

**FIFTH 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**

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Introduction

This document constitutes the Montana Department of Transportation's (MDT) fifth 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 owned or managed heritage properties. This report includes the MDT's known heritage properties, their status, condition, and priority for preservation. In 2018, the MDT reported 119 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 aeronautic sites (airports and beacons). In 2020, the MDT's heritage properties list still 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 federal-funded projects that have the potential to impact historic properties. Only state-funded MDT projects would fall under the authority of the Montana Antiquities Act (MAA). The MDT currently administers ten airway and airport beacons. While the towers and associated outbuildings are state-owned heritage properties, the land upon which they stand is federal, state or privately owned.¹

MDT-owned properties continue to be inventoried and their National Register of Historic Places status evaluated based on Section 106 and MAA regulations.

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.²

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).

¹ The MDT inventoried sixteen of the seventeen airway beacons and three stand-alone airport beacons. The seventeenth beacon, at Monida Pass, stood in Idaho and was dismantled and removed before it could be inventoried.

² The MDT intends to begin revisions and updates to the Historic Roads & Bridges PA in the winter of 2020. Consequently, the 2007 agreement is not included again as an appendix to this document.

	Heritage Property	County	Recorded
1.	Canyon Resort Airway Beacon (24BE2437)	Beaverhead	2018
2.	Dell Flight Strip (24BE2493)	Beaverhead	2019
3.	Ryegate Airport Beacon (24GV0317)	Golden Valley	2019
4.	Ryegate Airport (24GV0318)	Golden Valley	2019
5.	Boulder River Bridge (24JF2079)	Jefferson	2018
6.	Whitetail Airway Beacon (24JF2093)	Jefferson	2019
7.	Homestake Airway Beacon (24JF2902/24SB1079)	Jefferson	2018
8.	Augusta Airport Beacon (24LC2647)	Lewis & Clark	2019
9.	Augusta-McBratney Airport (24LC2683)	Lewis & Clark	2019
10.	St. Regis Airway Beacon (24MN0418)	Mineral	2018
11.	Lookout Pass Airway Beacon (24MN0417)	Mineral	2018
12.	Seeley Lake Airport Beacon (24MO1742)	Missoula	2019
13.	Seeley Lake Airport (24MO1741)	Missoula	2019

Figure 1. The MDT added thirteen new heritage properties to its stewardship list in 2018-2020.

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).³ This includes 23 archaeological sites that are partially located within MDT’s right-of-way (ROW) and are not maintained by MDT. The MDT routinely maintains 86 heritage properties, including 47 historic bridges, fourteen buildings and building complexes, nine road segments, eleven historic airway and airport beacons, four airports,⁴ 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. Five heritage properties, the French Gulch Placers (24DL0757), Milwaukee Road Railroad segment (24FR0411), Old US Highway 2 Segments (24FH0490), the NRHP-listed Point of Rocks Historic Transportation Corridor, and Bad Rock Trail (24SA0343) are not actively maintained by MDT. The heritage properties are in forty-one of Montana’s 56 counties.

The MDT has listed 28 heritage properties in the National Register of Historic Places (Figure 2). The MDT has implemented Multiple Property Documents (MPD) for historic truss, reinforced concrete, steel stringer/girder, and timber stringer bridges and for nighttime airway and airport beacons. National Register nominations are currently in progress for the Dell Flight Strip (24BE2493) and the Augusta-McBratney Airport

³ The list of MDT-owned heritage properties in the Appendix shows three properties that were demolished during the 2018-2019 reporting cycle. Those properties are included in the appendix and are not numbered.

⁴ The MDT’s Aeronautics Division owns sixteen airports in Montana. Some of those airports have beacons. Inventorying and evaluating the National Register-eligibility of state-owned airports is on-going.

(24LC2683). MDT is currently developing an MPD for rural General Aviation Utility Airports.⁵

	Property	County	Listed
1.	Canyon Resort Airway Beacon (24BE2437)	Beaverhead	2019
2.	Beartooth Highway (24CB1964) ⁶	Carbon	2014
3.	Hardy Bridge (24CA0389)	Cascade	2010
4.	Prewitt Creek Bridge (24CA0642)	Cascade	2013
5.	O.S. Warden Bridge (24CA0401)	Cascade	2012
6.	Old US Highway 91 Historic District (24CA1313/24LC2112)	Cascade/L & C	2013
7.	Novak Creek Bridge (24CA0394)	Cascade	2013
8.	Fred Robinson Bridge (24FR0804/24PH1059)	Fergus/Phillips	2012
9.	Cottonwood Creek Bridge (24FA0231)	Fallon	2014
10.	Jefferson R. Canyon Highway Historic District (24JF1883)	Jefferson	2018
11.	Homestake Airway Beacon (24JF2092/24SB1079)	Jefferson	2019
12.	Whitetail Airway Beacon (24JF2093)	Jefferson	2019
13.	Missouri River Bridge (24LC0131)	Lewis & Clark	2010
14.	Sheep Creek Bridge (24LC1157)	Lewis & Clark	2011
15.	Wegner Creek Bridge (24LC0133)	Lewis & Clark	2013
16.	Montana Aeronautics Operations Building (24LC2192)	Lewis and Clark	2017
17.	Point of Rocks Historic Transportation Corridor (24MN0122/0164)	Mineral	2009
18.	Orange Street Underpass (24MO0361)	Missoula	2012
19.	Rattlesnake Creek Bridge (24MO0706)	Missoula	2011
20.	Carter Bridge (24PA0841)	Park	2011
21.	Sleeping Buffalo Rock (24PH1002)	Phillips	1996
22.	MacDonald Pass Airway Beacon (24PW1093).	Powell	2014
23.	Yellowstone River Bridge (24PE0618)	Prairie	2010
24.	Powder River Bridge (24PE1810)	Prairie	2010
25.	Marias River Bridge (24TL0401)	Toole	2012
26.	Big Horn River Bridge (24TE0119/24YL1603)	Treasure/Yellowstone	2010
27.	Yellowstone River Bridge (24YL0656)	Yellowstone	2012
28.	Mossmain Overpass (24YL0698)	Yellowstone	2012

Figure 2. MDT properties listed in the National Register of Historic Places as of January 1, 2020.

The Historic Roads & Bridges Programmatic Agreement

All historic roads and bridges that could potentially be impacted by federal-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

⁵ The Sentinels of the Airways: Montana’s Historic Airway Beacons, 1931-1965 MPD was implemented in 2019.

⁶ Only the portion of the Beartooth Highway located in Montana is included as an MDT heritage property.

management tool to administer those historic resources. It stipulates 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 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.



The MDT continued to inventory historic buildings located on right-of-way parcels acquired by the agency in the past for highway projects. In this case, MDT intended to sell this property to an adjacent property owner, who had been leasing it for many years. The building, the L. E. Phillips Store (24CH0629) in Highwood, was determined ineligible for the National Register of Historic Places because of the significant loss of integrity and because of the presence of non-historic buildings and structures on the property.

Because of the Historic Roads and Bridges PA, the MDT prepared National Register of Historic Places Multiple Properties Documents (MPD) for each of the four bridge types present in Montana. The agency has 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 twenty-five bridges, including sixteen spans owned and maintained by the MDT.

The PA also stipulated that every three years the MDT will nominate a section of historic roadway identified as historic in the PA to the National Register of Historic Places. Four

road segments have been listed in the National Register thus far: The Point of Rocks Historic Transportation Corridor (24MN0122/0164), the Old US Highway 91 Historic District (24CA1313/24LC2112), the Convict Grade Historic District (24PA1148), and the Jefferson Canyon Highway Historic District (24JF1883). The Pipestone Pass segment of the Yellowstone Trail/US Highway 10 in Jefferson and Silver Bow counties is under consideration for listing as is the Pugsley Bridge (24LT0076) and will be submitted to SHPO sometime in 2020. The bridge is a cable stay suspension structure and does not fall under any of the four MPDs.

Because of the age of the PA, however, the MDT intends to begin development of a revised and updated Historic Roads and Bridges agreement during the winter and spring of 2020. The 2007 PA and its accompanying appendices are not included in this report as it has in prior reports.



The Boulder River Bridge (24JF2079) near Cardwell in Jefferson County

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. It is, however, still recording and evaluating post-World War II timber stringer bridges, which were not included in the Program Comment.

Archaeological Properties

MDT administers a portion of several significant 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.

	Threatened Historic Properties	County	Status
1.	Big Hole/Kalsta Bridge (24BE2061/24MA2094)	Beaverhead	Mitigated
2.	Lodge Creek Bridge (24BL1050)	Blaine	Mitigated
3.	Fort Shaw Canal Bridge (24CA0395)	Cascade	HAER
4.	Griffith Creek Bridge (24DW0247)	Dawson	HAER
5.	Flathead River Bridge (24FH0517)	Flathead	Mitigated
6.	Strawberry Mountain Airway Beacon (24GA1962)	Gallatin	HAER
7.	Don Steele Residence (24MO1660)	Missoula	HABS
8.	Musselshell River Bridge (24RB1878)	Rosebud	HAER
9.	Yellowstone River Bridge (24ST0361)	Stillwater	HAER
10.	Beaver Creek Bridge (24WX0192)	Wibaux	HAER

Figure 3. Threatened MDT Heritage Properties as of January 1, 2020

B. The status and condition of each heritage property

Fifty-nine of the MDT's 119 heritage properties are in excellent condition; 35 of those properties are bridges. The MDT regularly maintains and inspects its bridges every two years. 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 Big Hole River/Kalsta Bridge (24BE2061/24MA2094), 22 miles north of Dillon, is an excellent example of a late 1920s highway department-designed through truss bridge.

The Point of Rocks Historic Transportation Corridor (24MN133/164) is owned by the MDT. It is minimally maintained to keep it as much as possible in its original condition.

One heritage property is in poor condition: Old US Highway 2 Segments (24FH0490). The US Highway 2 Segments are located within the existing MDT ROW in Flathead County and have not been 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.

There are ten threatened heritage properties under the administration of the MDT. Eight of the properties are bridges (see Figure 3). 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. MDT prepared HAER documents for each structure; they were accepted by the National Park Service in 2018 and 2019. One of the heritage properties is the Strawberry Mountain Airway Beacon (24GA1962). The beacon may be relocated or demolished based on cost and feasibility.

Three MDT-owned properties failed during the 2018-2020 reporting period. One, the California Creek Bridge (24DL0267), was replaced as part of an on-going highway improvement project on Montana Secondary 569 in Deer Lodge County by the FHWA's Western Federal Lands Highway Division. The Rocky Coulee Site (24JF0699) was mitigated ahead of a highway reconstruction project on Secondary 399 south of Boulder in Jefferson County. The South Fork of Milk River Bridge was replaced as part of an on-going highway improvement project on US 89 on the Blackfeet Reservation.

	Failed Properties	County	Status
1.	California Creek Bridge (24DL0267)	Deer Lodge	Demolished
2.	S. Fork of Milk River Br. (24GL0237)	Glacier	Demolished
3.	Rocky Coulee Site (24JF0699)	Jefferson	Excavated

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



The generator shed for the Strawberry Mountain Airway Beacon. The beacon site was documented to HAER standards in 2018. Note the large format camera on the right side of the photograph. The beacon is barely visible in the background.

The MDT submitted two historic bridges, the Big Hole River/Kalsta Bridge (24BE2061/24MA2094) and the Lodge Creek Bridge (24BL1050), to the National Park Service to determine the level of HAER documentation warranted to mitigate the structures. The NPS determined that the documentation provided in the Montana Historic Property Record forms was sufficient and HAER-level recordation not necessary. Despite that, however, the MDT had large-format black and white photos of the structures taken by a professional photographer; the photos are on file at MDT. The Cyr Bridge (24MN0305) will be rehabilitated, but the distinctive reinforced concrete guard walls are badly deteriorated and would be replaced. The MDT completed HAER documentation of the bridge in 2018 and the document was accepted by the NPS that year.



The Clark Fork River/Cyr Bridge (24MN0305), built in 1933, is located on old US Highway 10 in Mineral County. The MDT has programmed the bridge for rehabilitation sometime after 2020.

	Mitigated Property	County
1.	California Creek Bridge (24DL0270)	Deer Lodge
2.	Strawberry Mountain Airway Beacon (24GA1962)	Gallatin
3.	South Fork of Milk River Bridge (24GL00237)	Glacier
4.	Rocky Coulee Site (24JF0699)	Jefferson
5.	Browns Gulch Bridge (24SB0965)	Silver Bow

Figure 5. Mitigated Heritage properties.

The Montana Department of Transportation's Aeronautics Division

In 1945, the State Legislature created the Montana Aeronautics Commission. Originally an independent organization, it was attached to the Montana Department of Commerce in the late 1950s. In 1991, it became part of the Montana Department of Transportation and re-designated the Aeronautics Division. The division is responsible for the maintenance of state-owned airports, the promotion of safety in aeronautics, and administer loans and grants programs to municipal governments for airport development and improvement projects. The division functions with the assistance of a nine-member aeronautics board. Currently, the division oversees sixteen state-owned airports, eight airway route beacons, six airport beacons, and several other aeronautical sites that have yet to be identified and documented.

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 three national airway routes: the Northern Transcontinental Airway Route (1934), the National Parks Airway Route (1928; extended in 1935), and the Inland Airway Route (1939). From 1935 to 1939, the US Department of Commerce's Air Commerce Bureau erected 84 airway beacons across Montana on all three airway routes. Beginning in the late 1940s, though, the Civil Aeronautics Administration (CAA) decommissioned some 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. In 1965, the Federal Aviation Administration (FAA) decommissioned all but eight of the remaining beacons. The Montana Aeronautics Commission assumed ownership of the decommissioned beacons and kept them operational. By 2017, only seventeen beacons remained in operation in Montana.

In October 2017, the MDT decommissioned the remaining seventeen beacons.⁷ The obsolescence of the system along with the cost of maintaining them led to the agency's decision. The MDT shut the power off to all but three beacons in March 2018: MacDonald Pass, Spokane Hill, and Strawberry Mountain. The ownership of four beacons (Avon, Stony Point/Rehberg, Silver Bow, and Wolf Creek) was turned over to the private landowners upon which the beacons stand. The new owners are still operating the Stony Point and Silver Bow beacons. Four beacons (Bonita, Spokane Hill, Hardy, and University Mountain) have been turned over to public entities and will continue standing as repeater stations and platforms for other electronic equipment. Only the Spokane Hill beacon will also continue operating as a nighttime airway beacon. The MDT will retain

⁷ The beacon on Monida Pass was located just south of the Montana border in Idaho. In 2018, the private landowner from whom the MDT leased the site, assumed ownership of the beacon and adjacent generator shed. He sold the structures to the Twin Falls-based Idaho Heritage Museum. That organization dismantled the tower and moved it and the shed to Rexburg where the tower was re-erected. It has been omitted from report.

ownership of the Lookout Pass and St. Regis beacons. They will provide platforms for equipment utilized by the agency’s Communications Bureau.

	Beacon	Site #	Landowner	New Beacon Owner
1.	Canyon Resort*	24BE2437	BLM	
2.	Spokane Hill+	24BW1139	BLM	Broadwater County
3.	Hardy	24CA1773	DNRC	Cascade County
4.	Strawberry Mountain	24GA1962	Private	
5.	Homestake*	24JF2902	Forest Service	
6.	Whitetail*	24JF2093	Forest Service	
7.	Stony Point/Rehberg	24LC2610	Private	Private
8.	Wolf Creek	24LC2795	Private	Private
9.	Lookout Pass	24MN0417	Forest Service	MDT/Communications
10.	St. Regis+	24MN0418	DNRC	MDT/Communications
11.	University Mountain	24MO1722	DNRC	DNRC
12.	Alberton	24MO1724	Forest Service	
13.	Bonita	24MO1725	TNC	Missoula County
14.	MacDonald Pass*	24PW1093	Forest Service	
15.	Avon		BLM	Private
16.	Silver Bow*	24SB1080	Private	Private

Figure 6. Nighttime Airway Beacons.

Asterisks (*) indicate airway beacons listed in the National Register of Historic places as of January 1, 2020.

Crosses (+) are airway beacons where National Register listing is pending.

The Aeronautics Division is currently in negotiations to transfer ownership of five beacons (Canyon Resort, Homestake, Whitetail, MacDonald Pass, and Alberton) to the Idaho Heritage Museum. The museum intends to preserve the beacons in place and assume the leases for the ground on which they sit. It also plans on lighting all five beacons and maintaining them as aviation heritage sites. Finally, the private landowner on which the Strawberry Mountain Airway Beacon stands has directed MDT to remove the beacon tower and generator shed if the agency does not retain ownership of the site. The MDT is currently investigating the feasibility and cost of relocating the tower and shed. The MDT has conducted HAER documentation of the beacon and generator shed, including large format black and white photographs.

Airports

The MDT’s Aeronautics Division currently owns and maintains sixteen airports throughout the state of Montana. Twelve of those airports are more than fifty years old and can be classified as “historic.” Except for West Yellowstone’s Yellowstone Airport (24GA1958), most are small rural facilities consisting of a runway (often with a turf surface), a tie-down area, and perhaps a few ancillary structures. With the exception of

the Dell Flight Strip, the airports were constructed in the late 1950s and 1960s as part of a federal and state program to provide aviation facilities for rural communities.

As of January 1, 2020, four state-owned airports have been recorded and their National Register of Historic Places eligibility determined. The recordation and evaluation of state-owned airports is a continuing process by MDT staff.

	Airport	Site #	County	elig.
1.	Dell Flight Strip	24BE2493	Beaverhead	Yes
2.	Ryegate Airport	24GV0318	Golden Valley	Yes
3.	Seeley Lake Airport	24MO1741	Missoula	Yes
4.	Augusta Airport	24LC2683	Lewis & Clark	Yes

Figure 7. Documented State-owned airports as of January 1, 2020

Airport Beacons

Beginning in 1934, the federal Bureau of Air Commerce equipped Montana’s municipal and intermediate airports⁸ with lighted beacons. The beacons were similar in design to the airway route beacons, but shorter and lacking the course lights present on the airway beacons. A few sites still include the generator sheds. Three airports utilize historic-age beacons that were relocated from the airway routes as the beacons were decommissioned by either the federal or state authorities. Currently there are at least fifteen nighttime airport beacons that were relocated from the airway routes. Only four of those beacons, however, are state-owned. The rest are owned by municipalities or by the counties that maintain the airports; the MDT has no jurisdiction over them. The Dell Flight Strip, West Yellowstone, and Browning beacons are original to the airports.

	Airport Beacon	Site #	County	elig.
1.	Dell Flight Strip	24BE2493	Beaverhead	Yes
2.	Ryegate Airport	24GV0317	Golden Valley	Yes
3.	Seeley Lake Airport	24MO1742	Missoula	
4.	Augusta-McBratney Airport	24LC2647	Lewis & Clark	Yes

Figure 8. Documented airport beacons as of January 1, 2020.

⁸ Intermediate airports were runways located along the airway routes. They were intended as emergency landing fields if pilots experienced mechanical problems or the weather caused the airplanes to land.



Erected at a nearby intermediate landing field in 1935 and moved to its existing site in 1943, the Dell Flight Strip beacon is one of six state-owned airport beacons remaining in Montana.

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-six 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.



Abandoned Milwaukee Road Railroad grade in MDT Right-of-Way in Musselshell County.

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 wintertime 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 2018-2020 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 46 historic bridges listed as MDT Heritage Properties, the cost of the inspections every two years is \$46,000.00. 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 \$1 million on routine maintenance of historic roads and bridges during the 2018-2020 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. Other than Aeronautics Division properties, the MDT historian did not inventory any historic-age Maintenance facilities for the 2018-2020 reporting period. However, in 2020, the Butte District headquarters complex will be fifty years of age; it will be documented and evaluated by the MDT historian for the 2020-2021 report.

The MDT's Right-of-Way Bureau has acquired right-of-way (ROW) for highway and bridge projects for nearly a century. Occasionally, some of those parcels may contain buildings and structures. Often, however, the MDT Cultural Resource Unit is not aware of those parcels until the bureau's Real Estate Services Section (RESS) attempts to dispose of them. In those instances, RESS notifies the cultural resources staff, which documents and evaluates the National Register eligibility of the buildings or structures before the properties are disposed. These actions occur under the Montana Antiquities Act.



The old Livingston Maintenance site is currently leased to the Montana Highway Patrol and Montana Department of Fish, Wildlife & Parks. MDT plans to transfer ownership of the site to those two agencies in 2020. MDT will document and evaluate the site's National Register eligibility in 2020.

It is important to note, that the department rents or leases many of those parcels. During the 2015-2017, the MDT historian inventoried several residential properties that were acquired by the agency for the Kalispell Bypass project. All those properties were rented to tenants and later sold as residences. During the 2018-2018 reporting period, the MDT historian inventoried only one site in Highwood. It was determined ineligible for the National Register of Historic Places. As more MDT parcels with historic buildings or structures become known, the inventory and evaluation process will continue.

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). 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 2020-2021 reporting period.

Those bridge replacement projects for which the Section 106 process has been completed are described above in Section A. Eight of MDT's ten threatened heritage properties are historic bridges that have been scheduled for replacement as part of the MDT's on-going 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 2018-2019 occurred under Section 106 of the National Historic Preservation Act. Consultation under the Montana Antiquities Act occurred as part of the airway beacons and state-owned airports inventory.



The MDT listed the Canyon Resort Airway Beacon (24BE2437) in the National Register of Historic Places in 2019. The beacon once guided aircraft at night on the National Parks Airway route.

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 MDT will continue to combine its regular federal-funded cultural resource program with MAA stewardship requirements. This would entail inventorying non-project related MDT-owned heritage properties while enroute to or from federal-funded projects. The MDT Historian concentrated his efforts on documenting and evaluating the state's airway beacon system during the last reporting period in advance of ownership of the beacons being transferred to other parties.



Established in 1964, the Seeley Lake Airport (24MO1741) sees 35 take off and landings a month.

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.

Appendix: List of MDT's Heritage Properties as of January 1, 2020

	Heritage Property	Status	Cond.	Cost	Priority
	Beaverhead County				
1.	Poindexter Slough Bridge (24BE0538)	S	E	\$1000	5
2.	Union Pacific Railway Overpass (24BE0539)	S	E	\$1000	5
3.	Old Airport Road Bison Kill Archaeological Site (24BE1002)- portion	U	U	\$0	5
4.	Big Hole River/Kalsta Bridge (24BE2061/24MA2094)	T	G	\$1000	3
5.	Lima Port of Entry Station (24BE2077)	S	G	\$0	5
6.	Canyon Resort Airway Beacon (24BE2437)*	S	E	\$0	5
7.	Dell Flight Strip (24BE2493)	S	G	\$2,500	5
	Big Horn County				
8.	Little Big Horn River Bridge (24BH2872)	S	E	\$1000	5
9.	Lodge Grass Creek Bridge (24BH2873)	S	E	\$1000	5
10.	Unnamed Archaeological Site (24BH2901) – portion	W	U	\$0	5
11.	Unnamed Archaeological Site (24BH2902) - portion	U	U	\$0	5
	Blaine County				
12.	Lodge Creek Bridge (24BL1050)	T	G	\$1000	1
13.	Roosevelt Highway/Secondary 396 (24BL1944)	S	E	\$0	5
	Broadwater County				
14.	Jefferson River Bridge (24BW0974)	S	G	\$1000	5
	Spokane Hill Airway Beacon (24BW1139)			\$0	
	Carbon County				
15.	Beartooth Highway (24CB1964)*	S	E	\$150,000	5
	Cascade County				
16.	Hardy Bridge (24CA0389)*	S	E	\$1000	5
17.	Novak Creek Bridge (24CA0394)*	S	E	\$1000	5
18.	Fort Shaw Canal Bridge (24CA0395)	T	E	\$1000	3
19.	Missouri River/Warden Bridge (24CA0401)*	S	G	\$535,500	5
20.	Missouri River Bridge @ Cascade (24CA0402)	S	G	\$1000	5
21.	Unnamed Archaeological Site (24CA0412) - portion	U	U	\$0	5
22.	Prewitt Creek Bridge (24CA0642)*	S	E	\$1000	5
23.	Old US Highway 91 Historic District (24CA0386/24LC2112)*	S	E	\$5,000	5
24.	Monarch Maintenance Shop (24CA1630)	S	E	\$0	5
25.	MDT Great Falls District Office (24CA1701)	S	E	\$10,000	5
	Hardy Airway Beacon (24CA1773)			\$0	
	Chouteau County				
26.	Unnamed Archaeological Site (24CH0593) - portion	U	U	\$0	5
	Daniels County				
27.	County Line Archaeological Site (24DN0057/24SH0633)-portion	U	U	\$0	4

	Heritage Property	Status	Cond.	Cost	Priority
	Dawson County				
28.	Glendive District Office and Shop (24DW0566)	S	E	\$10,000	5
29.	Griffith Creek Bridge (24DW0247)	T	E	\$1000	5
	Deer Lodge County				
30.	Big Hole Site (24DL0470)	S	F	\$0	3
31.	French Gulch Placer Mines (24DL0757) - portion	W	U	\$0	2
	California Creek Bridge (24DL0267)	M	F	\$0	
	Fallon County				
32.	Cottonwood Creek Bridge (24FA0231)*	S	G	\$1000	5
	Fergus County				
33.	Big Springs Creek Bridge (24FR0801)	S	E	\$1000	5
34.	Fred Robinson Bridge (24FR0804/24PH1059)*	S	E	\$1000	5
35.	Judith River Viaduct (24FR1153)	S	E	\$1000	5
36.	Milwaukee Road Railroad (24FR0411)	S	E	\$0	5
37.	MDT Lewistown Area Office (24FR1190)	S	E	\$10,000	5
	Flathead County				
38.	Leo Petroglyph (24FH0429)	S	E	\$0	5
39.	Old US Highway 2 Segments (24FH0490)	S	P	\$0	5
40.	Flathead River Bridge (24FH0517)	T	G	\$1000	3
41.	Kila Buffalo Pictographs (24FH1006)	W	E	\$0	1
42.	Kila Pictographs Day Count Shelter (24FH1007)	W	E	\$10,000	1
43.	Kila Roadcount Pictographs (24FH1008)	W	E	\$0	1
44.	Kila Roadcut Pictographs (24FH1009)	W	E	\$0	1
45.	The Oldham Residence (24FH1340)	S	E	\$500	5
	Louie & Carol Phillips Residence (24FH1345)				
	Gallatin County				
46.	Drainage Bridge near Manhattan (24GA1069)	S	G	\$1000	5
47.	Gallatin River Bridge (24GA1511)	S	E	\$1000	5
48.	Strawberry Mountain Airway Beacon (24GA1962)	G	G	\$3,000	3
	Glacier County				
	South Fork of the Milk River Bridge (24GL0237)	M	F	\$0	
	Golden Valley County				
49.	Ryegate Airport Beacon (24GV0317)	S	G	\$0	3
50.	Ryegate Airport (24GV0318)	S	G	\$1,500	5
	Granite County				
51.	Fred Burr Creek Bridge (24GN0844)	S	E	\$1000	5
	Hill County				
52.	MDT Havre Area Office (24HL1381)	S	E	\$10,000	5

	Heritage Property	Status	Cond.	Cost	Priority
	Jefferson County				
53.	Jefferson Canyon Highway Historic District (24JF1883)*	S	E	\$5,000	5
54.	Yellowstone Trail/Secondary 359 (24JF1884/24MA2202)	S	E	\$1,000	5
55.	Boulder River Bridge (24JF2079)	S	E	\$1000	5
56.	Whitetail Airway Beacon (24JF2093)*	S	G	\$0	5
57.	Homestake Airway Beacon (24JF2902)/24SB1079)*	S	G	\$0	5
	Rocky Coulee Site (24JF0699)	M	F	\$0	
	Judith Basin County				
58.	Utica Bison Kill Site (24JT0324) - portion	S	U	\$0	5
	Lewis & Clark County				
59.	Missouri River Bridge (24LC0131)*	S	E	\$1000	5
60.	Wegner Creek Bridge (24LC0133)*	S	E	\$1000	5
61.	Sheep Creek Bridge (24LC1157)*	S	E	\$1000	5
62.	Cokahlarishkit Forks Camp Archaeological Site (24LC1210)	U	U	\$0	4
63.	Aeronautics Operations Building (24LC1292)*	S	E	\$10,000	5
64.	MacDonald Pass Section House (24LC2241)	S	G	\$2,500	5
65.	Augusta Airport Beacon (24LC2647)	S	G	\$500	5
66.	Augusta-McBratney Airport (24LC2683)	S	G	\$1,500	5
	Wolf Creek Airway Beacon (24LC2795)			\$0	
	Madison County				
67.	Beaverhead River Bridge at Twin Bridges (24MA2177)	S	E	\$1000	5
68.	Vigilante Trail/MT 287 (24MA2203)	S	G	\$5,000	5
69.	Sand Hill Crane Site (24MA0779) - portion	S	U	\$0	5
	Meagher County				
70.	Cooper Creek Site (24ME0806) - portion	S	E	\$0	5
71.	Electric Highway/Montana Highway 6 (24ME0848)	S	G	\$45,000	5
72.	Deep Creek Section House (24ME0941)	S	G	\$2,500	5
	Mineral County				
73.	Point of Rocks Historic Transportation Corridor (24MN0133/0164)*	S	E	\$1000	5
74.	14-Mile (Nemoté) Creek Bridge (24MN0349)	S	E	\$1000	5
75.	Clark Fork River/Cyr Bridge (24MN0305)	S	G	\$1000	1
76.	St. Regis Airway Beacon (24MN0418)	S	G	\$5,000	5
77.	Lookout Pass Airway Beacon (24MN0417)	S	G	\$5,000	5
	Missoula County				
78.	Orange Street Underpass (24MO0361)*	S	E	\$1000	5
79.	Rattlesnake Creek Bridge (24MO0706)*	U	E	\$1000	5
80.	MDT Missoula District Office (24MO1659)	S	E	\$10,000	5
81.	Alberton Airway Beacon (24MO1724)	T	G	\$3,000	5
82.	Don Steele Residence (24MO1660)	T	E	\$500	5
83.	Seeley Lake Beacon (24MO1742)	S	G	\$1,000	5
84.	Seeley Lake Airport (24MO1741)	S	G	\$9,000	5
	Bonita Airway Beacon (24MO1725)				
	University Mountain Airway Beacon (24MO1722)				

	Heritage Property	Status	Cond.	Cost	Priority
	Park County				
85.	Yellowstone River Bridge at Gardiner (24PA0790)	W	E	\$1000	2
86.	Carter Bridge (24PA0841)*	S	E	\$1000	5
87.	Baltz Archaeological Site (24PA1190) - portion	U	U	\$0	5
	Phillips County				
88.	Sleeping Buffalo Rock (24PH1002)	W	G	\$1000	1
	Powell County				
89.	Black Bear Coulee Archaeological Site(24PW0308)-portion	W	E	\$100	1
90.	Milepost 12 Archaeological Site (24PW1044) - portion	W	E	\$100	1
91.	DARR Chert Quarry (24PW0788) - portion	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	\$1000	5
94.	Powder River Bridge near Terry (24PE1810)	S	E	\$1000	5
	Richland County				
95.	Unnamed Archaeological Site (24RL0295) - portion	U	U	\$0	5
	Rosebud County				
96.	McRae Bison Kill Site (24RB1861) - portion	U	U	\$0	5
97.	Musselshell River Bridge (24RB1878)	T	E	\$1000	4
	Sanders County				
98.	Sears/Weeksville Archaeological Site (24SA0155) - portion	S	F	\$0	5
99.	Bad Rock Trail (24SA0343)	S	G	\$0	4
	Silver Bow				
100.	Browns Gulch Bridge (240965)	M	G	\$0	3
	Stillwater County				
101.	Crow Agency II (24ST0089) - portion	S	U	\$0	5
102.	Stillwater River Bridge (24ST0289)	S	E	\$1000	5
103.	Yellowstone River Bridge near Reed Point (24ST0361)	T	G	\$1000	5
	Sweet Grass County				
104.	Yellowstone River Bridge (24SW0751)	S	E	\$1000	5
	Toole County				
105.	Great Northern Railroad Viaduct (24TL0300)	S	E	\$1000	5
106.	Marias River Bridge (24TL0401)*	S	E	\$1000	5
107.	Galata Bison Kill (24TL0777) - portion	S	G	\$0	5
	Treasure County				
108.	Big Horn River Bridge N. of Custer(24TE0119/24YL1603)*	S	E	\$1000	5
109.	Yellowstone Trail/Old US Highway 10 (24TE0133/24YL1671)	S	E	\$0	5

	Heritage Property	Status	Cond.	Cost	Priority
	Valley County				
110.	Lithic Scatter Site (24VL1374) - portion	W	G	\$0	4
111.	Roosevelt Highway (24VL1865)	S	G	\$0	5
	Wheatland County				
112.	Unnamed Archaeological Site (24WL0149) - portion	U	U	\$0	5
113.	Milwaukee Road Overpass at Harlowton (24WL0221)	S	E	\$1000	5
	Wibaux County				
114.	Beaver Creek Bridge (24WX0192)	T	G	\$1000	5
	Yellowstone County				
115.	Unnamed Archaeological Site (24YL0251) - portion	U	U	\$0	5
116.	Yellowstone River Bridge at Huntley (24YL0656)*	S	E	\$1000	5
117.	Mossmain Overpass E. of Laurel (24YL0698)*	S	E	\$1000	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 2016-2018 reporting period

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