

**SIXTH 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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Report Prepared by:

**Jon Axline
Environmental Services
Montana Department of Transportation
2701 Prospect Avenue
Helena, Montana 59620-1001**



Introduction

This document constitutes the Montana Department of Transportation's (MDT) sixth 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 involves the MDT's known heritage properties, their status, condition, and priority for preservation. In 2020, the MDT reported 119 heritage properties owned and administered by the agency. Since that reporting period, two properties have been removed from MDT ownership or demolished and ten properties added to the list. Twenty-two salvaged archaeological sites within the MDT right-of-way were removed from the list. In 2022, the MDT's heritage properties list includes 101 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 Maintenance projects fall under the authority of the Montana Antiquities Act (MAA).

The MDT's cultural resource operations were impacted by the Covid pandemic in 2020 and for much of 2021. The MDT archaeologist and historian conducted little fieldwork themselves, assigning cultural resource survey projects to the seven term contracting companies MDT has on retainer. Two MDT-owned heritage properties, the Butte District Office Complex (24SB1091) and the Wolf Point Area Office & Shop (24RV1234), were documented after Covid restrictions were lifted in 2021.

The MDT recognizes 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, cover archaeological sites, Traditional Cultural Properties, state-owned buildings, Aeronautics Division properties or pictograph sites.¹

The MDT continues to 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 owned or managed by the agency. 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 began revisions and updates to the Historic Roads & Bridges PA in the winter of 2021. Discussions are ongoing to include stipulations that would involve the seven Montana Indian reservations and the Little Shell Band. The 2007 agreement is not included as an appendix to this document, but is available in previous State Heritage Properties reports.

	Heritage Property	County
1.	Yellowstone Airport Terminal (24GA1958)	Gallatin
2.	Yellowstone Airport Beacon (24GA1981)	Gallatin
3.	East Fork Bitterroot River Bridge (24RA0276)	Ravalli
4.	MDT Wolf Point Area Office (24RV1234)	Roosevelt
5.	MDT Butte District Office Complex (24SB1091)	Silver Bow
6.	Custer Coulee Bridge (24YL2266)	Yellowstone
7.	Richardson Farm Archaeological Site (24MO1639)	Missoula
8.	Scheffer-Richardson Farm Buildings (24MO1624)	Missoula
9.	Yellowstone Trail (24MO1625)	Missoula
10.	US Highway 89 Segments (24CA1859)	Cascade

Figure 1. The MDT added ten new National Register eligible heritage properties to its stewardship list in 2020-2022.

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 101 heritage properties currently owned by the MDT (Appendix). After a discussion with the State Historic Preservation Review Board in early 2020, twenty-two archaeological sites that are partially located within MDT’s right-of-way (ROW) in prior reports were removed from the heritage properties list for the reasons described below. The MDT routinely maintains 101 heritage properties, including 49 historic bridges, eighteen buildings and building complexes, ten road segments, the NRHP-listed Point of Rocks Historic Transportation Corridor, six historic airway and airport beacons, five airports,² and a National Register-listed Traditional Cultural Property (Sleeping Buffalo Rock). Five pictograph/petroglyph sites are located within MDT ROW as are two archaeological sites. The MDT doesn’t actively maintain the pictograph/petroglyphs, but they are routinely monitored by both the MDT and the Confederate Salish & Kootenai Tribes. Repairs to the sites are made as needed. Three heritage properties, 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 actively maintained by MDT. The heritage properties are in 38 of Montana’s 56 counties.

The MDT has listed 25 heritage properties in the National Register of Historic Places (Figure 2).³ The MDT has implemented Multiple Property Documents (MPD) for historic truss, reinforced concrete, steel stringer/girder, and timber stringer bridges and for airway and airport beacons. An MPD document is under consideration for state-owned airports.

² 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.

³ There are fewer properties than 2020. In 2020, MDT transferred ownership of fifteen airway beacons to private and public entities and to the Idaho Aviation Heritage Museum. The beacons are now maintained by the individuals and groups who now own them.

	Property	County	Listed
1.	Beartooth Highway (24CB1964) ⁴	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.	Jefferson R. Canyon Highway Historic District (24JF1883)	Jefferson	2018
10.	Missouri River Bridge (24LC0131)	Lewis & Clark	2010
11.	Sheep Creek Bridge (24LC1157)	Lewis & Clark	2011
12.	Wegner Creek Bridge (24LC0133)	Lewis & Clark	2013
13.	Montana Aeronautics Operations Building (24LC2192)	Lewis and Clark	2017
14.	Point of Rocks Historic Transportation Corridor (24MN0122/0164)	Mineral	2009
15.	St. Regis Airway Beacon (24MN0418)	Mineral	2021
16.	Orange Street Underpass (24MO0361)	Missoula	2012
17.	Rattlesnake Creek Bridge (24MO0706)	Missoula	2011
18.	Carter Bridge (24PA0841)	Park	2011
19.	Sleeping Buffalo Rock (24PH1002)	Phillips	1996
20.	Yellowstone River Bridge (24PE0618)	Prairie	2010
21.	Powder River Bridge (24PE1810)	Prairie	2010
22.	Marias River Bridge (24TL0401)	Toole	2012
23.	Big Horn River Bridge (24TE0120/24YL1603)	Treasure/Yellowstone	2010
24.	Yellowstone River Bridge (24YL0656)	Yellowstone	2012
25.	Mossmain Overpass (24YL0698)	Yellowstone	2012

Figure 2. MDT properties listed in the National Register of Historic Places as of January 1, 2022.

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 those types 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

⁴ Only the portion of the Beartooth Highway located in Montana is included as an MDT heritage property.

to historic bridges. That mitigation process involves Historic American Engineering Record (HAER) documentation of threatened or failed bridges and making them available for adoption for use at alternate locations where appropriate.

The PA stipulates that every three years the MDT will nominate a section of historic roadway 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 MDT submitted the privately-owned Beavertown Stage Station Historic District (24JF2111) in Jefferson County to SHPO listing in the National Register of Historic Places in October 2021.⁵

The MDT is developing a new Historic Roads and Bridges agreement. The agency plans to tie the new PA with stipulations that would include Montana’s seven Indian reservations and the Little Shell Tribe in the agreement. Negotiations with Federal Highway Administration and Chippewa Cree THPO are ongoing. MDT hopes to have



The Custer Coulee Bridge (24YL2266) near Huntley in Yellowstone County

⁵ The nomination for the stage station was prepared in collaboration with the Montana State Historic Preservation Office and the property owner.

a draft agreement ready for comments from FHWA, SHPO, and the Chippewa Cree in 2022.

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 review 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 that are not covered under the Program Comment.

Archaeological Properties

After a discussion with the Montana State Historic Preservation Review Board in March 2020, it was decided to remove archaeological sites from the MDT's State Heritage Properties list. The properties listed in prior reports constituted only a portion of the overall archaeological sites at those locations, specifically the sections located within the MDT's ROW. Excavation work was conducted on those sites and all materials associated with them removed from the ROW prior to construction taking place. The archaeological sites within the ROW are, therefore, non-contributing to the National Register eligibility of the sites. The section of the archaeological sites outside the ROW boundaries are intact and are still National Register-eligible under Criterion D. They are, however, outside the MDT's jurisdiction on private land. The MDT historian, SHPO, and Review Board deemed it not appropriate to include the former sites within the highway ROW as state heritage properties. Below are the 22 sites removed from the list. They will not be included in future reports.

Two archaeological sites, however, are located within MDT ROW: an intact portion of Crow Agency II (24ST0089) in Stillwater County and the Richardson Farm Archaeological Site (24MO1639) in Missoula County.⁶

The MDT administers a Traditional Cultural Property (TCP), Sleeping Buffalo Rock (24PH1002) 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 maintains 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).

The MDT still hopes to move the rocks back to their place of origin, which is on land administered by either the Bureau of Reclamation (BOR) or Bureau of Land Management

⁶ The Richardson Farm Archaeological Site is entirely owned by MDT.

(BLM). The rocks would be returned to their prairie setting, in a place where public access to this important sacred site would be maintained.

	Site	County	Status
1.	Old Airport Road Bison Kill Archaeological Site (24BE1002)	Beaverhead	Mitigated
2.	Unnamed Archaeological Site (24BH2901)	Big Horn	Mitigated
3.	Unnamed Archaeological Site (24BH2902)	Big Horn	Mitigated
4.	Unnamed Archaeological Site (24CA0412)	Cascade	Mitigated
5.	Unnamed Archaeological Site (24CH0593)	Chouteau	Mitigated
6.	County Line Archaeological Site (24DN0057/24SH0633)	Daniels	Mitigated
7.	Big Hole Site (24DL0470)	Deer Lodge	Mitigated
8.	Rocky Coulee Site (24JF0699)	Jefferson	Mitigated
9.	Utica Bison Kill Site (24JT0324)	Judith Basin	Mitigated
10.	Cokahlarishkit Forks Camp Archaeological Site (24LC1210)	L & C	Mitigated
11.	Cooper Creek Site (24ME0806)	Meagher	Mitigated
12.	Baltz Archaeological Site (24PA1200)	Park	Mitigated
13.	Black Bear Coulee Archaeological Site(24PW0308)	Powell	Mitigated
14.	Milepost 12 Archaeological Site (24PW1044)	Powell	Mitigated
15.	DARR Chert Quarry (24PW0788)	Powell	Mitigated
16.	Unnamed Archaeological Site (24RL0295)	Richland	Mitigated
17.	McRae Bison Kill Site (24RB1861)	Rosebud	Mitigated
18.	Sears/Weeksville Archaeological Site (24SA0155)	Sanders	Mitigated
19.	Galata Bison Kill (24TL0777)	Toole	Mitigated
20.	Lithic Scatter Site (24VL1374)	Valley	Mitigated
21.	Unnamed Archaeological Site (24WL0149)	Wheatland	Mitigated
22.	Unnamed Archaeological Site (24YL0251)	Yellowstone	Mitigated

Figure 3. Archaeological sites removed from the State Heritage Properties list in 2022.

B. The status and condition of each heritage property

Sixty-six of the MDT’s 101 heritage properties are in excellent condition; 37 of those properties are bridges. The MDT regularly maintains and inspects its bridges every two years. Also included on the list are ten 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 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 thirteen threatened heritage properties under the administration of the MDT. Nine 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. MDT mitigated seven of the historic properties. Historic American Engineering Record documentation is ongoing for three of the properties in 2021.



The East Fork of the Bitterroot River Bridge (24RA0276) five miles south of Conner is an excellent example of a Great Depression era steel girder bridge built by the federal Bureau of Public Roads.

	Threatened 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	Mitigated
4.	Fred Robinson Bridge (24FR0804/24PH1059)	Fergus/Phillips	HAER
5.	Flathead River Bridge (24FH0517)	Flathead	Mitigated
6.	Yellowstone Airport Terminal (24GA1958)	Gallatin	HAER
7.	Yellowstone Airport Beacon (24GA1981)	Gallatin	Mitigated
8.	Don Steele Residence (24MO1660)	Missoula	Mitigated
9.	Richardson Farm Archaeological Site (24MO1639)	Missoula	MOA
10.	Musselshell River Bridge (24RB1878)	Rosebud	Mitigated
11.	Teton River Bridge (24TT0284)	Teton	Mitigated
12.	Beaver Creek Bridge (24WX0192)	Wibaux	Mitigated
13.	Custer Coulee Bridge (24YL2266)	Yellowstone	HAER

Figure 4. Threatened MDT Heritage Properties as of January 1, 2022

Two MDT-owned properties failed during the 2019-2020 reporting period. In early 2021, bridge inspectors discovered that one of the piers of the Yellowstone River Bridge east of Reed Point (24ST0361) was almost entirely undercut by scour and barely supported the steel superstructure. The damage was not repairable and the bridge was in imminent danger of failure. MDT closed the bridge to traffic and removed the structure in April 2021. The bridge is no longer in MDT's inventory. The MDT did, however, install an interpretive marker about the bridge at the Montana Department of Fish, Wildlife & Parks' Twin Bridges Road fishing access site. The marker includes photographs of the bridge, describes its history, and explains how the road got its name.

The MDT replaced the Griffith Creek Bridge (24DW0247) in 2020; it no longer exists.

	Failed Properties	County	Status
1.	Yellowstone River Bridge (24YL0361)	Yellowstone	Demolished
2.	Griffith Creek Bridge (24DW0247)	Dawson	Demolished

Figure 5. Failed MDT-owned Heritage Properties as of January 1, 2022.

The MDT submitted 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 as specified in the Historic Roads and Bridges Programmatic Agreement. The NPS determined the documentation already provided in the Historic Property Record form for the Big Hole River/Kalsta and Lodge Creek bridges was sufficient and HAER-level recordation not warranted. Despite that, however, the MDT had large-format black and white photos taken of both structures. They are on file at MDT. MDT is in the process of completing HAER documentation of the East Fork of the Bitterroot River (24RA0276), Fred Robinson (24FR0804/24PH1059), and Custer Coulee (24YL2266) bridges. Those documents will be submitted to the National Park Service in 2022.

The Montana Department of Transportation's Aeronautics Division

The State Legislature created the Montana Aeronautics Commission in 1945. Originally an independent state agency, the legislature attached it to the Montana Department of Commerce in the late 1950s. In 1991, it became part of the Montana Department of Transportation and designated the Aeronautics Division. The division is responsible for the maintenance of state-owned airports, the promotion of safety in aeronautics, and administers loans and grant 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, 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 nighttime beacons to guide pilots across the country. 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 seventeen 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.

From 2019 to 2020, the MDT transferred ownership of fifteen nighttime airway beacons to private individuals, local governments, and the Twin Falls, Idaho-based Idaho Aviation Heritage Museum. The museum maintains six beacons in Montana, which still light up the night sky. The MDT listed seven of the fifteen beacons in the National Register of Historic Places prior to the transfer of ownership. The MDT has retained ownership of two beacons: St. Regis (24MN0418) and Lookout Pass (24MN0417). Both have been repurposed to function as communications repeater stations for MDT. None of the structures associated with the beacons have been removed.

	Beacon	NR Listed	Owner
1.	Canyon Resort Beacon (24BE2437)	X	Idaho Heritage Museum
2.	Spokane Hill Beacon (24BW1139)	X	Broadwater County
3.	Hardy Creek Beacon (24CA24CA1773)		Cascade County
4.	Strawberry Mountain Beacon (24GA1962)		Demolished
5.	Whitetail Beacon (24JF2093)	X	Idaho Heritage Museum
6.	Homestake Pass Beacon (24JF2092/24SB1079)	X	Idaho Heritage Museum
7.	Stoney Point/Rehberg Beacon (24LC2610)		Private
8.	Wolf Creek Beacon (24LC2795)		Private
9.	St. Regis Beacon (24MN0418)	X	MDT
10.	Lookout Pass Beacon (24MN0417)		MDT
11.	Alberton Beacon (24MO1724)		Idaho Heritage Museum
12.	Bonita Beacon (24MO1725)		Private
13.	University Mountain Beacon (24MO1722)		DNRC
14.	MacDonald Pass Beacon (24PW1093)	X	Idaho Heritage Museum
15.	Avon Beacon		Private
16.	Silver Bow (24SB1080)	X	Private
17.	Monida Pass Beacon (relocated)		Idaho Heritage Museum

Figure 6. List of airway beacons and their final disposition as of January 1, 2022.

Airports

The MDT's Aeronautics Division currently owns and maintains sixteen airports throughout the state of Montana. Eleven 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, simply, of a runway (often with a turf surface), a tie-down area, and perhaps a few privately owned ancillary structures. Most of the airports were constructed in the 1960s as part of federal and state programs to provide aviation facilities for rural communities.

As of January 1, 2022, 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. The remaining seven airports will be inventoried as time permits or if there are plans to decommission them or transfer ownership. The Dell Flight Strip (24BE2493) is currently under consideration for listing in the National Register.

	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, 2022.

Airport Beacons

Beginning in 1934, the federal Bureau of Air Commerce equipped Montana's municipal and intermediate airports⁷ with lighted beacons. The beacons were similar in design to the airway route beacons. They average fifty-one feet in height and lack course lights present on the airway route beacons. A few sites still include the original generator sheds, but most are connected directly to power lines. Three general service airports and one commercial airport utilize historic-age beacons that were relocated from airway routes in the 1960s. Currently there are at least fifteen nighttime airport beacons that were relocated from the airway routes. Five of those beacons, however, are state-owned. The rest are owned by municipalities or by the counties who maintain the airports; the MDT has no jurisdiction over them. The Dell Flight Strip and West Yellowstone beacons are original to the airports.

⁷ Intermediate airports were runways located approximately every 50 to 100 miles along the airway routes. They were intended as emergency landing fields if pilots experienced mechanical problems or the weather caused the airplanes to land.

	Airport Beacon	Site #	County
1.	Dell Flight Strip	24BE2493	Beaverhead
	Yellowstone Airport	24GA1981	Gallatin
2.	Ryegate Airport	24GV0317	Golden Valley
3.	Seeley Lake Airport	24MO1742	Missoula
4.	Augusta-McBratney Airport	24LC2647	Lewis & Clark

Figure 8. Documented airport beacons as of January 1, 2022.



Originally erected at an emergency landing field in 1935, the Montana Highway Department moved the beacon to the Dell Air Strip in 1943. The Dell 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-two 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.

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.



The MDT Butte District Office.

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 \$52,900.00. 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 over \$2 million on routine maintenance of historic roads and bridges during the 2020-2022 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

The MDT historian documented two historic MDT administrative facilities in 2020-2022: the Butte District Office Complex (24SB1091) and the Wolf Point Area Office and Shop (24RV1234). All the MDT's historic age district and area offices have now been documented as state heritage properties.

The MDT operates 123 Maintenance section shops scattered around Montana. Unfortunately, determining the age of the maintenance section shops is often problematic. The 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 it became 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 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 a parcel. In those instances, the section notifies the cultural resources staff, which will document the building or structures before the property is disposed.

The MDT continues to inventory historic buildings located on right-of-way parcels acquired by the agency for highway projects. Because of the diminished MDT's RESS program during Covid, the MDT historian inventoried two parcels with a building or site

present on them in 2020-2021. The Edi Raita Farmstead (24CB2579) north of Red Lodge 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. The Swan Lake Maintenance Section Site (24LA0344) was inventoried and determined ineligible for the National Register of Historic Places because it lacks integrity and most of the historic structures on the property had been removed. As more MDT parcels with historic buildings or structures become known, the inventory and evaluation process will continue.



Roadside fountain at the MacDonald Pass Section House (24LC2241)

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 2020-2022 reporting period.

Those bridge replacement projects for which the Section 106 process has been completed are described above in Section A. Eight of the MDT's twelve 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 2020-2021 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.

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 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.

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 Fred Robinson Bridge crosses the Missouri River on US Highway 191 in Fergus and Phillips counties. MDT intends to widen the deck of the bridge in 2024 or 2025.

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, 2022

	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	\$1000	5
3.	Big Hole River/Kalsta Bridge (24BE2061/24MA2094)	T	G	\$1100	3
4.	Lima Port of Entry Station (24BE2077)	S	G	\$0	5
5.	Dell Flight Strip (24BE2493)*	S	G	\$2,500	5
	Big Horn County				
6.	Little Big Horn River Bridge (24BH2872)	S	E	\$1200	5
7.	Lodge Grass Creek Bridge (24BH2873)	S	E	\$700	5
	Blaine County				
8.	Lodge Creek Bridge (24BL1050)	T	G	\$700	1
9.	Roosevelt Highway/Secondary 396 (24BL1944)	S	E	\$0	5
	Broadwater County				
10.	Jefferson River Bridge (24BW0974)	S	G	\$1200	5
	Carbon County				
11.	Beartooth Highway (24CB1964)*	S	E	\$130,000	5
	Cascade County				
12.	Hardy Bridge (24CA0389)*	S	E	\$2000	5
13.	Novak Creek Bridge (24CA0394)*	S	E	\$1100	5
14.	Fort Shaw Canal Bridge (24CA0395)	T	E	\$1100	3
15.	Missouri River/Warden Bridge (24CA0401)*	S	G	\$10,000	5
16.	Missouri River Bridge @ Cascade (24CA0402)	S	G	\$5000	5
17.	Prewitt Creek Bridge (24CA0642)*	S	E	\$1100	5
18.	Old US Highway 91 Historic District (24CA0386/24LC2112)*	S	E	\$5,000	5
19.	Monarch Maintenance Shop (24CA1630)	S	E	\$0	5
20.	MDT Great Falls District Office (24CA1701)	S	E	\$25,000	5
21.	US Highway 89 (2 segments)(24CA1859)	S	G	\$0	3
	Dawson County				
22.	Glendive District Office and Shop (24DW0566)	S	E	\$25,000	5
	Griffith Creek Bridge (24DW0247)	F			
	Fallon County				
23.	Cottonwood Creek Bridge (24FA0231)*	S	G	\$1100	5
	Fergus County				
24.	Big Springs Creek Bridge (24FR0801)	S	E	\$1100	5
25.	Fred Robinson Bridge (24FR0804/24PH1059)*	T	E	\$1100	5
26.	Judith River Viaduct (24FR1153)	S	E	\$1100	5
27.	Milwaukee Road Railroad (24FR0411)	S	E	\$0	5
28.	MDT Lewistown Area Office (24FR1200)	S	E	\$25,000	5

	Heritage Property	Status	Cond.	Cost	Priority
	Flathead County				
29.	Leo Petroglyph (24FH0429)	S	E	\$0	5
30.	Old US Highway 2 Segments (24FH0490)	S	P	\$0	5
31.	Flathead River Bridge (24FH0517)	T	G	\$5000	3
32.	Kila Buffalo Pictographs (24FH1006)	W	E	\$0	1
33.	Kila Pictographs Day Count Shelter (24FH1007)	W	E	\$0	1
34.	Kila Roadcount Pictographs (24FH1008)	W	E	\$0	1
35.	Kila Roadcut Pictographs (24FH1009)	W	E	\$0	1
36.	The Oldham Residence (24FH1340)	S	E	\$600	5
37.	Louis & Carol Phillips Residence (24FH1345)	S	E	\$600	5
	Gallatin County				
38.	Drainage Bridge near Manhattan (24GA1069)	S	G	\$1100	5
39.	Gallatin River Bridge (24GA1511)	S	E	\$1100	5
40.	Yellowstone Airport Terminal (24GA1958)	T	E	\$25,000	5
41.	Yellowstone Airport Beacon (24GA1981)	T	E	\$1,500	3
	Glacier County				
42.	South Fork of the Milk River Bridge (24GL0237)	M		\$0	
	Golden Valley County				
43.	Ryegate Airport Beacon (24GV0317)	S	G	\$0	3
44.	Ryegate Airport (24GV0318)	S	G	\$2,500	5
	Granite County				
45.	Fred Burr Creek Bridge (24GN0844)	S	E	\$1100	5
	Hill County				
46.	MDT Havre Area Office (24HL1381)	S	E	\$15,000	5
	Jefferson County				
47.	Jefferson Canyon Highway Historic District (24JF1883)*	S	E	\$10,000	5
48.	Yellowstone Trail/Secondary 359 (24JF1884/24MA2202)	S	E	\$1,000	5
49.	Boulder River Bridge (24JF2079)	S	E	\$1100	5
	Lewis & Clark County				
50.	Missouri River Bridge (24LC0131)*	S	E	\$8000	5
51.	Wegner Creek Bridge (24LC0133)*	S	E	\$1100	5
52.	Sheep Creek Bridge (24LC1157)*	S	E	\$1100	5
53.	Aeronautics Operations Building (24LC1292)*	S	E	\$15,000	5
54.	MacDonald Pass Section House (24LC2241)	S	G	\$5,500	5
55.	Augusta Airport Beacon (24LC2647)	S	G	\$500	5
56.	Augusta-McBratney Airport (24LC2683)	S	G	\$1,500	5
	Madison County				
57.	Beaverhead River Bridge at Twin Bridges (24MA2177)	S	E	\$1100	5
58.	Vigilante Trail/MT 287 (24MA2203)	S	G	\$10,000	5

	Heritage Property	Status	Cond.	Cost	Priority
	Meagher County				
59.	Electric Highway/Montana Highway 6 (24ME0848)	S	G	\$10,000	5
60.	Deep Creek Section House (24ME0941)	S	G	\$2,500	5
	Mineral County				
61.	Point of Rocks Historic Transportation Corridor (24MN133/164)*	S	E	\$0	5
62.	14-Mile (Nemoté) Creek Bridge (24MN0349)	S	E	\$1100	5
63.	Clark Fork River/Cyr Bridge (24MN0305)	S	G	\$1100	1
64.	St. Regis Airway Beacon (24MN0418)	S	G	\$5,000	5
65.	Lookout Pass Airway Beacon (24MN0417)	S	G	\$5,000	5
	Missoula County				
66.	Orange Street Underpass (24MO0361)*	S	E	\$8000	5
67.	Rattlesnake Creek Bridge (24MO0706)*	U	E	\$1100	5
68.	MDT Missoula District Office (24MO1659)	S	E	\$25,000	5
69.	Don Steele Residence (24MO1660)	T	E	\$500	5
70.	Seeley Lake Beacon (24MO1742)	S	G	\$1,000	5
71.	Seeley Lake Airport (24MO1741)	S	G	\$10,200	5
72.	Richardson Farm Archaeological Site (24MO1639)	T		\$0	
73.	Scheffer-Richardson Farm Buildings (24MO1624)	S	G	\$0	5
74.	Yellowstone Trail Segment & Culvert (24MO1625)	S	G	\$0	5
	Park County				
75.	Yellowstone River Bridge at Gardiner (24PA0790)	W	E	\$10,000	2
76.	Carter Bridge (24PA0841)*	S	E	\$5000	5
	Phillips County				
77.	Sleeping Buffalo Rock (24PH1002)	W	G	\$1500	1
	Prairie County				
78.	Yellowstone River Bridge at Fallon (24PE0618)	S	E	\$8000	5
79.	Powder River Bridge near Terry (24PE1810)	S	E	\$8000	5
	Ravalli County				
80.	East Fork of the Bitterroot River Bridge (24RA0276)	S	E	\$8000	5
	Rosebud County				
81.	Musselshell River Bridge (24RB1878)	T	E	\$5000	4
	Roosevelt County				
82.	MDT Wolf Point Area Office (24RV1234)	S	E	\$25,000	5
	Sanders County				
83.	Bad Rock Trail (24SA0343)	S	G	\$0	4
	Silver Bow				
84.	Browns Gulch Bridge (240965)	M	G	\$0	3
85.	MDT Butte District Office Complex (24SB1091)	S	E	\$25,000	5

	Heritage Property	Status	Cond.	Cost	Priority
	Stillwater County				
86.	Crow Agency II (24ST0089) - portion	S	U	\$0	5
87.	Stillwater River Bridge (24ST0289)	S	E	\$8000	5
	Yellowstone River Bridge near Reed Point (24ST0361)	F			
	Sweet Grass County				
88.	Yellowstone River Bridge (24SW0751)	S	E	\$8000	5
	Teton County				
89.	Teton River Bridge (24TT0284)	T	E	\$5000	5
	Toole County				
90.	Great Northern Railroad Viaduct (24TL0300)	S	E	\$10000	5
91.	Marias River Bridge (24TL0401)*	S	E	\$8000	5
	Treasure County				
92.	Big Horn River Bridge N. of Custer(24TE0120/24YL1603)*	S	E	\$8000	5
93.	Yellowstone Trail/Old US Highway 10 (24TE0133/24YL1671)	S	E	\$0	5
	Valley County				
94.	Roosevelt Highway (24VL1865)	S	G	\$0	5
	Wheatland County				
95.	Milwaukee Road Overpass at Harlowton (24WL0221)	S	E	\$8000	5
	Wibaux County				
96.	Beaver Creek Bridge (24WX0192)	T	G	\$1100	5
	Yellowstone County				
97.	Yellowstone River Bridge at Huntley (24YL0656)*	S	E	\$10000	5
98.	Mossmain Overpass E. of Laurel (24YL0698)*	S	E	\$10000	5
99.	MDT Billings District Office (24YL1997)	S	E	\$25,000	5
100.	MDT Billings Air National Guard Building (24YL1996)	S	E	\$25,000	5
101.	Custer Coulee Bridge (24YL2266)	T	E	\$1100	5

Properties shown in **red** have failed since the 2019-2020 reporting period

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