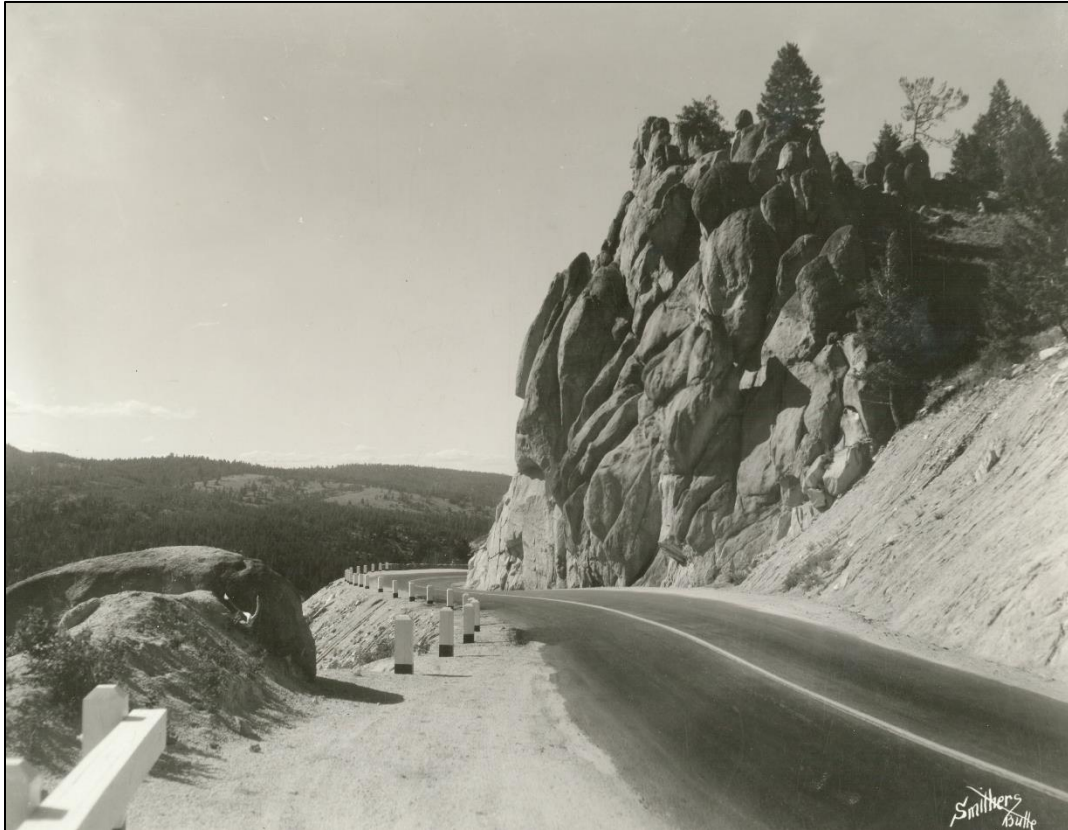


**SIXTH BIENNIAL REPORT  
TO THE  
STATE PRESERVATION REVIEW BOARD  
BY THE  
MONTANA DEPARTMENT OF TRANSPORTATION  
AS SPECIFIED BY SENATE BILL NO. 3 (2011)  
ON THE STATUS AND NEEDS OF AGENCY HERITAGE PROPERTIES**

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## **Introduction**

This document constitutes the Montana Department of Transportation's (MDT) seventh 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 2021, the MDT reported 101 heritage properties owned and administered by the agency. Since that reporting period, four properties have been removed from MDT ownership or demolished and eight properties added to the list. MDT's 2024 heritage properties list includes 104 historic properties.

Almost all 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 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.<sup>1</sup>

The MDT continues to fulfill its obligations under Section 106, the MAA and its State Heritage Stewardship amendment. MDT believes the regulations complement each other and have the same objective – the recognition and management of significant heritage properties owned or managed by the agency. This biennial report is formatted to mirror the order of requirements for State Agencies in Section 22-3-424, MCA Section 3(4).

### **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 104 known heritage properties owned by the MDT (Appendix). The MDT routinely maintains 95 heritage properties, including 47 historic bridges, eighteen buildings and building complexes, fourteen road segments, a tunnel, a retaining wall, the NRHP-listed Point of Rocks Historic Transportation Corridor, six historic airway and airport beacons, five airports,<sup>2</sup> and a National Register-listed Traditional Cultural Property (Sleeping Buffalo Rock). Five pictograph/petroglyph sites are located within MDT ROW as

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<sup>1</sup> The MDT began revisions and updates to the Historic Roads & Bridges PA in the winter of 2022. 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 as it is available in previous State Heritage Properties reports.

<sup>2</sup> 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.

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 Right-of-Way, but are not actively maintained by MDT. The heritage properties are in 39 of Montana's 56 counties.

|    | Heritage Property                                 | County          |
|----|---|-----------------|
| 1. | Montana Secondary 331 Segment (24CA1940)          | Cascade         |
| 2. | Belt Retaining Wall (24CA1941)                    | Cascade         |
| 3. | Missouri River Bridge (24CH1573)                  | Chouteau        |
| 4. | US Highway 191 Segment (24FR1223/24PH3969)        | Fergus/Phillips |
| 5. | Montana Secondary 279 (24LC2797)                  | Lewis & Clark   |
| 6. | North Fork Teton River Bridge (24LC2875/24TT0773) | Lewis & Clark   |
| 7. | East Fork Bitterroot River Bridge (24RA0276)      | Ravalli         |
| 8. | Harding Way/MT Highway 2 (24SB1100)               | Silver Bow      |

Figure 1. The MDT added eight new National Register eligible heritage properties to its stewardship list in 2022-2023.



Figure 2. The Belt Retaining Wall (24CA1941) and Secondary 331/Castner Street Segment (24CA1940).

The MDT has listed 25 heritage properties in the National Register of Historic Places (Figure 2).

|     | Property  | County               | Listed |
|-----|---|----------------------|--------|
| 1.  | Beartooth Highway (24CB1964) <sup>3</sup>                       | 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 Tunnel (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 3. MDT properties listed in the National Register of Historic Places as of January 1, 2024.**

### **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

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

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 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. It was listed on June 30, 2022. The MDT is in the process of listing the Harding Way Historic District (24SB1100) in Silver Bow County in the National Register. Listing is anticipated in 2024.<sup>4</sup>

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 a draft agreement ready for comments from the Advisory Council on Historic Preservation (ACHP), FHWA and SHPO in the spring of 2024.

In November 2012, the 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 built after 1945. It is, however, still recording and evaluating post-World War II timber stringer bridges that are not covered under the Program Comment.

Two archaeological sites 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.<sup>5</sup>

The MDT administers a Traditional Cultural Property (TCP), Sleeping Buffalo Rock (24PH1002). Sleeping Buffalo Rock is listed in the National Register of Historic Places. It is currently housed under a c. 1960s wooden 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 shelter. In July 2023, the MDT met with representatives of the Bureau of Land Management (BLM) and the Fort Belknap, Fort Peck,

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<sup>4</sup> The nomination for the stage station was prepared in collaboration with the Montana State Historic Preservation Office and the property owner.

<sup>5</sup> The Richardson Farm Archaeological Site is entirely owned by MDT.

and Blackfeet Tribal Historic Preservation Offices to discuss the future of the TCP. It was decided at the meeting that Sleeping Buffalo Rock will be moved back to the site from which it originated. The site is about four miles from its current location. Because the rock would be relocated to BLM land, that agency is preparing the NEPA documentation for the relocation in collaboration with the THPO offices and the MDT. MDT has committed to pay for the relocation. It is hoped the move will occur during the summer of 2024. The existing turnout would be perpetuated and new interpretive panels developed with the THPOs that describe the importance of the TCP to the tribes.



Figure 4. The Sleeping Buffalo Rock site. MDT intends to maintain the parking area after the rocks are relocated and install interpretation developed in collaboration with the tribes.

## **B. The status and condition of each heritage property**

Sixty-five of the MDT's 104 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 thirteen 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 fifteen 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 nine of the historic properties through HABS/HAER documentation. Those documents have been accepted by the National Park Service and are currently stored in Washington DC.

|     | Threatened Properties                             | County      | Status    |
|-----|---|-------------|-----------|
| 1.  | Big Hole/Kalsta Bridge (24BE2061/24MA2094)        | Beaverhead  | Mitigated |
| 2.  | Dell Flight Strip (24BE2493)                      | Beaverhead  |           |
| 3.  | Lodge Creek Bridge (24BL1050)                     | Blaine      | Mitigated |
| 4.  | Fort Shaw Canal Bridge (24CA0395)                 | Cascade     | HAER      |
| 5.  | Missouri River Bridge (24CH1539)                  | Chouteau    | HAER      |
| 6.  | Flathead River Bridge (24FH0517)                  | Flathead    | Mitigated |
| 7.  | West Yellowstone Airport Terminal (24GA1958)      | Gallatin    | HAER      |
| 8.  | West Yellowstone Airport Beacon (24GA1981)        | Gallatin    | HAER      |
| 9.  | North Fork Teton River Bridge (24LC2875/24TT0773) | L & C/Teton | HAER      |
| 10. | Dan Steele Residence (24MO1660)                   | Missoula    | HABS      |
| 11. | Richardson Farm Archaeological Site (24MO1639)    | Missoula    | MOA       |
| 12. | East Fork Bitterroot River Bridge (24RA0276)      | Ravalli     | HAER      |
| 13. | Teton River Bridge (24TT0284)                     | Teton       | HAER      |
| 14. | Beaver Creek Bridge (24WX0192)                    | Wibaux      | Mitigated |
| 15. | Custer Coulee Bridge (24YL2266)                   | Yellowstone | HAER      |

**Figure 5. Threatened MDT Heritage Properties as of January 1, 2024**

Four MDT-owned properties failed during the 2022-2024 reporting period.

|    | Failed Properties                    | County  | Status                     |
|----|--------------------------------------|---------|----------------------------|
| 1. | Cottonwood Creek Bridge (24FA0231)   | Fallon  | County replaced bridge     |
| 2. | South Fork Milk River Br. (24GL0237) | Glacier | MDT replaced bridge        |
| 3. | Deep Creek Section House (24ME0941)  | Meagher | MDT Maintenance demolished |
| 4. | Musselshell River Bridge (24RB1878)  | Rosebud | MDT replaced bridge        |

**Figure 6. Failed MDT-owned Heritage Properties as of January 1, 2024.**

In 2022-2023, the MDT submitted the Missouri River Bridge (24CH1539), the North Fork Teton River Bridge (24LC2875/24TT0773), the East Fork Bitterroot River Bridge (24RA0276), and the Custer Coulee Bridge (24YL2266) 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 that Level II HAER documentation was appropriate for the bridges. HAER documentation has been completed and accepted for the Missouri River Bridge (24CH1539), North Fork Teton River Bridge (24LC2875/24TT0773), the East Fork Bitterroot River Bridge (24RA0276), and the Custer Coulee Bridge (24YL2266).



**Figure 7. The Missouri River Bridge (24CG1539) at Fort Benton.**

The MDT's Aeronautics Division intends to sell the Dell Airstrip to a public or private entity in 2024. The proposed sale has not yet been advertised. The site has been documented in a National Register of Historic Places nomination. The National Register, unfortunately, rejected the nomination 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, five airport beacons, and several other aeronautical sites that have yet to be identified and documented.



MDT retains ownership of two airway beacons: Lookout Pass and St. Regis. In addition, it operates and maintains five beacons located at state-owned airports.<sup>6</sup>

|    | <b>Beacon</b>            | <b>Site#</b> | <b>County</b> |
|----|--------------------------|--------------|---------------|
| 1. | Lookout Pass             | 24MN0417     | Mineral       |
| 2. | St. Regis                | 24MN0418     | Mineral       |
|    |                          |              |               |
|    | <b>Airport Beacons</b>   |              |               |
| 3. | Dell Flight Strip        | 24BE2493     | Beaverhead    |
| 4. | West Yellowstone Airport | 24GA1981     | Gallatin      |
| 5. | Ryegate Airport          | 24GV0317     | Golden Valley |
| 6. | Seeley Lake Airport      | 24MO1742     | Missoula      |

**Figure 8. List of airway beacons owned and maintained by MDT.**

There are also beacons at county or city owned airports over which MDT has no jurisdiction.

**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.

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<sup>6</sup> The beacon at the Lincoln Airport has not yet been documented.



Figure 9. Interior Yellowstone Airport Terminal (24GA1958). HABS/HAER Photograph.

**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 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 2022-2023 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 visual inspections of the structures' components and underwater inspections of the structural foundations. State money is used to conduct the inspections. For the 35 historic bridges listed as MDT Heritage Properties, the cost of the inspections every two years is \$65,000. 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 nearly \$5 million on routine maintenance of historic roads and bridges during the 2022-2023 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 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 become known to him that they will be replaced by new buildings that better handle the equipment used in the 21<sup>st</sup> century. The inability to determine the ages has been a significant challenge. Deed records at the MDT's Right-of-Way Bureau provides 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 over 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 of.

The MDT continues to inventory historic buildings located on right-of-way parcels acquired by the agency for highway projects. The MDT historian inventoried no right-of-way parcels during the 2022-2023 reporting period. As more MDT parcels with historic buildings or structures become known, the inventory and evaluation process will continue.



**Figure 10. Roadside fountain on Harding Way (24SB1100)**

#### **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 has prioritized one Traditional Cultural Property: Sleeping Buffalo Rock (24PH1002). The MDT's efforts, along with the efforts of Montana's THPOs and BLM, to relocate the Sleeping Buffalo Rock to its original location are ongoing and may see fruition during the 2024-2026 reporting period.

Those bridge replacement projects for which the Section 106 process has been completed are described above in Section A. Nine of the MDT's fifteen 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 2022-2023 occurred under Section 106 of the National Historic Preservation Act. Consultation under the Montana Antiquities Act occurs when no federal funds are involved in an undertaking.

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 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, 2024**

|     | <b>Heritage Property</b>                         | <b>Status</b> | <b>Cond.</b> | <b>Cost</b> | <b>Priority</b> |
|-----|--|---------------|--------------|-------------|-----------------|
|     | <b>Beaverhead County</b>                         |               |              |             |                 |
| 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)                     | T             | G            | \$2,500     | 5               |
|     |  |               |              |             |                 |
|     | <b>Big Horn County</b>                           |               |              |             |                 |
| 6.  | Little Big Horn River Bridge (24BH2872)          | S             | E            | \$1200      | 5               |
| 7.  | Lodge Grass Creek Bridge (24BH2873)              | S             | E            | \$700       | 5               |
|     |  |               |              |             |                 |
|     | <b>Blaine County</b>                             |               |              |             |                 |
| 8.  | Lodge Creek Bridge (24BL1050)                    | T             | G            | \$700       | 1               |
| 9.  | Roosevelt Highway/Secondary 396 (24BL1944)       | S             | E            | \$0         | 5               |
|     |  |               |              |             |                 |
|     | <b>Broadwater County</b>                         |               |              |             |                 |
| 10. | Jefferson River Bridge (24BW0974)                | S             | G            | \$1200      | 5               |
|     |  |               |              |             |                 |
|     | <b>Carbon County</b>                             |               |              |             |                 |
| 11. | Beartooth Highway (24CB1964)*                    | S             | E            | \$130,000   | 5               |
|     |  |               |              |             |                 |

|     | Heritage Property  | Status | Cond. | Cost     | Priority |
|-----|--|--------|-------|----------|----------|
|     | <b>Cascade County</b>                                    |        |       |          |          |
| 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        |
| 22. | Montana Secondary 331 Segment (24CA1940)                 | S      | G     | \$10,000 | 5        |
| 23. | Belt Retaining Wall (24CA1941)                           | T      | G     | \$0      | 1        |
|     |  |        |       |          |          |
|     | <b>Chouteau County</b>                                   |        |       |          |          |
| 24. | Missouri River Bridge (24CH1573)                         | T      | F     | \$5,000  | 2        |
|     |  |        |       |          |          |
|     | <b>Dawson County</b>                                     |        |       |          |          |
| 25. | Glendive District Office and Shop (24DW0566)             | S      | E     | \$25,000 | 5        |
|     |  |        |       |          |          |
|     | <b>Fallon County</b>                                     |        |       |          |          |
|     | Cottonwood Creek Bridge (24FA0231)*                      | F      |       |          |          |
|     |  |        |       |          |          |
|     | <b>Fergus County</b>                                     |        |       |          |          |
| 26. | Big Springs Creek Bridge (24FR0801)                      | S      | E     | \$1100   | 5        |
| 27. | Fred Robinson Bridge (24FR0804/24PH1059)*                |        | E     | \$1100   | 5        |
| 28. | Judith River Viaduct (24FR1153)                          | S      | E     | \$1100   | 5        |
| 29. | Milwaukee Road Railroad (24FR0411)                       | S      | E     | \$0      | 5        |
| 30. | MDT Lewistown Area Office (24FR1200)                     | S      | E     | \$25,000 | 5        |
| 31. | US Highway 191 Segment(24FR1223/24PH3969)                | S      | E     | \$50,000 | 5        |
|     |  |        |       |          |          |
|     | <b>Flathead County</b>                                   |        |       |          |          |
| 32. | Leo Petroglyph (24FH0429)                                | S      | E     | \$0      | 5        |
| 33. | Old US Highway 2 Segments (24FH0490)                     | S      | P     | \$0      | 5        |
| 34. | Flathead River Bridge (24FH0517)                         | T      | G     | \$5000   | 3        |
| 35. | Kila Buffalo Pictographs (24FH1006)                      | W      | E     | \$0      | 1        |
| 36. | Kila Pictographs Day Count Shelter (24FH1007)            | W      | E     | \$0      | 1        |
| 37. | Kila Roadcount Pictographs (24FH1008)                    | W      | E     | \$0      | 1        |
| 38. | Kila Roadcut Pictographs (24FH1009)                      | W      | E     | \$0      | 1        |
| 39. | The Oldham Residence (24FH1340)                          | S      | E     | \$600    | 5        |
| 40. | Louis & Carol Phillips Residence (24FH1345)              | S      | E     | \$600    | 5        |
|     |  |        |       |          |          |
|     | <b>Gallatin County</b>                                   |        |       |          |          |
| 41. | Drainage Bridge near Manhattan (24GA1069)                | S      | G     | \$1100   | 5        |
| 42. | Gallatin River Bridge (24GA1511)                         | S      | E     | \$1100   | 5        |
| 43. | Yellowstone Airport Terminal (24GA1958)                  | T      | E     | \$25,000 | 5        |
| 44. | Yellowstone Airport Beacon (24GA1981)                    | T      | E     | \$1,500  | 3        |
|     |  |        |       |          |          |

|     | Heritage Property  | Status | Cond. | Cost      | Priority |
|-----|--|--------|-------|-----------|----------|
|     | <b>Glacier County</b>  |        |       |           |          |
|     | South Fork of the Milk River Bridge (24GL0237)                 | F      |       |           |          |
|     | <b>Golden Valley County</b>                                    |        |       |           |          |
| 45. | Ryegate Airport Beacon (24GV0317)                              | S      | G     | \$0       | 3        |
| 46. | Ryegate Airport (24GV0318)                                     | S      | G     | \$2,500   | 5        |
|     | <b>Granite County</b>  |        |       |           |          |
| 47. | Fred Burr Creek Bridge (24GN0844)                              | S      | E     | \$1100    | 5        |
|     | <b>Hill County</b>   |        |       |           |          |
| 48. | MDT Havre Area Office (24HL1381)                               | S      | E     | \$15,000  | 5        |
|     | <b>Jefferson County</b>  |        |       |           |          |
| 49. | Jefferson Canyon Highway Historic District (24JF1883)*         | S      | E     | \$10,000  | 5        |
| 50. | Yellowstone Trail/Secondary 359 (24JF1884/24MA2202)            | S      | E     | \$1,000   | 5        |
| 51. | Boulder River Bridge (24JF2079)                                | S      | E     | \$1100    | 5        |
|     | <b>Lewis &amp; Clark County</b>                                |        |       |           |          |
| 52. | Missouri River Bridge (24LC0131)*                              | S      | E     | \$8000    | 5        |
| 53. | Wegner Creek Bridge (24LC0133)*                                | S      | E     | \$1100    | 5        |
| 54. | Sheep Creek Bridge (24LC1157)*                                 | S      | E     | \$1100    | 5        |
| 55. | Aeronautics Operations Building (24LC1292)*                    | S      | E     | \$15,000  | 5        |
| 56. | MacDonald Pass Section House (24LC2241)                        | S      | G     | \$5,500   | 5        |
| 57. | Augusta Airport Beacon (24LC2647)                              | S      | G     | \$500     | 5        |
| 58. | Augusta-McBratney Airport (24LC2683)                           | S      | G     | \$1,500   | 5        |
| 59. | Montana Secondary 279 (24LC2797)                               | S      | G     | \$100,000 | 5        |
| 60. | North Fork of Teton River Bridge (24LC2875/24TT0773)           | T      | G     | \$5,000   | 3        |
|     | <b>Madison County</b>  |        |       |           |          |
| 61. | Beaverhead River Bridge at Twin Bridges (24MA2177)             | S      | E     | \$1100    | 5        |
| 62. | Vigilante Trail/MT 287 (24MA2203)                              | S      | G     | \$10,000  | 5        |
|     | <b>Meagher County</b>  |        |       |           |          |
| 63. | Electric Highway/Montana Highway 6 (24ME0848)                  | S      | G     | \$10,000  | 5        |
|     | Deep Creek Section House (24ME0941)                            | F      |       |           |          |
|     | <b>Mineral County</b>  |        |       |           |          |
| 64. | Point of Rocks Historic Transportation Corridor (24MN133/164)* | S      | E     | \$0       | 5        |
| 65. | 14-Mile (Nemoté) Creek Bridge (24MN0349)                       | S      | E     | \$1100    | 5        |
| 66. | Clark Fork River/Cyr Bridge (24MN0305)                         | S      | G     | \$1100    | 1        |
| 67. | St. Regis Airway Beacon (24MN0418)                             | S      | G     | \$5,000   | 5        |
| 68. | Lookout Pass Airway Beacon (24MN0417)                          | S      | G     | \$5,000   | 5        |
|     | <b>Missoula County</b>   |        |       |           |          |
| 69. | Orange Street Tunnel (24MO0361)*                               | S      | E     | \$8000    | 5        |
| 70. | Rattlesnake Creek Bridge (24MO0706)*                           | U      | E     | \$1100    | 5        |
| 71. | MDT Missoula District Office (24MO1659)                        | S      | E     | \$25,000  | 5        |
| 72. | Don Steele Residence (24MO1660)                                | T      |       |           |          |



|     | <b>Heritage Property</b>                            | <b>Status</b> | <b>Cond.</b> | <b>Cost</b> | <b>Priority</b> |
|-----|---|---------------|--------------|-------------|-----------------|
| 73. | Seeley Lake Beacon (24MO1742)                       | S             | G            | \$1,000     | 5               |
| 74. | Seeley Lake Airport (24MO1741)                      | S             | G            | \$10,200    | 5               |
| 75. | Richardson Farm Archaeological Site (24MO1639)      | T             |              | \$0         |                 |
| 76. | Scheffer-Richardson Farm Buildings (24MO1624)       | S             | G            | \$0         | 5               |
| 77. | Yellowstone Trail Segment & Culvert (24MO1625)      | S             | G            | \$0         | 5               |
|     |   |               |              |             |                 |
|     | <b>Park County</b>                                  |               |              |             |                 |
| 78. | Yellowstone River Bridge at Gardiner (24PA0790)     | W             | E            | \$10,000    | 2               |
| 79. | Carter Bridge (24PA0841)*                           | S             | E            | \$5000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Phillips County</b>                              |               |              |             |                 |
| 80. | Sleeping Buffalo Rock (24PH1002)                    | S             | G            | \$1500      | 1               |
|     |   |               |              |             |                 |
|     | <b>Prairie County</b>                               |               |              |             |                 |
| 81. | Yellowstone River Bridge at Fallon (24PE0618)       | S             | E            | \$8000      | 5               |
| 82. | Powder River Bridge near Terry (24PE1810)           | S             | E            | \$8000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Ravalli County</b>                               |               |              |             |                 |
| 83. | East Fork of the Bitterroot River Bridge (24RA0276) | T             | E            | \$8000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Rosebud County</b>                               |               |              |             |                 |
|     | <b>Musselshell River Bridge (24RB1878)</b>          | <b>F</b>      |              |             |                 |
|     |   |               |              |             |                 |
|     | <b>Roosevelt County</b>                             |               |              |             |                 |
| 84. | MDT Wolf Point Area Office (24RV1234)               | S             | E            | \$25,000    | 5               |
|     |   |               |              |             |                 |
|     | <b>Sanders County</b>                               |               |              |             |                 |
| 85. | Bad Rock Trail (24SA0343)                           | S             | G            | \$0         | 4               |
|     |   |               |              |             |                 |
|     | <b>Silver Bow</b>                                   |               |              |             |                 |
| 86. | Browns Gulch Bridge (240965)                        | M             | G            | \$0         | 3               |
| 87. | MDT Butte District Office Complex (24SB1091)        | S             | E            | \$25,000    | 5               |
| 88. | Harding Way/MT Highway 2 (24SB1100)                 | S             | G            | \$50,000    | 5               |
|     |   |               |              |             |                 |
|     | <b>Stillwater County</b>                            |               |              |             |                 |
| 89. | Crow Agency II (24ST0089) - portion                 | S             | U            | \$0         | 5               |
| 90. | Stillwater River Bridge (24ST0289)                  | S             | E            | \$8000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Sweet Grass County</b>                           |               |              |             |                 |
| 91. | Yellowstone River Bridge (24SW0751)                 | S             | E            | \$8000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Teton County</b>                                 |               |              |             |                 |
| 92. | Teton River Bridge (24TT0284)                       | T             | E            | \$5000      | 5               |
|     |   |               |              |             |                 |
|     | <b>Toole County</b>                                 |               |              |             |                 |
| 93. | Great Northern Railroad Viaduct (24TL0300)          | S             | E            | \$10000     | 5               |
| 94. | Marias River Bridge (24TL0401)*                     | S             | E            | \$8000      | 5               |
|     |   |               |              |             |                 |
|     |   |               |              |             |                 |

|      | <b>Heritage Property</b>                                | <b>Status</b> | <b>Cond.</b> | <b>Cost</b> | <b>Priority</b> |
|------|---|---------------|--------------|-------------|-----------------|
|      | <b>Treasure County</b>                                  |               |              |             |                 |
| 95.  | Big Horn River Bridge N. of Custer(24TE0120/24YL1603)*  | S             | E            | \$8000      | 5               |
| 96.  | Yellowstone Trail/Old US Highway 10 (24TE0133/24YL1671) | S             | E            | \$0         | 5               |
|      |   |               |              |             |                 |
|      | <b>Valley County</b>                                    |               |              |             |                 |
| 97.  | Roosevelt Highway (24VL1865)                            | S             | G            | \$0         | 5               |
|      |   |               |              |             |                 |
|      | <b>Wheatland County</b>                                 |               |              |             |                 |
| 98.  | Milwaukee Road Overpass at Harlowton (24WL0221)         | S             | E            | \$8000      | 5               |
|      |   |               |              |             |                 |
|      | <b>Wibaux County</b>                                    |               |              |             |                 |
| 99.  | Beaver Creek Bridge (24WX0192)                          | T             | G            | \$1100      | 5               |
|      |   |               |              |             |                 |
|      | <b>Yellowstone County</b>                               |               |              |             |                 |
| 100. | Yellowstone River Bridge at Huntley (24YL0656)*         | S             | E            | \$10000     | 5               |
| 101. | Mossmain Overpass E. of Laurel (24YL0698)*              | S             | E            | \$10000     | 5               |
| 102. | MDT Billings District Office (24YL1997)                 | S             | E            | \$25,000    | 5               |
| 103. | MDT Billings Air National Guard Building (24YL1996)     | S             | E            | \$25,000    | 5               |
| 104. | Custer Coulee Bridge (24YL2266)                         | T             | E            | \$1100      | 5               |

Properties shown in **red** have failed since the 2022-2023 reporting period

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