NPS Form 10-900a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page ___

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14000079 Date Listed: 03/14/2014

Cottonwood Creek Bridge — Fallon — MT
Property Name — County — State

Montana's Historic Timber Stringer Bridges, 1915-1960 MPS

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action 3/14/14

==========

Amended Items in Nomination:

Name of Related Multiple Property Listing:
The correct name of the related MPS cover document is: *Montana's Historic Timber Stringer Bridges, **1915-1960***. [It was incorrectly cited as 1860-1960 on the nomination form.]

This clarification was confirmed with the MT SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

79

National Register of Historic Places Registration Form

RECEIVED 2280
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Cottonwood Creek Bridge
Other names/site number: 24FA0231/MDT Identification No. S00320002+02001
Name of related multiple property listing:
Montana's Historic Timber Stringer Bridges, 1860-1960
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Milepost 2.2 on Montana Secondary Highway 320 (Ismay Road)
City or town: Three Miles South of Ismay State: MT County: Fallon
Not For Publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

Mark F. Baumler / SHPO 2/6/2014

Signature of certifying official/Title: **Date**

MONTANA STATE HISTORIC PRESERVATION OFFICE

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper — Date of Action: 3/14/14

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/Road-related (vehicular) = Bridge

Current Functions
(Enter categories from instructions.)
TRANSPORTATION/Road-related (vehicular) = Bridge

7. Description

Architectural Classification
(Enter categories from instructions.)
_OTHER: Timber Stringer Bridge

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _____WOOD; METAL, Steel_____

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Cottonwood Creek Bridge consists of one contributing resource. The bridge is a five-span treated timber stringer structure constructed by Emil Prahl and Henry Sawtell in 1934 from standardized plans furnished by the Montana Highway Department. It is located on Secondary Highway 320 (Ismay Road) approximately three miles south of the City of Ismay in Fallon County. The bridge measures 95 feet long and 20 feet wide. The intact double rail guardrails are standard to timber stringer bridges designed by the Montana Highway Department between 1915 and 1960. The bridge is located in a rural setting and functions as a stream crossing on a farm-to-market road.

Narrative Description

The Cottonwood Creek Bridge is located in the lower Yellowstone River valley of southeastern Montana. The bridge crosses Cottonwood Creek on Secondary Highway 320 at Milepost 2.2 about three miles south of Ismay. The bridge is located in the breaks south of the Yellowstone River within the Fort Union Formation, which formed about 65 million years ago during Cretaceous times; the formation marks the vast coastal plains that once bordered an inland sea. The area is part of the northern Great Plains and is characterized by rolling hills, numerous

dry drainages and small creeks, and grassy vegetation. The area around the bridge is currently used for cattle grazing.[1]

The Cottonwood Creek Bridge is a five-span continuous treated timber stringer structure measuring 95 feet in length and 20 feet wide with a roadway width of 19 feet. Timber abutments and wingwalls braced with wood pilings support the bridge ends. The bridge rests on four sets of four treated timber pile bents. The Douglas fir bents measure 12" in diameter, and are capped with sheet metal. The bents support four 12" x 12" x 20′ crossbeams upon which the stringers rest. One pile bent failed and was replaced with a steel I-beam set vertically in the stream bed. Ten rows of 6" x 18" timber stringers support the timber deck which consists of 2 x 4s overlain with gravel. The 6" x 12" wood curbs have sheet metal drains. The double-coursed wood guardrails attach to thirty-six 8" x 8" wood posts (18 on each side of the bridge) with beveled tops. The posts are bolted to the exterior stringers and are spaced 6′4" apart. The railings measure 3" x 8" and are painted white, which was standard for treated timber bridges built between 1915 and 1960. Timber used for the bridge has been treated with creosote as was standard practice by the MDT after 1927.

Integrity

The bridge retains excellent integrity of location, design, setting, feeling, materials, workmanship, and association. Built in 1934, it retains the vast majority of original components with the exception of one timber piling which began to fail and replaced with a steel, I-beam by the county in the 1980s. Other than the replacement piling, the bridge retains the rest of its original timber pilings, wood curbs, and double-railed wood guardrails. It is an excellent example of the Montana Highway Department's standard treated timber stringer bridge used from 1915 until 1960. Other than the replacement of the one piling, no significant modifications have occurred to this bridge since its construction. The bridge rests in its original location and the rural setting of the site remains intact as does the original gravel-surfaced secondary route of which the bridge is a part. The bridge represents an excellent and intact example of the type of treated timber stringer bridges designed by the Montana Highway Department between 1915 and 1960.

[1] David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1986), 384.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Engineering
Transportation

Period of Significance
1934-1963

Significant Dates
1934

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Montana Highway Dept.
Emil Prahl/Miles City
Henry Sawtell/Miles City

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Cottonwood Creek Bridge is eligible for listing in the National Register of Historic Places under criteria A and C. The bridge is eligible under Criterion A as representative of the type of structure used by the state and counties between 1915 and 1960 to provide access to railroad stations and primary state-maintained highways from county farm-to-market roads. Timber stringer bridges were typically used to span relatively narrow obstacles such as streams and ravines. The Cottonwood Creek Bridge is emblematic of the standard timber stringer bridge in design and use between 1915 and 1960. The structure was built during the peak years of timber stringer bridge construction from 1926-1941 when at least 1,242 such bridges were constructed in Montana. The Cottonwood Creek Bridge is one of only a very few intact examples of this style remaining on Montana's primary, secondary, and county roads.

The bridge is also eligible under Criterion C as an excellent and intact example of this once abundant bridge type. All of the original timber components (except for one replacement piling), including stringers, decking, abutments, and, importantly, guardrails, remain intact and unchanged. It retains considerable integrity of design, materials, workmanship, and feeling.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Cottonwood Creek Bridge is eligible for listing in the National Register of Historic Places under Criterion A for its association with the Montana Highway Department's bridge department and with its program to provide infrastructure improvements on important farm-to-market roads. The Montana Highway Department designed the bridge in 1915 and adapted the standardized design for use at this site in 1934. The bridge follows the standardized plan exactly and is one of only a few timber stringer bridges remaining in Montana that have not been significantly altered. The highway department oversaw the construction of 74 timber stringer bridges on the state's primary and secondary highways in 1934. Approximately 62 percent of the timber bridges built in the state that year were constructed on county-maintained farm-to-market roads. The Cottonwood Creek Bridge typifies that highway department design and its function on a farm-to-market road represents a typical use for the type during that period.

Though not modified by the MDT, Fallon County replaced a failed timber piling with a steel I-beam sometime in the 1980s. The structurally defining double-rail guardrails remain intact. The highway department only designed timber stringer bridges with this distinctive type of guardrail from 1915 until 1960. During the 1980s, the Montana Department of Transportation removed the top rails on most of the timber bridges in the state to better accommodate wider loads. Consequently, this bridge is a rarity in the state and one of only a few that still retains the double railed guardrails. All of the original structural components of the bridge remain intact without modification except for the steel I-beam piling added to the structure. No additional stringers have been added to strengthen the deck, nor has it been widened; it retains its original decking.

The setting of the site also remains intact and the bridge continues to function in its original capacity on an important farm-to-market (state secondary) road in Fallon County. The excellent integrity of the bridge strongly contributes to listing the structure under Criterion C.

Engineering Significance

The Cottonwood Creek Bridge is significant as an intact example of a standard MDT-designed timber stringer bridge. The vast majority of the structure's original components remain intact and unmodified. The structurally defining double-coursed guardrails and wood curbs are also still present on the bridge, making it one of only a few timber bridges remaining in the state that has not been significantly altered.

History

Montana Secondary Highway 320 originated as the road between Fort Abraham Lincoln in Dakota Territory and Fort Keogh in Montana Territory in 1877. It likely became a county road when the Montana territorial legislature created Custer County that year. By 1912, promoters in South Dakota, Minnesota, and Montana established Secondary 320 as a segment of the Yellowstone Trail, one of the United States' first interstate highways. The Yellowstone Trail was a series of inter-linked county roads that connected St. Paul, Minnesota to Yellowstone National Park.[2] In 1926, the Montana State Highway Commission established US Highway 10 in the Yellowstone River Valley and abandoned the Yellowstone Trail as a Federal-Aid highway in Fallon County. At that point, the route again came under the administration of Fallon County. The Montana State Highway Commission designated the road a feeder route or farm-to-market road in 1933, which made it eligible for federal improvement funds. In February 1942, the highway commission designated the route Secondary Highway 320.[3]

Three months after his inauguration, President Roosevelt pushed through the National Industrial Recovery Act (NIRA), the first sweeping federal legislation to combat the effects of the Great Depression on the nation's unemployed. Title I of the Act appropriated $400 million for the construction of public highways. Unlike the usual Federal Aid Road Act, the money constituted a federal grant to the states, which did not need to provide matching funds to receive a federal allocation. Importantly, Roosevelt intended the legislation to provide work for the thousands of unemployed by putting them to work on highways. The NIRA also set minimum wage scales for unskilled and skilled labor, gave hiring preferences for veterans of World War I and local labor, stipulated a thirty hour work week, and focused on pick and shovel work rather than the use of machinery. The Act required that 25 percent of each state's apportionment be spent on secondary or feeder (farm-to-market) roads, 25 percent on municipal roads, and 50 percent on Federal Aid highways.

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[2] The Yellowstone Trail Association extended the highway westward to Seattle in 1915 and eastward to Plymouth, Massachusetts by 1917. Harold A. Meeks, *On the Road to Yellowstone: The Yellowstone Trail and American Highways, 1900-1930*, (Missoula: Pictorial Histories Publishing Co., 2000), 123.

[3] *Montana Place Names from Alzada to Zortman: A Montana Historical Society Guide*, (Helena: Montana Historical Society Press, 2009), 61, 82, 131; General Land Office Map, 1 June 1905, viewed at www.glorecords.blm.gov; Meeks, *On the Road to Yellowstone*, 43-44, 98; Statewide Highway Planning Survey, *History of the Montana State Highway Department, 1913-1942*, (Helena: Montana State Highway Commission, 1943), 31, 58A, 58E.

From 1933 to 1941, Montana used New Deal funds to improve approximately 723 miles of farm-to-market roads in the state. Under the federal regulations, the Montana Highway Department designed and built farm-to-market roads (called secondary highways after 1942). When completed, the counties were responsible for the maintenance of the facilities. The highway commission let the first "feeder" highway contracts in November 1933.[4]

In December 1933, the Montana State Highway Commission awarded a contract to the Miles City, Montana-based Prahl and Sawtell Company to improve six miles of the Ismay South secondary highway in Fallon County. The proposed project involved grading and gravel surfacing of the road. The commission awarded a second contract to Prahl and Sawtell to build a treated timber stringer bridge over Cottonwood Creek on the Ismay South project. The contractors won the project for its bid of $3,175. The Montana Highway Department's plans for the bridge specified that Prahl and Sawtell use Pacific Coast Douglas fir to construct the bridge. The creosote timber components of the bridge were supplied by West Coast Wood Preserving Company of Seattle, Washington. The contractor completed the bridge in 1934, by the highway commission's deadline.[5]

Prahl and Sawtell, Inc.

Born in Germany in 1874, Emil Prahl immigrated to the United States in 1890. After living in Washington State, he and his wife, Georgia, moved to Miles City in 1901. The couple ranched for a time on Custer Creek and then moved back to Miles City when Emil began working as a contractor for the Milwaukee Road Railroad in 1908; he continued in that position until partnering with Henry J. Sawtell in 1929. A native of South Dakota, Sawtell graduated from the Illinois Institute of Technology in Chicago in 1906 with a degree in Mechanical Engineering. Thereafter, he took a position with the Yellowstone Lumber Company (YLC) in Powell, Wyoming. In 1913, he moved to Miles City and worked as the manager of the YLC yard until 1919 when he became general manager of the company. He held that position until 1958.[6] In April 1929, Prahl and Sawtell formed a business partnership to construct highway and bridge projects in southeastern Montana.[7]

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[4] Statewide Highway Planning Survey, *History of the Montana State Highway Department*, 54D, 55; Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1992), 296; "Praised: State's Highway System," *The* (Hysham, Mont.) *Midland Empire Farmer*, 28 November 1935; Federal Highway Administration, *America's Highways, 1776-1976*, (Washington DC: Government Printing Office, 1976), 125.

[5] Douglas Fir harvested in the Pacific Northwest was better suited to Montana's dry climate for timber bridges. Montana State Highway Commission Meeting Minutes, book 6, pp. 54, 55, 56 (28 December 1933), Montana Department of Transportation, Helena, Montana; Bridge Inspection File No. S00320002+02001, Montana Department of Transportation, Helena, Montana; Bridge Plans & Quantities: National Recovery Secondary Highway Project No. NRS 308, Unit 2, Ismay South Road. On file at the Montana Department of Transportation, Helena, Montana.

[6] The Yellowstone Lumber Company incorporated in Minneapolis in 1910 and mostly operated lumber yards along the Milwaukee Road Railroad line in North Dakota and Montana. The company's board of directors promoted Sawtell to president of the Yellowstone Lumber Company in 1949. The company went out of business in 1959.

[7] "Emil J. Prahl," *The Miles City* (Montana) *Star*, 20 June 1964; Merril G. Burlingame and K. Ross Toole, *A History of Montana*, volume 3 (New York: The Lewis Publishing Company, Inc., 1957), 293-294; "Henry J. Sawtell," *The Miles City* (Montana) *Star*, 18 November 1979; US Census Records, 1900-1940.

Over the course of eleven years, between 1929 and 1940, Prahl and Sawtell, Inc. won 26 contracts from the Montana State Highway Commission; all located in southeastern Montana. During that period, the company built 46 treated timber bridges, usually in conjunction with road improvement projects. Most, moreover, were located on state farm-to-market roads. The company built its last project for the highway commission in 1940. Three years later, in May 1943, Prahl and Sawtell dissolved their partnership. Henry Sawtell went on to serve as a Custer County senator in the Montana legislature from 1943 to 1945. He died in 1979. Prahl died in Miles City in 1964.[8]

[8] Montana State Highway Commission Meeting Minutes, books 4 to 8, Montana Department of Transportation, Helena, Montana; "Sawtell," *The Miles City Star*; "Prahl," *The Miles City Star*.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Alt, David and Donald W. Hyndman. *Roadside Geology of Montana*. (Missoula: Mountain Press Publishing, 1991).

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

___. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*. (Helena: Montana Historical Society, 2005).

Bridge Inspection File No. S00320002+02001. Bridge Bureau. Montana Department of Transportation. Helena, Montana.

Bridge Plans & Quantities: National Recovery Secondary Highway Project No. NRS 308, Unit 2. Ismay South Road, Custer and Fallon Counties. On file at the Montana Department of Transportation. Helena, Montana.

Burlingame, Merrill G. and K. Ross Toole. *A History of Montana*. Three volumes (New York: Lewis Historical Publishing Company, Inc., 1957).

"Emil J. Prahl." *The Miles City* (Montana) *Star*, 20 June 1964.

Federal Highway Administration. *America's Highways, 1776-1976*. (Washington DC: Government Printing Office, 1976).

General Land Office Map, 1 June 1905. Viewed at www.glorecords.blm.gov.

"Henry J. Sawtell." *The Miles City* (Montana) *Star*, 18 November 1979.

Malone, Michael P., Richard B. Roeder, and William L. Lang. *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1992).

Meeks, Harold A. *On the Road to Yellowstone: The Yellowstone Trail and American Highways, 1900-1930*. (Missoula: Pictorial Histories Publishing Co., 2000).

Montana Place Names from Alzada to Zortman: A Montana Historical Society Guide. (Helena: Montana Historical Society Press, 2009).

Montana State Highway Commission Meeting Minutes. Book 6. Montana Department of Transportation. Helena, Montana.

"Praised: State's Highway System." *The* (Hysham, Mont.) *Midland Empire Farmer*, 28 November 1935.

Statewide Highway Planning Survey. *History of the Montana State Highway Department*, *1913-1942*. (Helena: Montana State Highway Commission, 1943).

United States Census Records, 1900-1940. Viewed at www.ancestry.com.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:
____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
__X_ Other
Name of repository: ____Montana Department of Transportation___

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _____1.0_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 46.4563511245345 Longitude: -104.788471020544

Or
UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 13 Easting: 516244 Northing: 5144775

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary for the Cottonwood Creek Bridge measures 95 x 20 feet. The boundary encompasses the structure and its approaches on both sides of the creek. The boundary is centered on the bridge.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries for the Cottonwood Creek Bridge are drawn to encompass the five spans of the bridge, its immediate approaches and that portion of the creek spanned by the bridge. The width is increased beyond the measurements of the structure to include the abutments.

11. Form Prepared By

name/title: Jon Axline/Historian
organization: Montana Department of Transportation
street & number: 2701 Prospect Avenue
city or town: Helena state: MT zip code: 59620-1001
e-mail: jaxline@mt.gov
telephone: (406) 444-6258
date: May 24, 2013

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Montana Department of Transportation
street & number 2701 Prospect telephone (406) 444-6200
city or town Helena state MT zip code 59620-1001

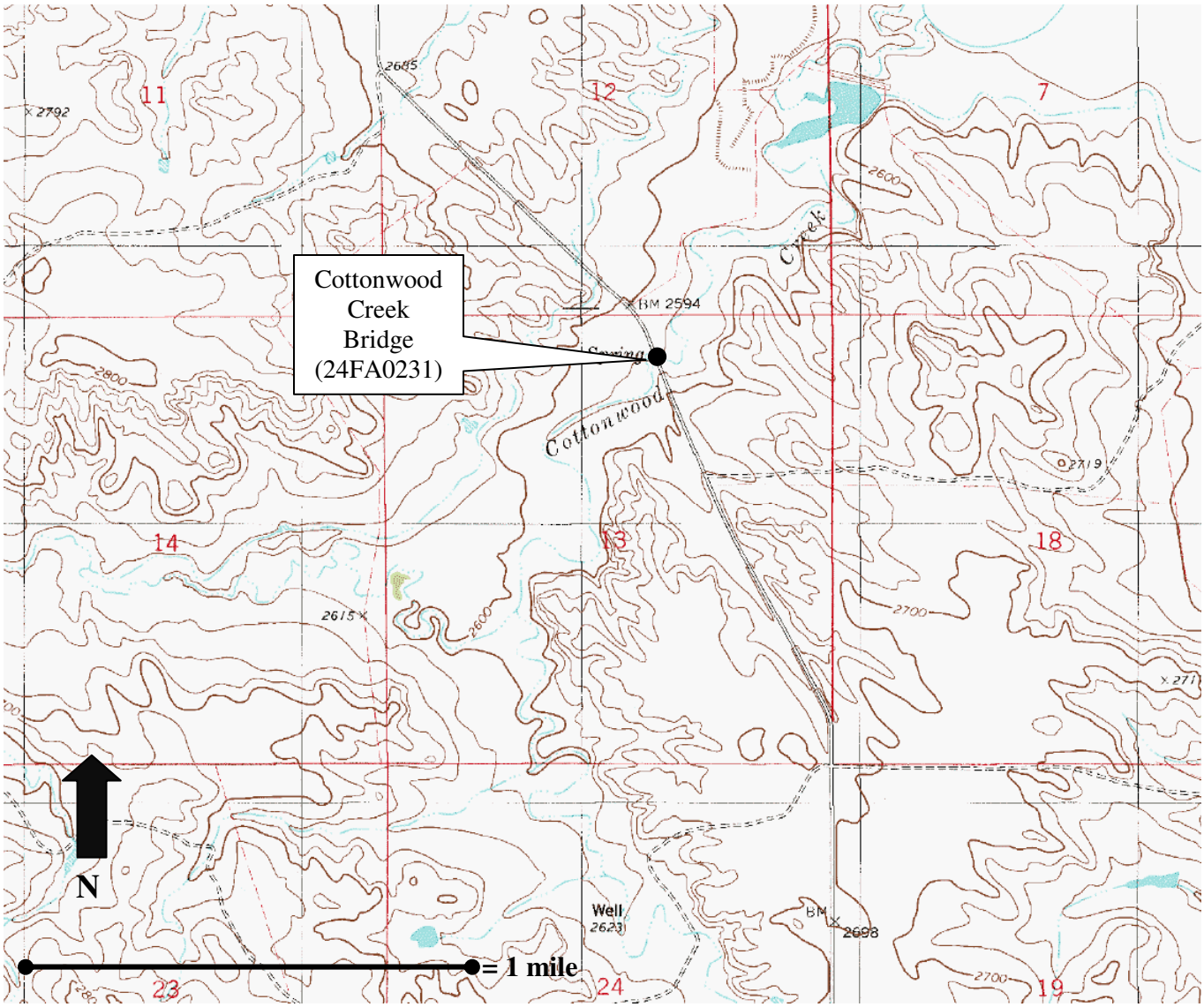
Additional Documentation

Submit the following items with the completed form:

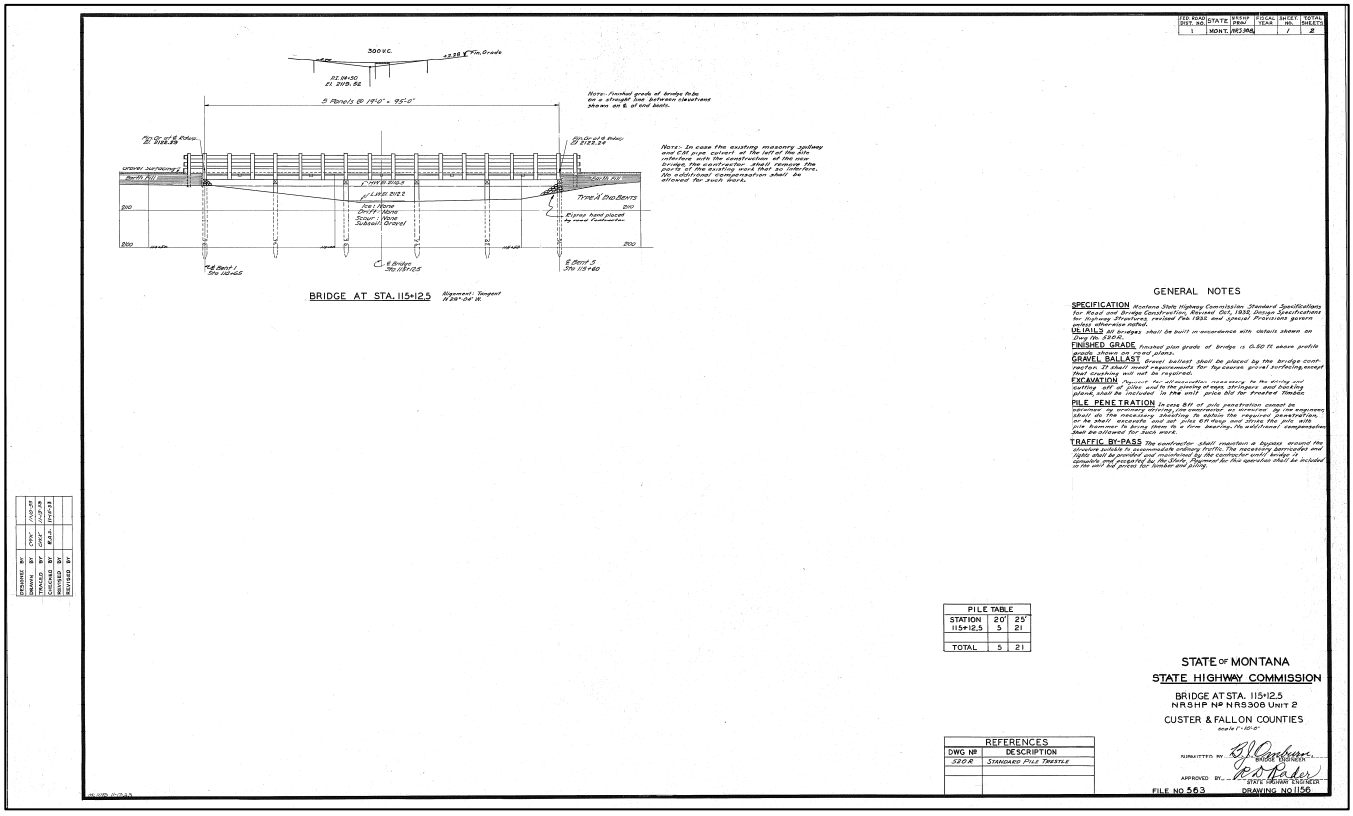
- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Location of Cottonwood Creek Bridge. Found on Ismay South, Montana, USGS 7.5' Quadrangle (1981)



Cottonwood Creek Bridge Plan Sheet No. 1156. Montana Department of Transportation. Helena, Montana

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Cottonwood Creek Bridge. View to northeast.
Photograph: 0001
MT_FallonCounty_CottonwoodCreekBridge_0001

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: South portal of Cottonwood Creek Bridge. View to the north.
Photograph: 0002
MT_FallonCounty_CottonwoodCreekBridge_0002

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Cottonwood Creek Bridge. View to the northwest.
Photograph: 0003
MT_FallonCounty_CottonwoodCreekBridge_0003

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Cottonwood Creek Bridge. View to the southwest.
Photograph: 0004
MT_FallonCounty_CottonwoodCreekBridge_0004

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Cottonwood Creek Bridge. View to the east.
Photograph: 0005
MT_FallonCounty_CottonwoodCreekBridge_0005

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Detail of Cottonwood Creek Bridge. View to the northeast.
Photograph: 0006
MT_FallonCounty_CottonwoodCreekBridge_0006

Name: Cottonwood Creek Bridge (24FA0231)
County and State: Fallon County, Montana
Photographer: Tim Urbaniak
Date of Photograph: May 2013
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Cottonwood Creek Bridge. Detail of underside of deck. View to south.
Photograph: 0007
MT_FallonCounty_CottonwoodCreekBridge_0007

Photo 0001. Cottonwood Creek Bridge. View to the northeast.

Photo 0002. South portal of Cottonwood Creek Bridge. View to the north.

Photo 0003. Cottonwood Creek Bridge. View to the northwest.

Photo 0004. Cottonwood Creek Bridge. View to the southwest.

Photo 0005. Cottonwood Creek Bridge. View to the east.

Photo 0006. Detail of Cottonwood Creek Bridge. View to the northeast.

Photo 0007. Cottonwood Creek Bridge. Detail of underside of deck. View to the south.

KEEP