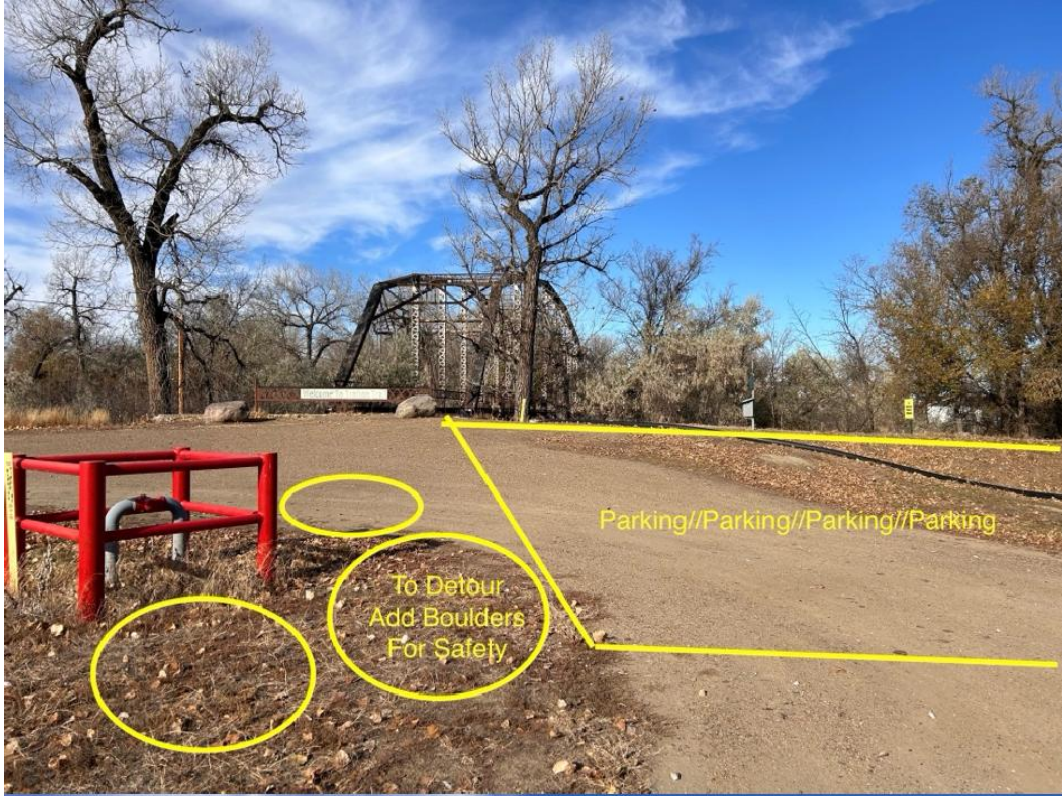
Table 3: Determining the Significance of Impact on the Quality of the Human Environment

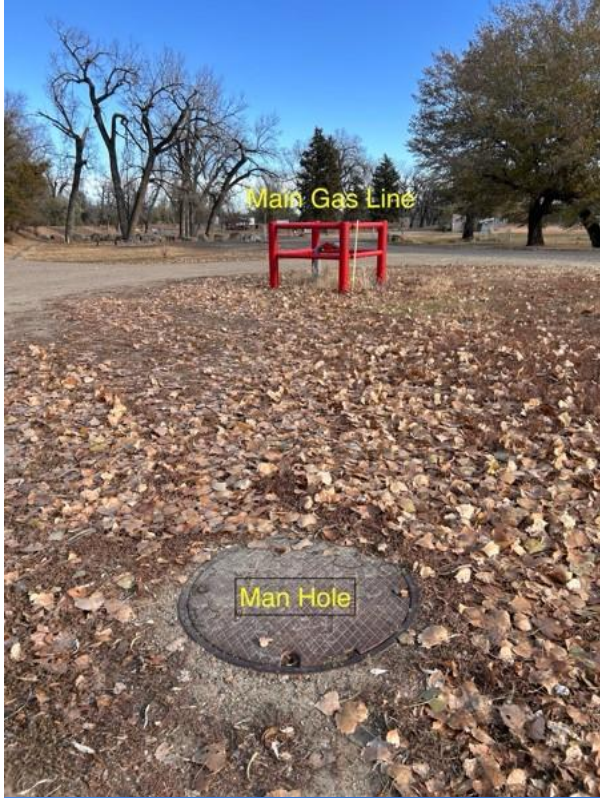
If the EA identifies impacts associated with the proposed project FWP must determine the significance of the impacts. ARM 12.2.431. This determination forms the basis for FWP's decision as to whether it is necessary to prepare an environmental impact statement. An Impact may be adverse, beneficial, or both. If none of the adverse effects of the Impact are significant, an EIS is not required. An EIS is required if an impact has a significant adverse effect, even if the agency believes that the effect on balance will be beneficial. ARM 12.2.431.

According to the applicable requirements of ARM 12.2.431, FWP must consider the criteria identified in this table to determine the significance of each impact on the quality of the human environment. The significance determination is made by giving weight to these criteria in their totality. For example, Impacts identified as moderate or major in severity may not be significant if the duration is short-term. However, moderate or major impacts of short-term duration may be significant if the quantity and quality of the resource is limited and/or the resource is unique or fragile. Further, moderate or major impacts to a resource may not be significant if the quantity of that resource is high or the quality of the resource is not unique or fragile.

**Criteria Used to Determine Significance**

1	The <b>severity, duration, geographic extent, and frequency</b> of the occurrence of the impact <b>"Severity"</b> describes the density of the potential impact, while <b>"extent"</b> describes the area where the impact will likely occur, e.g., a project may propagate ten noxious weeds on a surface area of 1 square foot. Here, the impact may be high in severity, but over a low extent. In contrast, if ten noxious weeds were distributed over ten acres, there may be low severity over a larger extent. <b>"Duration"</b> describes the time period during which an impact may occur, while <b>"frequency"</b> describes how often the impact may occur, e.g., an operation that uses lights to mine at night may have frequent lighting impacts during one season (duration).
2	The probability that the impact will occur if the proposed project occurs; or conversely, reasonable assurance in keeping with the potential severity of an impact that the impact will not occur
3	Growth-inducing or growth-inhibiting aspects of the impact, including the relationship or contribution of the impact to cumulative impacts
4	The quantity and quality of each environmental resource or value that would be affected, including the uniqueness and fragility of those resources and values
5	The importance to the state and to society of each environmental resource or value that would be affected
6	Any precedent that would be set as a result of an impact of the proposed project that would commit FWP to future actions with significant Impacts or a decision in principle about such future actions
7	Potential conflict with local, state, or federal laws, requirements, or formal plans









remove brush

ADA Bathrooms

ADA route to parking/trailhead

Parking Lot



ADA Bathrooms

ADA compliant access

Parking Lot















# Malta Public Schools

*"Home of the Mustangs & M-ettes"*

*"---&?fradilwrv oP-5xcellmce,"*

January 23, 2025

## To Whom It May Concern:

I am writing on behalf of **Malta Trails**, and their endeavor to seek funding to further enhance the walking trails in Malta, Montana.

The Malta Public Schools has a tremendous interest from our faculty for better enhancement to our **Malta Trails**, from our Science Departments and our Health Departments. The enhancement of the **Malta Trails** would be a perfect solution to study ecological phenomena in an area adjacent to our School Campus. Our Health departments are always looking for ways to expand the outdoor fitness activities to students of all physical levels. Having access to a trail system would be of a great benefit to our students and faculty.

Volunteers have done an outstanding job of maintaining these trails, which makes it more appealing to take advantage of for everyone's physical health. Our Trail System is a wonderful asset to our community, and completing the next phase would continue to make it even better.

The Malta School District supports the efforts of the **Malta Trails**, and would be grateful to see it prosper and become an even more enjoyable place for getting healthy.

Sincerely,

Steven Bucks  
Superintendent

### SUPERINTENDENT

Steve Bucks  
PO Box670  
Malta, MT 59538  
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### HIGH SCHOOL PRINCIPAL

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### ELEMENTARY PRINCIPAL

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### BUSINESS MANAGER

#### DISTRICT CLERK

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### ACTIVITIES DIRECTOR

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jnorby@maltaschools.org

MONTANA DEPARTMENT OF TRANSPORTATION  
HIBTORICBRIDGESITEFORM

Historic Name: Milk River Bridge

Site No. 24PH3219

Common Name: Trafton Park Bridge

MDT Identification No. n/a (abandoned)

County: Phillips

River or Stream Crossed: Milk River

Route: n/a

On-System:

Off-System:

Map Reference: Malta East, Montana USGS Quadrangle, 1968

Township/Range: SE $\frac{1}{4}$  NW $\frac{1}{4}$  NE $\frac{1}{4}$  of Section 18, T18, T30N, R30E

UTM: Zone: 13 Easting: 2871180 Northing: 5360480

Administrative Ownership: Phillips County

Access to site: The abandoned bridge crosses the Milk River at Trafton Park in Malta. The structure is visible to the north of the existing U.S. Highway 2 bridge.

Date of Construction: 1911 Estimated  Documented

Builder: Illinois Steel Bridge Company

Fabricator: Unknown

Designer: Unknown

Bridge Type: Through truss

Length: 250± feet

Maximum Span Length: 200 feet

Width: 16 feet

No. of Spans: 3 (1 main and 3 approach)

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**Resource Sources:** Plat records/maps       Design Plans   
 Newspapers       Biographies   
 Bridge Inspection Records   
 Local Histories

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**City/town:** \_\_\_\_\_ vicinity of

Malta

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**Integrity:**

The Mille River Bridge at Trafton Park in Malta is a good example of a pin-connected Parker through truss structure. All of its structural components appear to be intact. The timber deck, however, was removed sometime after 1979. Structural deficiencies resulted in the closure of the bridge in the 1970s.

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**Site Significance (NRHP):**

The Milk River Bridge at Trafton Park in Malta is an excellent example of a pin-connected Parker through truss structure. The design was commonly used in central and eastern Montana during the 1910s and 1920s. The bridge was once a component of U.S. Highway 2 and allowed access to Malta for farmers and ranchers living west and north of the community. The bridge is included in the MDT's Roads and Bridges Historic Preservation Plan.

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**Description:**

This is a three-span pin-connected Parker through truss with two steel stringer approach spans. The bridge is constructed as follows: "the lower chords and hip verticals are forged eyebars or steel eyebars, remaining verticals are laced channel sections, counters are either eyebars or eyebars with turnbuckles and the upper chords are continuous steel plates riveted atop two channel sections with lacing bars riveted along the bottom flanges. The floor system consists of steel I-beam floor beams supporting steel stringers .....The main span is supported on encased steel plated caissons and there are concrete abutments on either shore" (Quivik, 1979).

---

**Historical Information:**

Malta was established as a small trading community about 1870. It served several large ranches on the Mille River, including the Matador, Phillips, Coburn and Phelps outfits. The town was named for the island in the Mediterranean Sea. A post office opened in the community in 1890 and it functioned as an important station on the Great Northern Railway (Cheney, 1990).

This bridge was constructed by the Illinois Steel Bridge Company of Jacksonville, Illinois. It was one of at least six bridges constructed by the company in Montana between 1910 and 1913. It once provided access to Malta for the farmers and ranchers living north and west of the community. The bridge was closed in the early 1970s and the timber and bituminous deck was stripped off in the 1980s. The bridge is located adjacent to Trafton Park and the bridge ends are fenced off.

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**Bibliography and Informants:**

Axline, Jon. *Monuments Above the Water: Montana's Historic Highway Bridges, 1860 - 1956*. (Helena: Montana Department of Transportation, 1993).

Cheney, Roberta Carkeek. *Names on the Face of Montana: The Story of Montana's Place Names*. (Missoula: Mountain Press Publishing Co., 1990).

Quivik, Fredric. *Montana Bridge Inventory*, 1979.

—. *Historic Bridges of Montana*. (Washington, DC: National Park Service, 1982).

**Form Prepared By:**

**Name:** Jon Axline

**Date:** August 1, 1996

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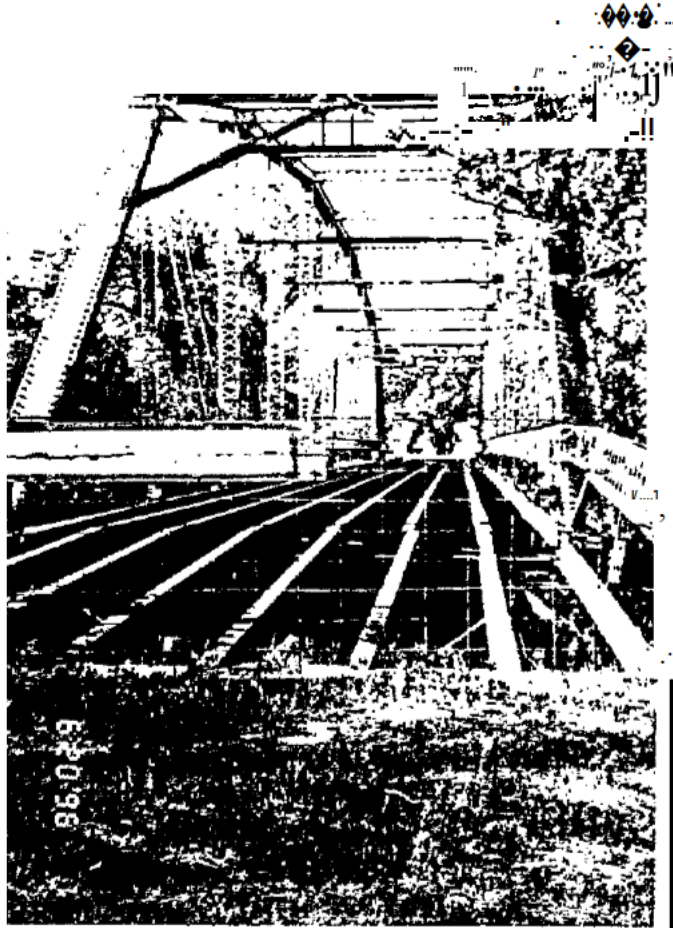




The Milk River Bridge at Trafton Park (24PH3219). View to the northwest.



The Milk River Bridge at Trafton Park; view to the north.



The Milk River Bridge at Trafton Park (24PH3219). View to the west.

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**BRIDGE EVALUATION**

March 17, 2021

Malta Trails, Inc.  
47279 US Highway 2 East  
Malta, MT 59538

RE: Trafton Park Bridge – 2021 Evaluation

Dear Malta Trails Group,

In accordance with your request, a site visit was conducted on the historic Trafton Park Bridge over the Milk River in Malta to evaluate the potential of rehabilitation for use as a pedestrian bridge. Coordination with MDT historian, Jon Axline, indicate that the bridge was originally built in 1911 and remained in service as a vehicular bridge until the 1970's. After that point, a new bridge was constructed upstream and the bridge was closed. According to Mr. Axline, the bridge was recorded by MDT in the 1996, but was not given a historic status by the State Historic Preservation Office (SHPO) and is listed as undetermined. If modifications to the bridge are proposed, Mr. Axline recommends formally recording the bridge and determining historic eligibility. Future improvements are recommended to approximately match the original bridge aesthetics.



Specialized inspections methods/techniques such as underwater diving, ultrasonic testing, climbing, fracture critical, or under bridge inspection truck usage were not completed. The recommendations below are intended to complete bridge improvements for the intent of the structure as a pedestrian crossing structure.

**EXISTING BRIDGE CONFIGURATION**

The site visit was conducted on February 17, 2021 by Karl Yakawich, PE of Great West Engineering. The bridge consists of the following span configurations:

Span #	Span Length	Span Type
1 (North)	19'	None (previously steel)
2	200'	Parker Through Truss
3 (South)	19'	None (previously steel)
Total Span: 238'		

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**BRIDGE EVALUATION**



**View of existing truss superstructure**



**Profile view of existing approach span (south end shown).**

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**BRIDGE EVALUATION**



**Underside view of bridge.**



**View of original lattice bridge rail.**

**RECOMMENDED WORK ITEMS**

To facilitate pedestrian use of the structure, the following improvements are recommended:

- Installation of new steel stringers at the approach spans and several on the main truss span.
- New treated timber decking (3"x12")
- New treated timber nailers on top of steel stringers (to attach deck)
- New treated timber curb (6"x6" curb)
- Sawcut existing concrete end abutments to facilitate installation of approach span steel stringers
- New pedestrian rail on approach spans.
- Rail upgrades on truss span (currently assumed installation of steel angle or similar to reduce vertical gaps for safety).

The incorporation of bollards at the bridge ends and lighting are not included in this evaluation.

The bridge substructure (foundation) appeared to be in fair condition and has an estimated 20-30-years of remaining life.

The total construction cost of these improvements is shown in the table below.

To assist with future fiscal planning the following table presents estimated contracted cost for the improvements. If Malta Trails decides to take on portions of the work themselves then the costs may be decreased. Refer to the detailed cost estimate attached for more breakdown.

Item	Cost
Construction (Contracted)	\$140,338
Contingency (15%)	\$28,068
Inspection**, Engineering Design & Bidding	\$18,000
Construction Administration	\$8,000
<b>Grand Total:</b>	<b>\$194,406</b>

\* Estimate is calculated in 2021 dollars.

\*\*Engineering fee includes detailed on-site inspection.

**RISK AND FUTURE MAINTENANCE**

Although critical deficiencies were not observed during the site visit, the owner should be aware that some risk is associated with this bridge type, given its age (110 years) and materials used. Often, flaws in steel materials and at connection points cannot be observed with visual methods. The owner could consider ultrasonic testing of the truss pins to reduce risk. Detailed inspections are typically recommended on a 5-year cycle.



View of similar completed timber deck replacement on the historic Fort Benton Bridge (2017)

### FUNDING ALTERNATIVES

Great West Engineering clients have had success funding trails and other recreation projects throughout Montana with the funding from several of the programs listed below. For more information, please contact Craig Erickson at Great West Engineering at (406) 495-6189 or [cerickson@greatwesteng.com](mailto:cerickson@greatwesteng.com).

#### Land & Water Conservation Fund (LWCF)

- Pre-Application Required
- Application Deadlines: March 1, 2021, July 1, 2021, and November 1, 2021
- Applicants must have a current SAM registration – [www.sam.gov](http://www.sam.gov)
- Maximum Grant Award - \$250,000
- Match – One to One
- Local Match must be obligated at the time application is submitted
- The public must be assured legal access to trails and trail-related facilities developed or maintained with LWCF Program funds. Applications without adequate landowner permissions will be considered incomplete and will not be considered for funding. The program places a higher value on longer-term agreements that have the potential of allowing for public access in perpetuity.
- Website: <https://fwp.mt.gov/stateparks/aboutfwp/grant-programs/land-and-water-conservation-fund>
- Program Point of Contact
  - Michelle McNamee
  - Montana State Parks
  - Phone: (406) 444-7642
  - Email: [michelle.mcnamee@mt.gov](mailto:michelle.mcnamee@mt.gov)

### Recreational Trails Program (RTP)

- 2021 grant application cycle is closed. The next cycle will open this fall.
- Examples of eligible projects include urban trail development, basic front and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities, and educational and safety projects related to trails.
- Maximum Grant Award - \$100,000
- Average Grant Award in 2020 - \$35,850
- Local Match – 20% of the project cost
- Website: <https://fwp.mt.gov/aboutfwp/grant-programs/recreational-trails>
- Program Point of Contact
  - Carissa Beckwith  
Montana State Parks  
Phone: (406) 444-3343  
Email: [carissa.beckwith@mt.gov](mailto:carissa.beckwith@mt.gov)

### Montana Trail Stewardship Grant Program

- 2021 grant application cycle is closed. The next cycle will open this fall (2021).
- Examples of eligible projects include new trail and shared-use path construction, rehabilitation and maintenance of existing trails, construction, and maintenance of trailside and trailhead facilities, including but not limited to bridges, fencing, bathrooms, latrines, picnic shelters, trail signs, and trailside weed management.
- Maximum Grant Award - \$50,000
- Local Match – 10% of the project cost
- Website: <https://fwp.mt.gov/aboutfwp/grant-programs/trail-stewardship>
- Program Point of Contact
  - Michelle McNamee  
Montana State Parks  
Phone: (406) 444-7642  
Email: [michelle.mcnamee@mt.gov](mailto:michelle.mcnamee@mt.gov)

### Montana Transportation Alternatives (TA) Program

- The 2021 application deadline is June 4.
- The program features two funding categories: Capital Improvements – Include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Pavement Preservation – Includes asphalt and concrete preservation of paths and sidewalks. The general treatments for asphalt pavement preservation can include but are not limited to crack sealing, patching, fog sealing, and overlays. Upgrading ADA as necessary is allowable on asphalt pavement preservation projects.
- Maximum Grant Award
  - \$1 million for Capital Improvement Projects

- \$200,000 for Pavement Preservation
- Local Match – 13.42% of the project cost
- Website: [https://www.mdt.mt.gov/mdt/ta\\_application.shtml](https://www.mdt.mt.gov/mdt/ta_application.shtml)
- Program Point of Contact
  - Dave Holien  
Montana Department of Transportation  
Phone: (406) 444-6118  
Email: [dholien@mt.gov](mailto:dholien@mt.gov)

These evaluations and recommendations in this report are based on the limited scope of work authorized for this project. Great West Engineering reserves the right to amend and/or supplement this report in the event additional information or documentation becomes available. We would like to thank you for the opportunity to have been of service to you. If any additional information is required, please feel free to contact our office.

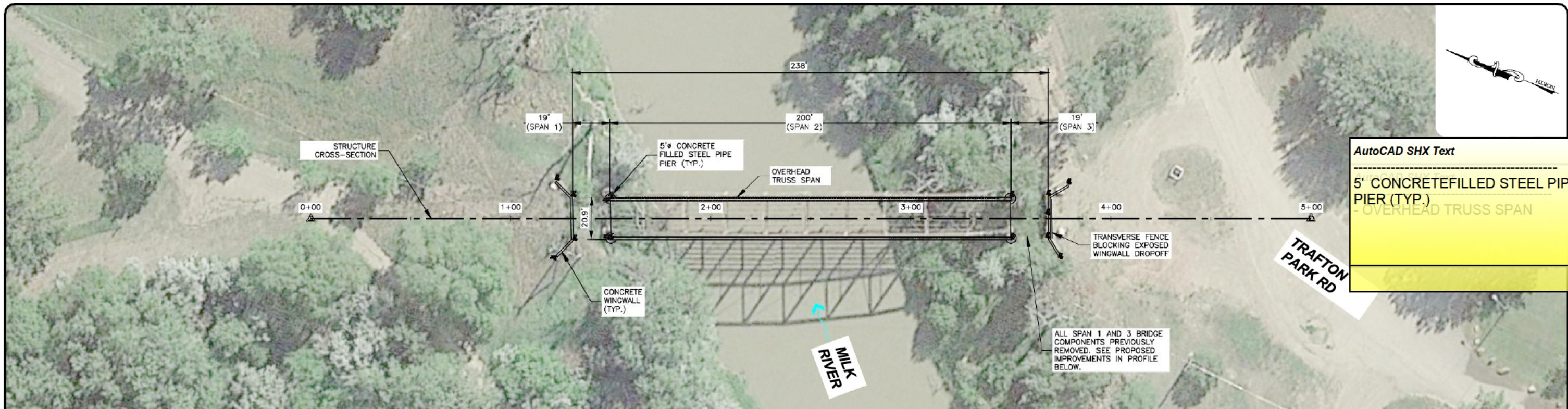
Sincerely,

**Great West Engineering, Inc.**

*Attachments:*

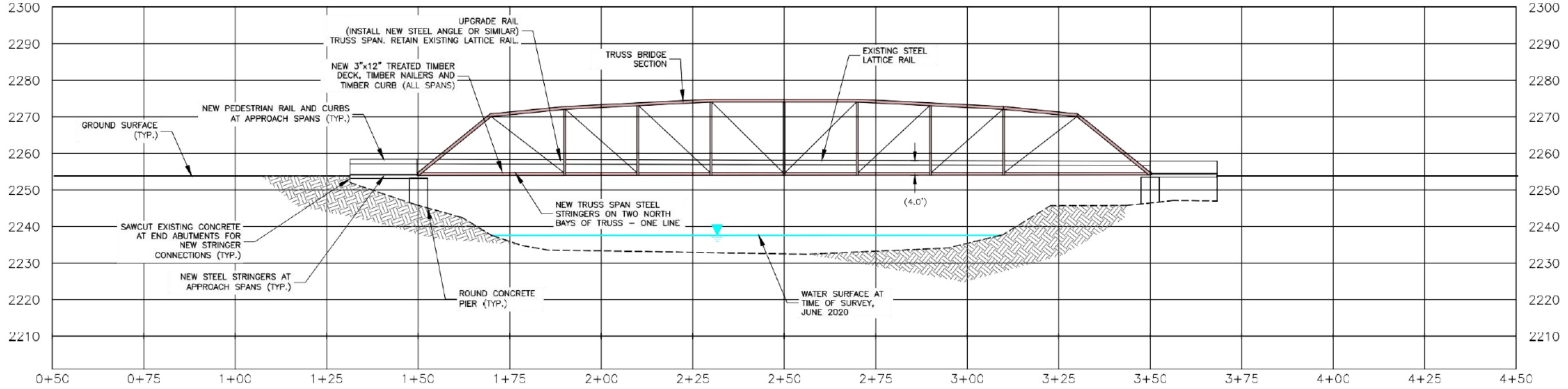
1. *Detailed Cost Estimate*
2. *Exhibit*





AutoCAD SHX Text  
 5' CONCRETE FILLED STEEL PIPE PIER (TYP.)  
 - OVERHEAD TRUSS SPAN

**PLAN VIEW**  
 0 25 50  
 SCALE IN FEET



**PROFILE VIEW OF UPSTREAM FACE**  
 0 15 30  
 SCALE IN FEET

- GENERAL NOTES:**
1. PROFILE VIEW REPRESENTS UPSTREAM FACE OF STRUCTURE.
  2. AERIAL PHOTO SOURCE: GOOGLE EARTH.



**TRAFTON PARK TRAIL BRIDGE  
 OVER THE MILK RIVER**

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