

**FOURTH BIENNIAL REPORT
TO THE
STATE PRESERVATION REVIEW BOARD
BY THE
MONTANA DEPARTMENT OF TRANSPORTATION
AS SPECIFIED BY SENATE BILL NO. 3 (2011)
ON THE STATUS AND NEEDS OF AGENCY HERITAGE PROPERTIES**

January 2018



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Introduction

This document constitutes the Montana Department of Transportation's (MDT) fourth biennial report to the Historic Preservation Review Board as required under the 2011 Montana Senate Bill No. 3 (the State Heritage Stewardship amendment to the Montana Antiquities Act), a regulation that requires State Agencies and the Montana University System to biennially report to the Board on the status and maintenance needs of agency heritage properties. This report includes the MDT's known heritage properties, their status, condition, and priority for preservation. In 2016, the MDT reported 108 heritage properties owned by the agency. Since that reporting period, nine properties have been removed from MDT ownership or demolished and thirteen properties added to the list. The new properties consist primarily of MDT-owned airway beacons. In 2018, the MDT's heritage properties list includes 119 historic properties.

Most of the heritage properties detailed in this report were documented and treated under Section 106 (36CFR 800) of the National Historic Preservation Act (1966) as part of the MDT's cultural resource program. That regulation is applicable to federally-funded projects that have the potential to impact historic properties. Only state-funded MDT projects could fall under the authority of the Montana Antiquities Act (MAA). The MDT currently administers seventeen airway beacons. While the towers and associated outbuildings are state-owned heritage properties, the land upon which they're located is federal, state or privately owned. MDT-owned properties continue to be inventoried and their National Register of Historic Places status evaluated based on Section 106 and MAA regulations.¹

It is recognized that the Montana Legislature intended the State Heritage Stewardship statute as a management tool for state agencies to administer their heritage properties. The MDT already has such a plan in place for its historic roads and bridges in its Historic Roads and Bridges Programmatic Agreement (PA). The PA does not, however, embrace archaeological sites, Traditional Cultural Properties, buildings, Aeronautics Division properties or pictograph sites.

¹ The MDT has inventoried seven of the seventeen airway beacons. The MacDonald Pass Airway Beacon (24PW1093) was listed in the National Register of Historic Places in 2014. Two beacons, Lookout Pass and Monida Pass, are in Idaho. The MDT intends to inventory the remaining beacons during the next reporting cycle.

The MDT will fulfill its obligations under Section 106, the MAA and its State Heritage Stewardship amendment. MDT feels that the regulations complement each other and have the same basic goal – the recognition and management of significant heritage properties. This biennial report is formatted to mirror the order of the requirements for State Agencies in Section 22-3-424, MCA Section 3(4).

	Heritage Property	County	Eligibility
1.	Spokane Hill Airway Beacon (24BW1139)	Broadwater	2017
2.	Hardy Airway Beacon (24CA1773)	Cascade	2017
3.	California Creek Bridge (24DL0267)	Deer Lodge	2016
4.	Oldham Residence (24FH1340)	Flathead	2017
5.	Louie & Carol Phillips Residence (24FH1345)	Flathead	2017
6.	Strawberry Mountain Airway Beacon (24GA1962)	Gallatin	2017
7.	South Fork of the Milk River Bridge (24GL0237)	Glacier	2017
8.	Wolf Creek Airway Beacon (24LC2495)	Lewis & Clark	2017
9.	Don Steele Residence (24MO1660)	Missoula	2016
10.	University Mountain Airway Beacon (24MO1722)	Missoula	2017
11.	Alberton Airway Beacon (24MO1724)	Missoula	2017
12.	Bonita Airway Beacon (24MO1725)	Missoula	2017
13.	Browns Gulch Bridge (24SB0965)	Silver Bow	2016

Figure 1. The MDT added thirteen new heritage properties to its stewardship list in 2016-2017.

A. A list of the heritage properties managed by the agencies as those have properties have been identified pursuant to this section

There are currently 119 heritage properties that are owned or partially owned by the MDT (Appendix 4).² This includes 24 archaeological sites that are partially located within MDT’s right-of-way (ROW), but are not maintained by MDT. The MDT routinely maintains 90 heritage properties, including 52 historic bridges, fifteen buildings and building complexes, nine road segments, the NRHP-listed Point of Rocks Historic Transportation Corridor, eight historic airway beacons and a National Register-listed Traditional Cultural Property (Sleeping Buffalo Rock). Five pictograph/petroglyph sites are located within MDT ROW. The MDT doesn’t actively maintain the pictograph/petroglyphs, but they are routinely monitored by both the MDT and the Confederate Salish & Kootenai Tribes. Four heritage properties, the French Gulch Placers (24DL0757), Milwaukee Road Railroad segment (24FR0411), Old US Highway 2 Segments (24FH0490), and Bad Rock Trail (24SA0343) are located within the agency’s ROW, but are not maintained by MDT. The heritage properties are in forty of Montana’s 56 counties.

The MDT has listed 24 heritage properties in the National Register of Historic Places (Figure 1). One site, the Jefferson Canyon Highway Historic District (24JF1883) is currently in the process of being listed in the National Register with listing expected in

² The list of MDT-owned heritage properties in Appendix 4 shows two properties that were demolished during the 2016-2017 reporting cycle. Those properties are included in the appendix, but are not numbered.

2018. The MDT has implemented Multiple Property Documents (MPD) for historic truss, reinforced concrete, steel stringer/girder, and timber stringer bridges.

	Property	County	Listed
1.	Beartooth Highway (24CB1964) ³	Carbon	2014
2.	Hardy Bridge (24CA0389)	Cascade	2010
3.	Prewitt Creek Bridge (24CA0642)	Cascade	2013
4.	O.S. Warden Bridge (24CA0401)	Cascade	2012
5.	Old US Highway 91 Historic District (24CA1313/24LC2112)	Cascade/L & C	2013
6.	Novak Creek Bridge (24CA0394)	Cascade	2013
7.	Fred Robinson Bridge (24FR0804/24PH1059)	Fergus/Phillips	2012
8.	Cottonwood Creek Bridge (24FA0231)	Fallon	2014
9.	Missouri River Bridge (24LC0131)	Lewis & Clark	2010
10.	Sheep Creek Bridge (24LC1157)	Lewis & Clark	2011
11.	Wegner Creek Bridge (24LC0133)	Lewis & Clark	2013
12.	Aeronautics Operations Building	Lewis and Clark	2017
13.	Point of Rocks Historic Transportation Corridor (24MN122/164)	Mineral	2009
14.	Orange Street Underpass (24MO0361)	Missoula	2012
15.	Rattlesnake Creek Bridge (24MO0706)	Missoula	2011
16.	Carter Bridge (24PA0841)	Park	2011
17.	Sleeping Buffalo Rock (24PH1002)	Phillips	1996
18.	MacDonald Pass Airway Beacon (24PW1093).	Powell	2014
19.	Yellowstone River Bridge (24PE0618)	Prairie	2010
20.	Powder River Bridge (24PE1810)	Prairie	2010
21.	Marias River Bridge (24TL0401)	Toole	2012
22.	Big Horn River Bridge (24TE0120/24YL1603)	Treasure/Yellowstone	2010
23.	Yellowstone River Bridge (24YL0656)	Yellowstone	2012
24.	Mossmain Overpass (24YL0698)	Yellowstone	2012

Figure 2. MDT properties listed in the National Register of Historic Places as of January 1, 2018.

Historic Roads & Bridges Programmatic Agreement

All historic road and bridges that could potentially be impacted by federally-funded MDT projects were treated under the department’s Historic Roads and Bridges Programmatic Agreement (PA). The agreement, implemented in February 2007, defines how the MDT treats National Register-eligible historic roads and bridges and streamlines the Section 106 process for that type of historic properties. The MDT developed the PA as a management tool to administer those historic resources. It makes provisions for the Adopt-A-Bridge program, Historic Roads Program, Historic Bridge Rehabilitation Program, and requires that the MDT consider rehabilitation of all National Register-eligible bridges rather than replacement during the planning phase of MDT bridge projects. The agreement also delineates the process by which the MDT mitigates impacts

³ Only the portion of the Beartooth Highway located in Montana is included as an MDT heritage property.



The Oldham Residence (24FH1340) in Kalispell is a Modern-style residence built in 1964 by a local petroleum products distributor. The MDT purchased the property in 2006 for its Kalispell Bypass project. The agency currently rents the property to vetted tenants.

to historic bridges. That mitigation process involves Historic American Engineering Record (HAER) documentation of threatened or failed bridges and by putting them up for adoption for use at alternate locations where appropriate. A copy of the PA has been included in previous MDT State Heritage Stewardship Reports.⁴

One of the provisions of the Historic Roads and Bridges PA stipulated that the MDT prepare National Register of Historic Places Multiple Properties Documents (MPD) for each of the four bridge types present in Montana. By 2014, the MDT had implemented the MPDs and have been evaluating the historic significance of steel truss, reinforced concrete, steel stringer/girder, and timber stringer bridges based on those documents. The documents included National Register nominations for a total of 25 bridges, including 16 spans owned and maintained by the MDT (see Figure 2). The National Register-listed bridges owned by the MDT are included in the agency's Historic Bridge Rehabilitation Program (Appendix 3).

The PA also stipulates that every two years the MDT will nominate a section of historic roadway identified as historic in the PA to the National Register of Historic Places. Three road segments have been listed in the National Register since 2009 (Figure 3): Point of Rocks Historic Transportation Corridor (24MN0122/0164), the Old US Highway 91

⁴ Some types of bridges do not lend themselves to relocation. This includes steel girder, reinforced concrete, and timber stringer structures. Stipulations in the PA deal specifically with these types of bridges.

Historic District (24CA1313/24LC2112), and the Convict Grade Historic District (24PA1148). The Jefferson Canyon Highway Historic District (24JF1883) between Sappington Junction and Cardwell on Montana Highway 2 is in progress with listing anticipated in 2018. It will be followed by the Vigilante Trail (24MA2203) in Alder Gulch in 2019 or 2020.

Finally, the PA requires the MDT to produce a biennial report detailing what activities have been carried out under the provisions of the PA over the preceding two years. The 2017 biennial report is attached as Appendix 1.



Yellowstone River Bridge (24ST0361) in Stillwater County (photo by Kristi Hager)

In November 2012, the Advisory Council on Historic Preservation (ACHP) implemented the Program Comment for Common Post-1945 Concrete and Steel Bridges. The Program Comment frees the MDT from conducting Section 106 reviews of reinforced concrete and steel girder/steel stringer bridges built after World War II. Accordingly, the MDT is no longer recording and assessing the National Register eligibility of those types of bridges.

Archaeological Properties⁵

MDT administers a portion of several important archaeological properties in Montana, along with the Sleeping Buffalo Rock Traditional Cultural Property (TCP), and the Kila pictographs.

Sleeping Buffalo Rock is a TCP that is listed in the National Register of Historic Places. It is currently housed under a shelter at a turn-out adjacent to the junction of US Highway 2 and Secondary Highway 243 about eighteen miles east of Malta. While the site is often visited by Native Americans who leave offerings there, it is also visited by others who leave trash and relieve themselves under the wooden shelter that protects the rock. The MDT and the owners of the nearby Sleeping Buffalo Resort maintain the site. MDT has met with members of the Fort Belknap Reservation, and discussed the shameful treatment of this important site by certain passersby with a meeting of the Montana Tribal Historic Preservation Officers (THPOs).

At the request of the Fort Belknap Tribes, MDT still hopes to move the rocks back to their place of origin, which is on land administered by the Bureau of Reclamation (BOR). At present, this move is awaiting the completion of BOR work on Nelson Reservoir dam, located very close to the original location of the Sleeping Buffalo Rocks. Once BOR's dam work is completed, MDT will renew its efforts to return the rocks to their original location. It is important to note that the rocks will be returned to their prairie setting, in a place where public access to this important sacred site will be maintained.

The Rocky Canyon Site (24JF0699)

In 2017, Montana Department of Transportation (MDT) undertook an archaeological excavation project located in MDT right-of-way along Secondary 399 in Jefferson County. Data recovery at 24JF0699 began in August 2017 and concluded when cold weather set in in mid-October. GCM Services of Butte, Montana, is serving as MDT's cultural resource contractor for the project. The site is split four ways by the road and Rocky Canyon Creek. The southwest quadrant produced a shallowly buried Late Period assemblage dominated by processed bison bone, chipped stone debitage, and fire broken rock. This component contained numerous small side notched arrow points and ceramics. The two northern quadrants produced a grab-bag of Late and Middle Period artifacts, with no ceramics.

Mazama ash in Block 4

The southeast quadrant of the site is located on a higher terrace above Rocky Canyon Creek and contains the remnants of an early 20th century homestead. It also contains well preserved early Holocene deposits, including a well-defined layer of Mazama ash. The paleosol above the Mazama Ash contains an Early Archaic component, while the paleosol beneath the tephra contains an -as yet- undefined cultural component recently dated to 7,700 RCY. There is close to 40cm of fine grained soil beneath the bottom of

⁵ This section was written by former MDT Archaeologist Steve Platt for this report. Steve retired from MDT in December 2017 after 25 years' service.



David Ferguson of GCM Services excavates in Block 4 at 24JF0699. Note the two dark buried A horizons both above and below the light colored Mazama ash layer. Also note the presence of an 1880s-era hand laid stone well.

excavations in Block 4. In the Spring of 2018 GCM will take Block 4 down to stream gravels. Unexpectedly, an historic well turned up in the middle of Block 4. Based on its contents, the well pre-dates the homestead and was likely in use by the mid-1880s.

MDT worked with Montana Project Archaeology to provide 4th grade kids from both the Whitehall and Boulder Elementary Schools with a day of archaeological classroom instruction and an afternoon fieldtrip to see the excavation in progress. Fieldwork at 24JF0699 will conclude after roughly five weeks of excavation work in the spring of 2018. When mitigation of site 24JF0699 concludes, the only portion of the site likely to survive construction, is the deeply buried material around Block 4.



An Early Archaic biface found *in situ* in the paleosol immediately above the Mazama ash in Block 4.



Boulder Elementary 4th graders compare projectile point forms found at 24JF0699 with illustrations from the Montana Stone Age poster in September 2017.

Twenty-three of the two-dozen archaeological sites on the MDT's heritage property list were treated under federally-funded projects that occurred before 2011. Only portions of the sites are located within MDT ROW with the remainder on land not under MDT jurisdiction. These sites are not monitored on a regular basis, but are often revisited when the archaeologist is in the neighborhood. They are undisturbed and in the same condition as when originally discovered.

B. The status and condition of each heritage property

Sixty-three of the MDT's 119 heritage properties are in excellent condition; 34 of those properties are bridges. The MDT regularly maintains and inspects its bridges every two years. In March 2016, an underwater inspection of the Yellowstone River Bridge (24ST0361) in Stillwater County revealed significant scour under one of the piers. The bridge currently serves only one full-time property owner. The bridge will be closed for safety reasons in 2018 or 2019. Also included on the list are nine regularly maintained historic road segments. Each of the segments is a component of state secondary or state-maintained off-system highways. Maintenance includes snow removal and plowing,

weed control, culvert and ditch maintenance, striping, and patching. The MDT routinely removes litter from the Sleeping Buffalo Rock site.



The Yellowstone River Bridge at Fallon is the most massive continuous span through truss in the state and a landmark in southeastern Montana. The bridge is listed in the National Register of Historic Places.

The Point of Rocks Historic Transportation Corridor (24MN133/164) is owned by the MDT, but is only minimally maintained to keep it as much as possible in its original condition. In the late winter of 2017, Northwest Energy caused damage to segments of the abandoned railroad grade and Mullan Road while conducting maintenance to its power line. The utility company mitigated the damage in October 2017.

Three heritage properties are in poor condition: Old US Highway 2 Segments (24FH0490), the Swan River Bridge (24FH0080), and the South Fork of the Milk River Bridge (24GL0237) on US Highway 89 in Glacier County.

The US Highway 2 Segments are located within the existing MDT ROW in Flathead County and have not been actively maintained since the roadway was realigned in the wake of a catastrophic flood in 1966. The road segments are not actively used and there is no potential for the MDT to maintain the abandoned road segments. The Swan River Bridge is a prestressed concrete bridge that is badly deteriorated and has been scheduled

for replacement by the MDT in 2018. The rubblestone guard walls and veneer on the South Fork of the Milk River Bridge have been badly damaged by vehicular collisions and by weathering over the past ninety years. The bridge is scheduled for replacement in 2020.



Built in 1927, the South Fork of the Milk River Bridge (24GL0237) is badly deteriorated and has been scheduled for replacement as part of an on-going highway improvement project on US Highway 89 in Glacier County. The bridge was mitigated by a Historic American Record document in 2017 (HAER photograph by Kristi Hager).

There are eleven threatened heritage properties under the administration of the MDT. Seven of the properties are bridges (see Figure 4). The MDT programmed the bridges for replacement as part of its on-going road improvement program. The bridges were treated under the Section 106 process and the Historic Roads and Bridges Programmatic Agreement and HAER documents accepted by the National Park Service in 2016 and 2017. Three of the heritage properties are airway beacons. The beacons are no longer functioning and will be de-commissioned and new owners sought for them in 2019 (see below).

	Threatened Properties	County	Status
1.	Fort Shaw Canal Bridge (24CA0395)	Cascade	Mitigated
2.	Griffith Creek Bridge (24DW0247)	Dawson	Mitigated
3.	California Creek Bridge (24DL0267)	Deer Lodge	Mitigated
4.	Elk Creek Bridge (24LC0550)	Lewis & Clark	Mitigated
5.	Don Steele Residence (24MO1660)	Missoula	Mitigated
6.	Albertson Airway Beacon (24MO1724)	Missoula	
7.	Bonita Airway Beacon (24MO1725)	Missoula	
8.	University Mountain Airway Beacon (24MO1722)	Missoula	
9.	Musselshell River Bridge (24RB1878)	Rosebud	Mitigated
10.	Yellowstone River Bridge (24ST0361)	Stillwater	Mitigated
11.	Beaver Creek Bridge (24WX0192)	Wibaux	Mitigated

Figure 3. Threatened MDT Heritage Properties as of January 1, 2016

The MDT evaluated all the bridges for their rehabilitation potential and determined rehabilitation not feasible because of economics, traffic demands, safety issues, and structural condition. Although eligible for or listed in the National Register, it isn't always feasible to offer certain types of bridges for adoption (reinforced concrete, steel girder, and timber stringer). In addition, the public expressed no interest in preserving or rehabilitating the structures. Two of the bridges are steel girder or steel stringer structures built between 1940 and 1943 (Beaver Creek and Musselshell River), two are treated timber stringer bridges California Creek and Griffith Creek), one is a reinforced concrete bridge (Fort Shaw Canal), and one is a steel through truss (Yellowstone River Bridge). The MDT mitigated the bridges according to the terms of the PA. The MDT Historian prepared HAER documents for six of the bridges (denoted above).⁶ Copies of the HAER documents are on file at the MDT's Environmental Bureau and at SHPO.

Two MDT-owned properties failed during the 2016-2017 reporting period. Both were historic bridges that were replaced as part of the agency's on-going infrastructure improvement programs. The Milwaukee Road Overpass (24FR0803) and the Little Boulder River Bridge (24JF0813) were razed in 2016.

	Failed Properties	County	Status
1.	Milwaukee Road Overpass (24FR0803)	Fergus	Demolished
2.	Little Boulder River Bridge (24JF0813)	Jefferson	Demolished

Figure 4. Failed MDT-owned Heritage Properties as of January 1, 2018

Six bridges are listed in this report as mitigated in 2016 and 2017. Their replacement is pending in the 2018-2019 reporting cycle. The mitigation included the completion and acceptance of HAER documents. The excavation/mitigation work at the Rocky Canyon Site will be ongoing in 2018.

⁶ The California Creek Bridge was mitigated by the FHWA's Western Federal Lands Office in 2017.



The Musselshell River Bridge, built in 1943, is located on US Highway 12 on the border of Musselshell and Rosebud counties. The MDT has programmed the bridge for replacement sometime after 2020 (Kristi Hager).

	Mitigated Property	County
1.	Swan River Bridge (24FH0080)	Flathead
2.	South Fork of the Flathead River Bridge (24FH1256)	Flathead
3.	South Fork of the Milk River Bridge (24GL0237)	Glacier
4.	Rocky Canyon Site (24JF0699)	Jefferson
5.	Browns Gulch Bridge (24SB0965)	Silver Bow

Figure 5. MDT Mitigated Heritage properties.

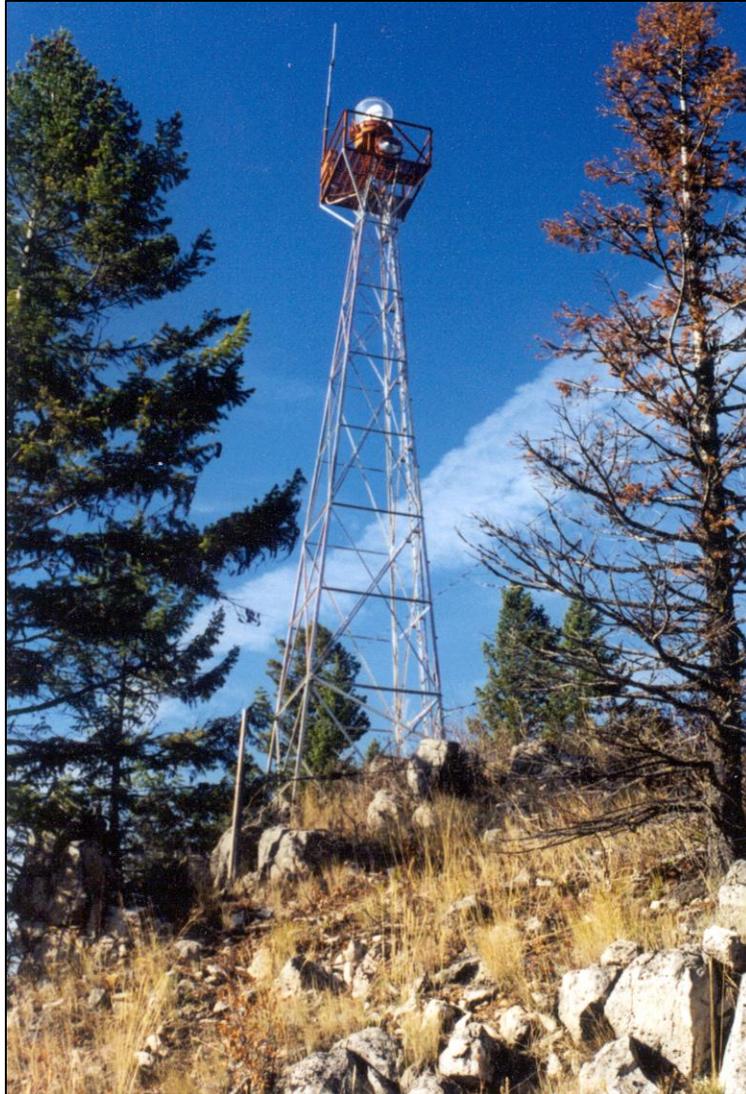
The MDT cancelled two projects that involved the replacement of historic bridges: the Lodge Creek Bridge (24BL1050) and the Flathead River Bridge (24FH0517). Two bridges were originally programmed for replacement as part of a highway reconstruction project on US Highway 89 in Park County: the Northern Pacific Railway Overpass (24PA1137) and the Yellowstone River Bridge (24PA1246). The MDT dropped the replacement of the bridges from the project. The status of the four bridges has been changed from Threatened to Satisfactory.

Montana's Airway Beacons

During the late 1920s and 1930s as the aviation industry expanded nationally and statewide, the federal government created a system airway routes across the United States to facilitate commercial and mail air traffic. Part of that development included a network of lighted beacons to guide pilots across the country at night. Montana was included in the Northern Transcontinental Airway Route (1934) and the National Parks Airway Route (1928). From 1935 to 1937, the US Department of Commerce's Air Commerce Bureau erected 84 airway beacons across Montana on both airway routes. The routes eventually grew to include shortcuts and other deviations from the established air lanes. Beginning in the late 1940s, though, the Air Commerce Bureau began decommissioning the beacons as air navigation technology made them less important. The number of nighttime beacons shrank considerably in the 1960s with development and implementation of additional navigational technologies that rendered the beacons obsolete. By 1970, there were only nineteen beacons remaining in Montana. The Federal Aviation Administration (FAA) decommissioned the last beacons in the state in 1971 and transferred ownership of them to the Aeronautics Commission (Aeronautics Division since 1991), which continues to operate and maintain them. By 2000, only seventeen beacons remained in operation in Montana. The MDT listed the MacDonald Pass Airway Beacon (24PW1093) in the National Register of Historic Places in 2014.

In early 2017, the MDT announced plans to decommission the remaining seventeen beacons. The obsolescence of the system along with the cost of maintaining them led to the agency's announcement. The announcement generated some controversy and resulted in the MDT forming a working group to study the issue and solicit public comments. Based on the recommendations of the working group, aviation groups, and the public, the MDT's director announced in October 2017 that the beacons would be decommissioned. All but three beacons would be shut down (MacDonald Pass, Spokane Hill, and Strawberry Mountain). The MDT will attempt to find new owners to assume responsibility for the beacon towers. Those for which no owners could be found may be demolished. The decision also stated that the MacDonald Pass, Spokane Hill, and Strawberry Mountain beacons may be shut down by July 1, 2019.

The Agency began inventorying the beacons in 2017. The beacons are historic age and will be treated as state-owned heritage properties. The land they are sitting on, however, is either federal, state or privately owned. The MDT does not own any of the land upon which the towers stand. It is also unclear at this point how long the decommissioning process will last as new owners need to be found and agreements signed before the property can be transferred out of state ownership. Only seven beacons had been inventoried before the end of 2017 and this reporting period. Two beacons, Lookout Pass and Monida Pass, are located in Idaho. The remaining beacons (excluding MacDonald Pass) will be inventoried and their National Register status determined by July 1, 2019. It should be noted that of the seven inventoried beacons, three are no longer functioning (Hardy, Wolf Creek, and University Mountain).



Erected in 1935, the Alberton Airway Beacon is one of seventeen remaining beacons in western Montana. The beacon is a vestige of the Northern Transcontinental Airway Route, established by the US Bureau of Commerce in 1934.

C. The stewardship efforts in which the agencies have engaged to maintain each heritage property and the cost of those activities.

The MDT oversees the maintenance of 11,758 miles of Interstate, primary, secondary, and urban roads. It also is responsible for the maintenance of 2,440 bridges on those roads. Sixty of the heritage properties owned and administered by the MDT are components of that road and bridge system. The maintenance of those facilities is critical to the transportation needs of Montana and the traveling public. It is also the responsibility of the MDT to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment. The Aeronautics Division is also part of the MDT. The

division facilitates the maintenance of airports and various components of airport infrastructure, including navigational facilities. It is responsible for providing for the protection and promotion of safety in aeronautics. It also administers a loan and grant program to municipal governments to fund airport development and improvement projects. The National Register of Historic Places-listed Aeronautics Operations Building (24LC1292) and the airway beacons are also associated with the state's transportation system.



The MDT listed the Aeronautics Operations Building in Helena in the National Register in 2017.

MDT maintenance activities on its roads consist of snow removal, weed control, culvert and ditch maintenance, striping, guardrail maintenance, and patching. Highways are resurfaced on a regular cycle. Often it consists of simple pavement preservation, chip/seal or overlay projects, but also sometimes include more substantial resurfacing projects that involve shoulder widening. Maintenance work is conducted with State funds and is not federally funded. Maintenance in the winter time is concentrated on snow removal, which does not cause any damage to the roadway, nor result in the removal or destruction of historic features associated with the roadway. During the 2016-2017 reporting period, no maintenance activities, other than snow removal, were conducted on the MDT's nine historic road segments.

Federal law mandates that on-system and county-owned off-system bridges are inspected every two years. The MDT inspects its bridges on two-year cycles. In any one year, 813 bridges are inspected by the department. Inspections are non-invasive and consist primarily of the visual inspections of the structures' components and underwater inspections of the structural foundations. State money is used to conduct the inspections. For the 52 historic bridges listed as MDT Heritage Properties, the cost of the inspections every two years is \$45,760.00. The MDT has programmed nine bridges for replacement. Until the time they are removed, they undergo routine maintenance and biennial inspections. Routine maintenance of bridges includes patching potholes on bridge decks, guardrail repair, and cleaning debris away from the piers and abutments. That activity is conducted on an as-needed basis and is the result of regular visual inspections by MDT maintenance section staff.

It is estimated that the MDT spent approximately \$500,000 on routine maintenance of historic roads and bridges during the 2016-2017 reporting period. None of the completed maintenance work compromised the integrity of any MDT-owned historic roads and bridges. It is not anticipated that the future maintenance activities would adversely affect any heritage properties owned and administered by the MDT. If that does occur, the affected heritage property will be dealt with under the Montana Antiquities Act as required.

MDT Administration/Maintenance Facilities

In 2014, the MDT Historian embarked on a mission to inventory and assess the National Register eligibility of the MDT's district and area offices. There are five district and six area offices spread across the state to administer the agency's construction and maintenance activities. The MDT historian inventoried the Missoula, Great Falls, Glendive, and Billings district offices and determined them eligible for the National Register of Historic Places in 2014 and 2015. The Butte District Office was built in 1970 and has not yet reached the requisite 50-year age. It will be inventoried and its National Register eligibility evaluated in 2020.

The MDT occupies 123 Maintenance section shops scattered around Montana. Unfortunately, determining the age of the maintenance section shops is often problematic. The old Montana State Highway Commission meeting minutes includes authorizations for the erection of maintenance section shops in the late 1940s up through the early 1960s. Not all the shops of that age, however, are mentioned in the meeting minutes. The MDT Historian, for the most part, has been recording the maintenance sections when its become known to him that they will be replaced by new buildings that better handle the equipment used in the 21st century. The inability to determine the ages has been a significant challenge. Deed records at the MDT's Right-of-Way Bureau provide information when the land for the shops was acquired, but not when the buildings were erected. Consultation with the MDT's Maintenance staff has also failed to acquire that information.



The Don Steele Residence. Built in 1958, this small Minimal Traditional-style dwelling is located at 1010 South Russell Street in Missoula. The MDT purchased the house for right-of-way purposes in 2016. While the department currently rents the property, it will be demolished sometime in the future to accommodate the widening of Russell Street.

D. A prioritized list of the maintenance needs for properties

Historic roads and bridges are aging facilities that require monitoring to ensure they remain open and safe for traffic. The MDT must strike a balance between preserving its heritage properties and continued operations to provide safe efficient transportation facilities. The MDT's Maintenance personnel regularly inspect the Interstate, primary, secondary, and urban roads under their jurisdiction. Maintenance generally conducts spot repairs (patching), weed control, snow removal, guardrail repairs, and culvert and ditch cleanings as part of the routine maintenance of the MDT's roads. On regular cycles, broader Maintenance projects include crack sealing, chip/seal, and limited resurfacing projects. These projects are conducted to extend the lives of the facilities. It usually doesn't include work that may diminish the National Register eligibility of MDT-owned heritage properties.

The MDT continues to prioritize one Traditional Cultural Property that will require future preservation needs: Sleeping Buffalo Rock (24PH1002).⁷ The MDT's efforts, along with the efforts of Montana's THPOs, to relocate the Sleeping Buffalo Rock to its original location are ongoing and may see fruition during the 2018-2019 reporting period.

Those bridge replacement projects for which the Section 106 process has been completed are described above in Section A. Seven of the MDT's ten threatened heritage properties are historic bridges that have been scheduled for replacement as part of the MDT's ongoing programs. All were handled under Section 106 of the National Historic Preservation Act and the bridges mitigated according to the terms of the MDT's Historic Roads and Bridges Programmatic Agreement. Agency Bridge Bureau personnel evaluated the bridges for rehabilitation and determined that rehabilitation was not an option based on economics, structural condition, safety, and current and projected traffic demands. The structural types and/or sizes of some bridges do not make them conducive to relocation and/or adoption.

E. Record of the agencies' compliance with subsections MCA 22-3-424 Section 3(1) and (2).

Most MDT projects with the potential to impact heritage properties are federally-funded in order to comply with MDT's mission to "serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment." Most MDT projects do not occur under the Montana Antiquities Act, but rather under Section 106 of the National Historic Preservation Act (36 CFR 800) and Section 4(f) of the Department of Transportation Act of 1966. The process outlined in Section 106 is mirrored in the Montana Antiquities Act.

The MDT has a system in how it handles heritage properties that follows the procedure delineated by Section 106: identification of heritage properties, assessment of effect, and mitigation if necessary. The goal of Section 106, moreover, is to minimize or avoid impacts to heritage properties. Section 4(f) ensures that the MDT takes measures to avoid impacts to heritage properties where there are reasonable and prudent alternatives. Because of those two federal laws, and under the provisions of the National Environmental Policy Act (NEPA), the identification and protection, when possible, are a significant part of the MDT's Section 106 process. Heritage properties are treated in Chapter 30 of the MDT's Environmental Manual, which can be viewed at <http://www.mdt.mt.gov/publications/docs/manuals/env/preface.pdf>. The manual provides the guidelines for how the MDT and its consultants treat heritage properties.

Most of the consultation between the MDT and the Montana State Historic Preservation Office in 2016-2017 occurred under Section 106 of the National Historic Preservation

⁷ In previous years, the Yellowstone River Bridge at Gardiner (24PA0790) was included on this list. The scope of the work involving the bridge has changed, however, to include only the replacement of the concrete deck. There would be no alteration or modification of the deck trusses or other features critical to the historic integrity of the bridge.

Act. Consultation under the Montana Antiquities Act occurred as part of the airway beacons inventory.



The MDT is in the process of listing the Jefferson Canyon Highway Historic District (24JF1883) in the National Register under the provisions of the Historic Roads & Bridges Programmatic Agreement.

That undocumented and unevaluated historic properties are owned by the MDT is undisputed and the MDT identifies, documents and evaluates those properties as part of its regular program. The 2015 and 2017 legislative sessions significantly reduced state funds available to the agencies. The lack of funds has resulted in a moderate amount of belt-tightening in state budgets that may impact the MDT's ability to fully comply with State Heritage Stewardship amendment to the MAA. Because the MDT's program to inventory its heritage properties utilizes state funds, adjustments will need to be made for the 2018-2019 reporting period. The MDT will need to combine its regular federally-funded cultural resource program with MAA stewardship requirements. This would entail inventorying non-project related MDT-owned heritage properties while enroute to or from federally-funded projects. Unfortunately, the MDT Historian did not conduct field work in areas that required inventory of MDT-owned Maintenance facilities in 2017.⁸

⁸ In 2016, the historian did inventory the Glasgow/Vandalia rest area (24VL2146) in Valley County. The rest area, however, is ineligible for the National Register of Historic Places.

The historian did, however, inventory and evaluate the National Register eligibility of seven MDT-owned residences that were acquired by the department for ROW purposes. Two of those properties, the Oldham Residence (24FH1340) and the Louis & Carol Phillips Residence (24FH1345) in Kalispell were determined eligible for the National Register. The MDT currently rents the properties to vetted tenants until such time as they'll be sold to new property owners. The MDT historian will continue to inventory and evaluate buildings when requested by the department's Real Estate Service Section.



The Louis & Carol Phillips Residence is an excellent example of a brick Ranch style dwelling. A trained brick mason, Louis built the house in 1950 with brick salvaged from a school building that had recently burned.

Other heritage properties (i.e. bridges) will be documented and evaluated under the terms of Section 106 of the National Historic Preservation Act. No doubt there are archaeological sites at least partially located within the MDT's ROW in Montana that have not been documented or evaluated. The MDT has not surveyed its entire ROW and does so only when projects are programmed that require additional ROW or have the potential to significantly disturb the existing ROW in areas that have not been previously disturbed. As part of its on-going programs, the MDT will continue to document heritage properties located at least partially within the ROW. Those properties will be treated under Section 106 and the Antiquities Act when appropriate.

The MDT cultural resource staff is responsible for the agency's Section 106 and Montana Antiquities Act compliance. When the agency programs projects that may potentially impact heritage properties, the staff is notified as part of the planning process. The staff either conducts the work themselves or assigns one of its term contractors to do the work. The contractors are selected based on their knowledge of MDT's requirements and methods under Section 106.

The major challenge for the MDT is balancing the needs to meet the MDT's mission and to preserve heritage properties. In the past, the MDT has had some success in preserving historic bridges, but they were off-system, county-owned structures that did not experience the same traffic demands placed on state-owned structures on the primary and secondary systems.

The MDT will continue to identify and evaluate heritage properties as part of its on-going cultural resource program in conjunction with the MDT's federal and state-funded programs. The MDT's cultural resource program is governed by Section 106 of the National Historic Preservation Act. Where possible, the MDT will avoid heritage properties and/or minimize impacts to them. The MAA's State Heritage Stewardship amendment does have some influence on how the MDT considers the impact of its undertakings on heritage properties under its jurisdiction. This has been the case specifically for the airway beacons.

Appendix 1: 2015-2017 Biennial Report on the MDT's Historic Roads and Bridges Programmatic Agreement

THIRD BIENNIAL REPORT HISTORIC ROADS AND BRIDGES PROGRAMMATIC AGREEMENT MONTANA DEPARTMENT OF TRANSPORTATION NOVEMBER 16, 2017

On February 1, 2007, the Federal Highway Administration (FHWA), Advisory Council on Historic Preservation (ACHP), Montana State Historic Preservation Office (SHPO), and the Montana Department of Transportation (MDT) implemented a Programmatic Agreement concerning historic roads and bridges in Montana. The Agreement is divided into four sections: historic roads, historic bridges, National Register nominations and historical context development, and educational outreach.

The MDT has implemented most of the stipulations in the Agreement, although not all by the deadlines specified in the document. The reasons for this are based on the work load of the MDT historian over the last three years and the department's highway and bridge programs since late 2015. Instead of reconstruction and rehabilitation projects, the MDT has concentrated more on pavement preservation, safety projects, and corridor studies to get the maximum amount of work out of our federal allocation. The projects do not generally require additional right-of-way or temporary construction permits. The redirection of the department's program has also meant fewer historic bridge replacement projects. Since 2015, the department has programmed twenty-four on- and off-system bridge replacement projects that involved historic bridges. For those bridges determined eligible for the National Register of Historic Places, the PA was applied to all of them.

STIPULATIONS

Montana Historic Highway Program

- (2(B)(1): The MDT Environmental Services Bureau in consultation with SHPO will compile a list of a minimum of 12 (twelve) historic road segments in Montana that are especially significant for their historic associations and/or engineering and associated features (i.e. bridges, roadside architecture, proximity to abandoned segments of historic road, etc.) for inclusion in a Montana Historic Highway Program. The MDT recorded twelve historic road segments and submitted site forms for them to SHPO on October 29, 2009 (Appendix 2). Each segment, we believe, is "significant for their historic associations and/or engineering and associated features." None of these road segments have been programmed for reconstruction, rehabilitation, or resurfacing by the MDT. Because of the limited scope of MDT projects since 2015, no new historic road segments have been identified.
- C(2): For the historic roads, MDT will identify, record, and assign Smithsonian trinomial site numbers to historic-age (> 50 years old) roads or road segments located

within the Area of Potential Effect (APE) of MDT’s undertakings. No historic road segments have been recorded in the 2015-2017 reporting period.

Historic Bridges

- 3. The MDT has complied with sections 3C(1-3) and D of the Agreement. The MDT has consulted with the National Park Service’s HAER program eighteen times since January 1, 2014. That consultation resulted in the HAER recordation of eighteen historic bridges that would be impacted by MDT undertakings. The table below details those historic bridges.

	Bridge	HAER No.	Accepted by NPS
1.	Musselshell River	MT-174	2017
2.	Yellowstone River	MT-173	2017
3.	South Fork of Milk River	MT-171	2017
4.	Milk River	MT-170	2017
5.	Maclay Bridge	MT-168	2016
6.	Big Porcupine Creek	MT-167	2016
7.	Conley Street	MT-161	2016
8.	Poplar River	MT-162	2016
9.	Beaver Creek	MT-165	2015
10.	Gallatin River/Axtell	MT-157	2015
11.	South Fork of Flathead River	MT-158	2015
12.	Stillwater R./Kern’s Crossing	MT-160	2015
13.	Beaver Creek (Wibaux County)	MT-159	2015
14.	Griffith Creek	MT-156	2015
15.	Browns Gulch	MT-155	2015
16.	Musselshell River/Gage	MT-152	2015
17.	Musselshell River/Absher	MT-153	2015
18.	Elk Creek	MT-151	2014

In 2013, the MDT updated and completed two HAER documents that were written in 1989, but never submitted to the National Park Service. They are the Blaine Springs Creek Bridge (MT-63) and the Varney Bridge (MT-64).

- 3(E): Adopt-a-Bridge Program. A revised Montana Adopt-A-Bridge Program is still in effect. From 2015 to 2017, two bridges were offered for adoption: the Musselshell River/Absher Bridge (24ML0807) and the Musselshell River/Gage Bridge (24ML0179), both in Musselshell County. The Gage Bridge was adopted in 2016 by a local landowner, but no applications were received for the Absher Bridge. Adoption was not pursued for several other historic bridges because of size or the type was not conducive to relocation (i.e. steel girder, steel stringer, reinforced concrete and timber stringer). No National Register-eligible bridges have reached the stage in the preliminary engineering process to be offered for adoption per this stipulation in the agreement.

- 3(F): Montana Historic Bridge Rehabilitation Program. Thirty-four bridges have been approved for inclusion in the MDT’s Historic Bridge Rehabilitation Program (Appendix 3). Only one of these state or county owned bridges have been programmed by the MDT for any undertaking. The Gallatin River/Axtell Bridge (24GA1676) was programmed for replacement in 2015, but the county and MDT are planning it as a rehabilitation project rather than replacement.

Twenty bridges on the list have been listed on the National Register of Historic Places as part of the Multiple Property Documents for steel truss, reinforced concrete, and steel stringer/girder bridges (Appendix 3).

- All bridges included in the program will be treated under the American Association of State Highway and Transportation’s publication, *Guidelines for Historic Bridge Rehabilitation and Replacement* (November 2008).
- No bridges have been removed from the list because of damage or replacement. The MDT rehabilitated the Divide Bridge (24BE1803/SB0588) in 2015 and it is open for traffic.



The Axtell Bridge (24GA1676) in Gallatin County.

National Register of Historic Places Nominations and Context Development

- 4(A): The Convict Grade Historic District (24PA1148) was listed in the National Register in August 2015.
- 4(B): MDT will nominate one historic road segment in the Montana Historic Highway Program to the National Register of Historic Places. The MDT is currently preparing a National Register nomination for the Jefferson Canyon Highway (24JF1883) in Jefferson County. It is anticipated that the nomination will be submitted to SHPO by March 2018 for possible consideration by the State Review Board that year.
- 4(C): Multiple Property Documents. The MDT has completed Multiple Properties Documents (MPD) for steel truss, reinforced concrete, steel stringer/girder, and timber stringer bridges.

Education and Outreach Programs

- 5(A): MDT will provide funding for the development and installation of five new roadside interpretive markers describing the history and significance of pre-1913 historic roads. The MDT has installed all four interpretive markers since February 2013. They are located at the Greycliff Rest Area on I-90 (Bozeman Trail/Thomas Party Massacre), the Teton River Rest Area on I-15 (Whoop-up Trail), on U.S Highway 287 north of Wolf Creek (Dearborn River Crossing), along MT 200 between Bowman's Corner and Vaughn (Birdtail Rock, Sun River Crossing, and Sun River Leavings), and on US 89 between Great Falls and Fort Benton (Twenty-Eight Mile Station and Mullan Road).

In addition to those markers, information pertaining to Montana's transportation history has also been included on many of the 65 geological interpretive markers installed by the MDT at rest areas and roadside pull-offs since 2007. This includes information about the Benton Road, US Highways 2, 10, and 91, the Custer Battlefield Highway, Red Trail, and the Vigilante Trail. Images of the geological markers and their contents can be viewed at www.mdt.gov.

- 5(B): MDT will expand its historical marker program to MDT-administered Rest Areas to concentrate specifically on Montana's transportation history. See above. A plan has been proposed by the MDT to revamp and expand the historical markers located at Montana's rest areas. This includes new signs and installing signs at rest areas that do not currently have historical markers. The plan is currently in progress as rest areas are programmed for rehabilitation.
- 5(C): MDT will finance the updating and republishing (with the Montana Historical Society Press or other publisher) of *Montana's Historical Highway Markers*. The MDT in cooperation with the Montana Historic Society published *Montana's Historical Highway Markers* in May 2008. The book is currently out of print.

However, the MDT is developing a “story map” for its website that will include the locations, texts, and photographs of all the historical markers currently administered by the MDT. The map should be ready to go live in the summer of 2018.

Benefits have already presented themselves as a result of the story map. The map will be much simpler to update than the printed medium as new signs are either revised or replaced. Another benefit is that all the signs now have lat./long. locations and photographs have been taken of all of them. Because of that, we have been able to replace the badly deteriorated wooden markers with new plastic signs. That has also enabled MDT to correct informational mistakes on some of the older markers.

- 5(D): MDT will revise and expand its 1993 unpublished document, *Roads to Romance: The Origins and Development of the Road and Trail System in Montana*, by December 31, 2009. In 2015, the MDT historian produced a new updated history of transportation in Montana, concentrating on the history of the MDT. The History Press published the book in 2015 as *Taming Big Sky Country: The History of Montana Transportation from Trails to Interstates*. It was followed in 2016 by *The Beartooth Highway: A History of America’s Most Beautiful Drive*.
- 5(E): Statewide Bridge Database/GIS. The Statewide Bridge Database/GIS has been implemented as specified in the Agreement.
- 5(F): Historic Bridge Workshop/Seminar. Because of the MDT’s diminished program and funding, no workshop or seminar is currently in development by the MDT.
- 5(H): MDT will develop a “History of the Montana Department of Transportation” PowerPoint presentation, advertise and make it available to the public and interested agencies and organizations. The MDT developed a PowerPoint presentation entitled “A History of the Montana Department of Transportation” that was completed in 2013 to coincide with the department’s centennial. The MDT historian has presented a revised version of the presentation at various locations in Montana.
- 5(I): MDT will develop and distribute a “Compilation of Montana Historical Highway Maps” to appropriate schools and agencies by June 30, 2007. The MDT produced a limited edition compilation of Montana’s historic highway maps in 2006 and distributed the hardbound book to Montana schools and to the Montana Historical Society in early 2008. A revised edition of the book is still in preparation. The maps are also available on the MDT’s website at www.mdt.gov.
- 5(J): MDT will seek to participate as possible in other historic transportation-related educational and outreach programs on a can-do basis as they may become known. MDT will seek to participate as possible in other historic transportation-related educational and outreach programs on a can-do basis as they may become known. MDT has participated in historic transportation-related educational and outreach programs as funding and MDT policy regarding attendance at out-of-state conferences has permitted. The MDT historian is a member of the Transportation

Research Board's ADC50 Historic and Archaeological Preservation in Transportation Committee and has attended national conferences in 2013, 2014, and 2015. Funding issues have prevented additional out-of-state travel to conferences.

Appendix 2: Historic Road Segments

	Highway/Road	County	NR Status
1.	Old US 91 Historic District (24CA0386)*	L & C/Cascade	Listed
2.	Convict Grade Historic District (24PA1148)*	Park	Listed
3.	Camels Hump Road (24MN0333)	Mineral	
4.	Yellowstone Trail (24TE0133/24YL1671)	Yellowstone/Treasure	
5.	Roosevelt Highway/US 2 (24BL1994)	Blaine	
6.	Old Hardin Road (24YL1672/24BH3383)	Yellowstone/Big Horn	
7.	Yellowstone Trail (24FA0400/24CR1137/24PE0725)	Fallon, Custer, Prairie	
8.	Roosevelt Highway S-246 (24VL1865)	Valley	
9.	Vigilante Trail (24MA2203)	Madison	In progress
10.	Jefferson Canyon Highway (24JF1883)	Jefferson	In progress
11.	Yellowstone Trail (24JF1884/24MA2202)	Madison	
12.	Old Montana Highway 6 (24ME0848)	Meagher	

Road segments highlighted in red are county-owned.

Appendix 3: Historic Bridge Rehabilitation Program Bridges

	Bridge	MDT ID#	NR Status
	Missoula District		
1.	Swan River at Bigfork (24FH0743)*	L15672000+02001	Listed
2.	Blackfoot River S. of Clearwater Jct. (24MO371)*	L32406002+06001	
3.	Clark Fork/Scenic (24MN0304)*	L31170000+02001	Listed
4.	Noxon Bridge (24SA0554)	L45260000+01001	
5.	Little Blackfoot River SW of Avon (24PW0633)*	L39311000+01001	Listed
6.	Orange Street Underpass (24MO0706)	R08107002+07001	Listed
	Butte District		
7.	Ferry Creek Bridge NE of Livingston (24PA1077)*	L34003001+07001	
8.	Missouri River at Toston (truss) (24BW0814)*	L04415000+01001	Listed
9.	Big Hole River near Glen (Kalsta Bridge)	L01311022+02001	
10.	Red Rock River 4 mi. NW of Lima (24BE2061)*	L01266000+05001	
11.	Gallatin River/Axtell Bridge (24GA1676)*	L16494000+05001	Rehab pending
12.	Yellowstone River/Carbella Bridge (24PA1237)*	L34301000+03001	Listed/rehabbed
13.	Divide Bridge (24BE1803/24SB0588)*	L47017000+01001	Rehabbed
14.	Yellowstone River/Carter Bridge (24PA0841)	S005400031+06621	Listed
	Great Falls District		
15.	Missouri River NE of Wolf Creek (24LC0131)	L25003011+00001	Listed
16.	25 th Street North at Great Falls (24CA0331)*	U05217001+05401	
17.	Marias River/Pugsley Bridge (24LT0076)*	L26038005+01001	
18.	Missouri River at Hardy (24CA0389)	L07604006+04001	Listed
19.	Little Prickly Pear Creek Bridge (24LC1166)*	L25005007+00001	
20.	Missouri River/O. S. Warden Bridge (24CA0401)	P00060094+08282	Listed
21.	Sheep Creek Bridge (24LC1157)	L25003005+02001	Listed
22.	Marias River Bridge (24TL0401)	L51306006+06001	Listed
	Glendive District		
23.	Powder River at Locate (24CR0772)*	L09307000+03001	
24.	Bad Route Creek (24DW0423)*	L11109020+03001	Listed
25.	Locate Creek (24CR0761)*	L09305003+03001	Listed
26.	Yellowstone River at Fallon (24PE0618)	L40114001+05001	Listed
27.	Powder River west of Terry (24PE1810)	L40004006+02001	Listed
	Billings District		
28.	Bluewater Creek SE of Fromberg (24CB1309)*	L05302008+06001	Listed
29.	Fred Robinson Bridge (24FR0804/24PH1059)	P00061088+00671	Listed
30.	Big Horn River at Custer (24YL1603)	L56104002+05001	Listed
31.	Dry Wolf Creek (24JT0251)*	L23101010+04001	
32.	Beaver Creek Bridge* (24FR0821)	L14339001+00001	
33.	Yellowstone River SE of Reed Point (24ST0361)	L48115000+08001	Bridge to be closed
34.	Yellowstone River at Huntley (24ST0656)	L56788012+07001	Listed

* Indicates county-owned, off-system bridges

Appendix 4: List of MDT's Heritage Properties as of January 1, 2018

	Heritage Property	Status	Cond.	Cost	Priority
	Beaverhead County				
1.	Poindexter Slough Bridge (24BE0538)	S	E	\$700	5
2.	Union Pacific Railway Overpass (24BE0539)	S	E	\$700	5
3.	Old Airport Road Bison Kill Archaeological Site (24BE1002)	U	U	\$0	5
4.	Big Hole River/Kalsta Bridge (24BE2061)	S	G	\$700	5
5.	Lima Port of Entry Station (24BE2077)	S	G	\$0	5
	Big Horn County				
6.	Little Big Horn River Bridge (24BH2872)	S	E	\$700	5
7.	Lodge Grass Creek Bridge (24BH2873)	S	E	\$700	5
8.	Unnamed Archaeological Site (24BH2901)	W	U	\$0	5
9.	Unnamed Archaeological Site (24BH2902)	U	U	\$0	5
	Blaine County				
10.	Lodge Creek Bridge (24BL1050)	S	G	\$700	1
11.	Roosevelt Highway/Secondary 396 (24BL1944)	S	E	\$0	5
	Broadwater County				
12.	Jefferson River Bridge (24BW0974)	S	G	\$700	5
13.	Spokane Hill Airway Beacon (24BW1139)	W	G	\$3,000	3
	Carbon County				
14.	Beartooth Highway (24CB1964)*	S	E	\$150,000	5
	Cascade County				
15.	Hardy Bridge (24CA0389)*	S	E	\$700	5
16.	Novak Creek Bridge (24CA0394)*	S	E	\$700	5
17.	Fort Shaw Canal Bridge (24CA0395)	T	E	\$700	3
18.	Missouri River/Warden Bridge (24CA0401)*	S	G	\$535,500	5
19.	Missouri River Bridge @ Cascade (24CA0402)	S	G	\$700	5
20.	Unnamed Archaeological Site (24CA0412)	U	U	\$0	5
21.	Prewitt Creek Bridge (24CA0642)*	S	E	\$700	5
22.	Old US Highway 91 Historic District (24CA0386/24LC2112)*	S	E	\$5,000	5
23.	Monarch Maintenance Shop (24CA1630)	S	E	\$0	5
24.	MDT Great Falls District Office (24CA1701)	S	E	\$10,000	5
25.	Hardy Airway Beacon (24CA1773)	E	G	\$0	5
	Chouteau County				
26.	Unnamed Archaeological Site (24CH0593)	U	U	\$0	5
	Daniels County				
27.	County Line Archaeological Site (24DN0057/24SH0633)	U	U	\$0	4
	Dawson County				
28.	Glendive District Office and Shop (24DW0566)	S	E	\$10,000	5
29.	Griffith Creek Bridge (24DW0247)	T	E	\$700	5

	Heritage Property	Status	Cond.	Cost	Priority
	Deer Lodge County				
30.	Big Hole Site (24DL0470)	S	F	\$0	3
31.	French Gulch Placer Mines (24DL0757)	W	U	\$0	2
32.	California Creek Bridge (24DL0267)	T	G	\$700	2
	Fallon County				
33.	Cottonwood Creek Bridge (24FA0231)*	S	G	\$700	5
	Fergus County				
34.	Big Springs Creek Bridge (24FR0801)	S	E	\$700	5
35.	Fred Robinson Bridge (24FR0804/24PH1059)*	S	E	\$700	5
36.	Judith River Viaduct (24FR1153)	S	E	\$700	5
37.	Milwaukee Road Railroad (24FR0411)	S	E	\$0	5
38.	MDT Lewistown Area Office (24FR1200)	S	E	\$10,000	5
	Milwaukee Road Overpass (24FR0803)	F			
	Flathead County				
39.	Leo Petroglyph (24FH0429)	S	E	\$0	5
40.	Old US Highway 2 Segments (24FH0490)	S	P	\$0	5
41.	Flathead River Bridge (24FH0517)	S	G	\$700	5
42.	Kila Buffalo Pictographs (24FH1006)	W	E	\$0	1
43.	Kila Pictographs Day Count Shelter (24FH1007)	W	E	\$10,000	1
44.	Kila Roadcount Pictographs (24FH1008)	W	E	\$0	1
45.	Kila Roadcut Pictographs (24FH1009)	W	E	\$0	1
46.	Swan River Bridge (24FH0080)	M	P	\$0	5
47.	South Fork Flathead River Bridge (24FH1256)	M	G	\$0	5
48.	The Oldham Residence (24FH1340)	S	E	\$500	5
49.	Louie & Carol Phillips Residence (24FH1345)	S	E	\$500	5
	Gallatin County				
50.	Drainage Bridge near Manhattan (24GA1069)	S	G	\$700	5
51.	Gallatin River Bridge (24GA1511)	S	E	\$700	5
52.	Strawberry Mountain Airway Beacon (24GA1962)	W	G	\$3,000	3
	Glacier County				
53.	South Fork of the Milk River Bridge (24GL0237)	M	P	\$800	5
	Granite County				
54.	Fred Burr Creek Bridge (24GN0844)	S	E	\$700	5
	Hill County				
55.	MDT Havre Area Office (24HL1381)	S	E	\$10,000	5
	Jefferson County				
56.	Jefferson Canyon Highway (24JF1883)	S	E	\$1,000	5
57.	Yellowstone Trail/Secondary 359 (24JF1884/24MA2202)	S	E	\$1,000	5
58.	Rocky Canyon Site (24JF0699)	M	G	\$150,000	1
	Little Boulder River Bridge (24JF0813)	F			

	Heritage Property	Status	Cond.	Cost	Priority
	Judith Basin County				
59.	Utica Bison Kill Site (24JT0324)	S	U	\$0	5
	Lewis & Clark County				
60.	Missouri River Bridge (24LC0131)*	S	E	\$700	5
61.	Wegner Creek Bridge (24LC0133)*	S	E	\$700	5
62.	Sheep Creek Bridge (24LC1157)*	S	E	\$700	5
63.	Cokahlarishkit Forks Camp Archaeological Site (24LC1210)	U	U	\$0	4
64.	Aeronautics Operations Building (24LC1292)*	S	E	\$10,000	5
65.	Elk Creek Bridge (24LC0550)	T	G	\$700	4
66.	MacDonald Pass Section House (24LC2241)	S	F	\$2,500	5
67.	Wolf Creek Airway Beacon (24LC2495)	E	G	\$0	2
	Madison County				
68.	Beaverhead River Bridge at Twin Bridges (24MA2177)	S	E	\$700	5
69.	Vigilante Trail/MT 287 (24MA2203)	S	G	\$5,000	5
70.	Sand Hill Crane Site (24MA0779)	S	U	\$0	5
	Meagher County				
71.	Cooper Creek Site (24ME0806)	S	E	\$0	5
72.	Electric Highway/Montana Highway 6 (24ME0848)	S	G	\$45,000	5
73.	Deep Creek Section House (24ME0941)	S	G	\$2,500	5
	Mineral County				
74.	Point of Rocks Historic Transportation Corridor (24MN133/164)*	S	E	\$700	5
75.	14-Mile (Nemoté) Creek Bridge (24MN0349)	S	E	\$700	5
	Missoula County				
76.	Orange Street Underpass (24MO0361)*	S	E	\$700	5
77.	Rattlesnake Creek Bridge (24MO0706)*	U	E	\$700	5
78.	MDT Missoula District Office (24MO1659)	S	E	\$10,000	5
79.	University Mountain Airway Beacon (24MO1722)	T	F	\$0	5
80.	Bonita Airway Beacon (24MO1725)	T	G	\$3,000	2
81.	Alberton Airway Beacon (24MO1724)	T	G	\$3,000	5
82.	Don Steele Residence (24MO1660)	T	E	\$500	5
	Park County				
83.	Yellowstone River Bridge at Gardiner (24PA0790)	W	E	\$700	2
84.	Carter Bridge (24PA0841)*	S	E	\$700	5
85.	Northern Pacific Railway Overpass (24PA1137)	S	G	\$700	5
86.	Baltz Archaeological Site (24PA1200)	U	U	\$0	5
87.	Yellowstone River Bridge (24PA1246)	S	G	\$700	5
	Phillips County				
88.	Sleeping Buffalo Rock (24PH1002)	W	G	\$800	1
	Powell County				
89.	Black Bear Coulee Archaeological Site(24PW0308)	W	E	\$100	1
90.	Milepost 12 Archaeological Site (24PW1044)	W	E	\$100	1

	Heritage Property	Status	Cond.	Cost	Priority
	Powell County (cont.)				
91.	DARR Chert Quarry (24PW0788)	W	G	\$100	3
92.	MacDonald Pass Airway Beacon (24PW1093)*	S	E	\$300	5
	Prairie County				
93.	Yellowstone River Bridge at Fallon (24PE0618)	S	E	\$800	5
94.	Powder River Bridge near Terry (24PE1810)	S	E	\$800	5
	Richland County				
95.	Unnamed Archaeological Site (24RL0295)	U	U	\$0	5
	Rosebud County				
96.	McRae Bison Kill Site (24RB1861)	U	U	\$0	5
97.	Musselshell River Bridge (24RB1878)	T	E	\$800	4
	Sanders County				
98.	Sears/Weeksville Archaeological Site (24SA0155)	S	F	\$0	5
99.	Bad Rock Trail (24SA0343)	S	G	\$0	4
	Silver Bow				
100.	Browns Gulch Bridge (240965)	M	F	\$0	5
	Stillwater County				
101.	Crow Agency II (24ST0089)	S	U	\$0	5
102.	Stillwater River Bridge (24ST0289)	S	E	\$800	5
103.	Yellowstone River Bridge near Reed Point (24ST0361)	T	G	\$800	5
	Sweet Grass County				
104.	Yellowstone River Bridge (24SW0751)	S	E	\$800	5
	Toole County				
105.	Great Northern Railroad Viaduct (24TL0300)	S	E	\$800	5
106.	Marias River Bridge (24TL0401)*	S	E	\$800	5
107.	Galata Bison Kill (24TL0777)	S	G	\$0	5
	Treasure County				
108.	Big Horn River Bridge N. of Custer(24TE0120/24YL1603)*	S	E	\$800	5
109.	Yellowstone Trail/Old US Highway 10 (24TE0133/24YL1671)	S	E	\$0	5
	Valley County				
110.	Lithic Scatter Site (24VL1374)	W	G	\$0	4
111.	Roosevelt Highway (24VL1865)	S	G	\$0	5
	Wheatland County				
112.	Unnamed Archaeological Site (24WL0149)	U	U	\$0	5
113.	Milwaukee Road Overpass at Harlowton (24WL0221)	S	E	\$800	5
	Wibaux County				
114.	Beaver Creek Bridge (24WX0192)	T	G	\$800	5

	Heritage Property	Status	Cond.	Cost	Priority
	Yellowstone County				
115.	Unnamed Archaeological Site (24YL0251)	U	U	\$0	5
116.	Yellowstone River Bridge at Huntley (24YL0656)*	S	E	\$800	5
117.	Mossmain Overpass E. of Laurel (24YL0698)*	S	E	\$800	5
118.	MDT Billings District Office (24YL1997)	S	E	\$10,000	5
119.	MDT Billings Air National Guard Building (24YL1996)	S	E	\$7,000	5

Properties shown in red have failed since the 2014-2015 reporting period

Properties designated by an * are listed in the National Register of Historic Places