

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

**January 2016**



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**Introduction**

This document constitutes the Montana Department of Transportation's (MDT) third biennial report to the Historic Preservation Review Board as required under the 2011 Montana Senate Bill No. 3, an act which requires State Agencies and the Montana University System to biennially report to the Board on the status and maintenance needs of agency heritage properties. This report includes the MDT's known heritage properties, their status, condition, and priority for preservation. In 2014, the MDT reported 104 heritage properties owned by the agency. Since that reporting period, nine properties have been removed from MDT ownership or demolished and 13 properties added to our list. The new properties consist primarily of MDT district administrative and maintenance section sites. In 2016, the MDT's heritage properties list includes 108 historic properties.

Most of the heritage properties detailed in this report were documented and treated under Section 106 (36CFR 800) of the National Historic Preservation Act (1966) as part of the MDT's cultural resource program. That regulation is applicable to federally-funded projects that have the potential to impact historic properties. Only state-funded MDT projects would fall under the authority of the Montana Antiquities Act (MAA). Twelve MDT-owned properties have been inventoried and their National Register of Historic Places status evaluated based on the MAA and Senate Bill 3.

It is recognized that the Montana Legislature intended Senate Bill No. 3 as a management tool for state agencies to administer their heritage properties. The MDT already has such a plan in place for its historic roads and bridges in its Historic Roads and Bridges Programmatic Agreement (PA). The PA does not, however, embrace archaeological sites, Traditional Cultural Properties, MDT-owned buildings and Aeronautics Division properties or pictograph sites.

The MDT continues to fulfill its obligations under Section 106, the MAA, and Senate Bill No. 3. MDT feels that all three regulations complement each other and have the same basic goal – the recognition and management of significant heritage properties. This biennial is formatted this report to mirror the order of the requirements for State Agencies in Section 22-3-424, MCA Section 3(4).



**The MacDonald Pass Section House (24LC2241) in 2015.**

**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 108 heritage properties that are owned or partially owned by the MDT (Appendix 2).<sup>1</sup> This includes 24 archaeological sites that are partially located within MDT’s right-of-way (ROW), but are not maintained by MDT. The MDT routinely maintains 75 heritage properties, including 51 historic bridges, 12 buildings, nine road segments, the NRHP-listed Point of Rocks Historic Transportation Corridor, an historic airway beacon and a National Register-listed Traditional Cultural Property (Sleeping Buffalo Rock). Five pictograph/petroglyph sites are located within MDT ROW. The MDT doesn’t actively maintain the pictograph/petroglyphs, but they are routinely monitored by both the MDT and the Confederate Salish & Kootenai Tribes. Four heritage properties, the French Gulch Placers (24DL0757), Milwaukee Road Railroad segment (24FR0411), Old US Highway 2 Segments (24FH0490), and Bad Rock Trail (24SA0343) are located within the agency’s ROW, but are not maintained by MDT. The heritage properties are located in 39 of Montana’s 56 counties.

The MDT has listed 23 heritage properties in the National Register of Historic Places (Figure 1). The MDT has implemented Multiple Property Documents (MPD) for historic truss, reinforced concrete, steel stringer/girder, and timber stringer bridges. The MDT is collaborating with the Montana SHPO in the preparation of an MPD for Montana’s Historic Airway Beacons, seventeen of which are owned and maintained by MDT. The Agency intends to begin inventorying the beacons in 2016. The MDT’s Aeronautics

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<sup>1</sup> The list of MDT-owned heritage properties in Appendix 2 shows seven properties that were either demolished or suffered loss of enough integrity to no longer be eligible for the National Register. Those properties are on the list, but are not numbered.

Division also owns heritage properties. The MDT Historian will begin working with the division in 2016 to identify and begin inventorying its heritage properties.

	Property	County	Listed
1.	Beartooth Highway (24CB1964) <sup>2</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.	Missouri River Bridge (24LC0131)	Lewis & Clark	2010
10.	Sheep Creek Bridge (24LC1157)	Lewis & Clark	2011
11.	Wegner Creek Bridge (24LC0133)	Lewis & Clark	2013
12.	Point of Rocks Historic Transportation Corridor (24MN122/164)	Mineral	2009
13.	Orange Street Underpass (24MO0361)	Missoula	2012
14.	Rattlesnake Creek Bridge (24MO0706)	Missoula	2011
15.	Carter Bridge (24PA0841)	Park	2011
16.	Sleeping Buffalo Rock (24PH1002)	Phillips	1996
17.	MacDonald Pass Airway Beacon (24PW1093).	Powell	2014
18.	Yellowstone River Bridge (24PE0618)	Prairie	2010
19.	Powder River Bridge (24PE1810)	Prairie	2010
20.	Marias River Bridge (24TL0401)	Toole	2012
21.	Big Horn River Bridge (24TE0120/24YL1603)	Treasure/Yellowstone	2010
22.	Yellowstone River Bridge (24YL0656)	Yellowstone	2012
23.	Mossmain Overpass (24YL0698)	Yellowstone	2012

**Figure 1. MDT properties listed in the National Register of Historic Places as of January 1, 2016.**

### **Archaeological Properties**<sup>3</sup>

MDT administers a number of important archaeological properties in Montana, including Sleeping Buffalo Rock, and the Kila pictographs.

Sleeping Buffalo Rock is a Traditional Cultural Property 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 18 miles east of Malta. While the site is often visited by Native Americans who leave offerings there, it is also visited by others who leave trash and relieve themselves under the wooden shelter that protects the rock. The MDT and the owners of the Sleeping Buffalo Resort maintain the site. MDT has met with members of the Fort Belknap Reservation, and discussed the

<sup>2</sup> Only the portion of the Beartooth Highway located in Montana is included as an MDT heritage property.

<sup>3</sup> This section was written by MDT Archaeologist Steve Platt for this report.

shameful treatment of this important site by certain passersby with a meeting of the Montana Tribal Historic Preservation Officers (THPOs).

The history of the Sleeping Buffalo Rocks is long and convoluted. The rocks originally came from a long, winding, glacial ridge along the south side of the Milk River near Cree Crossing near Saco. For a time they were placed in a yard in Malta. At the request of the Fort Belknap Tribes, MDT is planning to move the rocks back to their place of origin, which is on land administered by the Bureau of Reclamation (BOR). At present, this move is awaiting the completion of BOR work on Nelson Reservoir dam, located very close to the original location of the Sleeping Buffalo Rocks. Once BOR's dam work is completed, MDT will commence with the business of returning the rocks to their original location. It is important to note that the rocks will be returned to their prairie setting, in a place where public access to this important sacred site will be maintained.



**Members of the Fort Belknap Tribes discussing Sleeping Buffalo Rock.**

The Kila pictograph sites (24FH1006-24FH1009 and 24FH0420) in Flathead County are located within the MDT ROW. In 1997, the MDT replaced a chain link fence at one of the Kila Pictograph panels for approximately \$2,500. The MDT has allocated \$10,000 for the restoration/protection of the Kila Pictographs Day Count Shelter (24FH1007). However, no work has been done pending the approval and participation of the Confederated Salish & Kootenai Tribes in the project.

In 2015 MDT was alerted to the presence of rock climbing hardware bolted into the cliff face adjacent to 24FH1006. The MDT Archaeologist visited the site and confirmed that rock climbers have indeed installed safety bolts in the cliff face in proximity to the Kila Buffalo Pictographs. An unsuccessful attempt was made to learn who the climbers were,

via a local climbing shop in the Flathead Valley. This is a ticklish situation, as MDT does not want to cut off public access to the site and possibly invite retaliatory vandalism of the rock art panel. At the same time, the integrity of this important site must be maintained. MDT will continue to monitor the situation. Education is probably the best approach in this instance, assuming MDT can locate the climbers.



**Climbing bolt, located close to site 24FH1006, in MDT right of way.**

The other two-dozen-plus archaeological sites remaining on the list were treated under federally-funded projects that occurred before 2011. Only portions of the sites are located within MDT ROW with the remainder on land not under MDT jurisdiction. These sites are not monitored on a regular basis. They are undisturbed and in the same condition as when originally discovered.

For the 2014-2015 reporting period, MDT conducted test excavations at a single significant site, 24JF699, located in Jefferson County along Secondary 399. This site, a pre-contact occupation with intact stratigraphy, will likely undergo data recovery during the 2016-2017 period, prior to reconstruction of the secondary road. As with most archaeological properties in MDT right of way, once it has been excavated and the road rebuilt, there will be little if any intact portions of the site left within the right of way fences. Like the vast majority of MDT-administered archaeological sites, its place on this list is ephemeral. If the project moves along according to schedule, 24JF699 will not be on the list when MDT completes its Senate Bill 3 report in 2018.



**Test excavations at 24JF699 in September 2015.**

### **Historic Roads & Bridges Programmatic Agreement**

All historic road and bridges that could potentially be impacted by federally-funded MDT projects were treated under the department's Historic Roads and Bridges Programmatic Agreement (PA). The agreement, implemented in February 2007, defines how the MDT treats National Register-eligible historic roads and bridges and streamlines the Section 106 process in regards to those historic properties (Appendix 1). The MDT developed the PA as a management tool to administer these historic resources. It makes provisions for the Adopt-A-Bridge program, Historic Road Program (Attachment 1), Historic Bridge Rehabilitation Program (Attachment 2), and requires that the MDT consider rehabilitation of all National Register-eligible bridges rather than replacement during the planning phase of MDT bridge projects. The agreement also delineates the process by which the MDT mitigates impacts to historic bridges. That mitigation process involves Historic American Engineering Record documentation of the threatened or failed bridges and putting them up for adoption for use at alternate locations where appropriate.<sup>4</sup>

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



**14-Mile (Nemoté) Creek Bridge (24MN0349) in Mineral County**

One of the provisions of the Historic Roads and Bridges PA stipulates that the MDT prepare National Register of Historic Places Multiple Properties Documents (MPD) for each of the four bridge types present in Montana. By 2014, the MDT had implemented MPD's for historic steel truss, reinforced concrete, steel stringer/girder, and timber stringer bridges in Montana. The documents included National Register nominations for a total of 25 bridges, including 16 owned and maintained by the MDT (see Figure 1). Most of the bridges owned by the MDT and listed in the MPDs have been included in the agency's Historic Bridge Rehabilitation Program. Especially prominent bridges include the Missouri River Bridge near Wolf Creek (24LC0131), the Carter Bridge (24PA0841), the Fred Robinson Bridge (24FR0804/24PH1059) across the Missouri River in Phillips and Fergus counties, and the Yellowstone River Bridge at Fallon (24PE0618).

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

Sixty-three of the MDT's 108 heritage properties are in excellent condition; 38 of those properties are bridges. The MDT regularly maintains and inspects its bridges every two years. Also included on the list are nine regularly maintained historic road segments. Each of the segments is a component of state secondary or state-maintained off-system highways. Maintenance includes snow removal and plowing, weed control, culvert and ditch maintenance, striping, and patching. The Point of Rocks Historic Transportation Corridor is owned by the MDT, but is only minimally maintained to keep it as much as possible in its original condition. The MDT routinely removes litter from the Sleeping Buffalo Rock site.



Three heritage properties are in poor condition: the Milwaukee Road Overpass in Lewistown (24FR0803), the Old US Highway 2 Segments (24FH0490) and the Swan River Bridge (24FH0080) both in Flathead County.

The US Highway 2 Segments are located within the existing MDT ROW and have not been actively maintained since the roadway was realigned in the wake of a catastrophic flood in 1966. The road segments are not actively used and there is no potential for the MDT to maintain the abandoned road segments. The Swan River Bridge is a prestressed concrete bridge that is badly deteriorated and has been scheduled for replacement by the MDT. The Milwaukee Road Overpass is structurally obsolete and in poor condition. The MDT will demolish the structure in 2016.



**Built in 1938, the MDT scheduled the South Fork of the Flathead River Bridge (24FH0517) for replacement because of structural issues and its inability to satisfactorily handle early 21<sup>st</sup> century traffic demands. The bridge was mitigated by a Historic American Record document.**

There are 13 threatened heritage properties under the administration of the MDT. All 13 of the properties are bridges (see Figure 2). The MDT programmed the bridges for replacement as part of its on-going road improvement program. All threatened sites were treated under the Section 106 process and the Historic Roads and Bridges Programmatic Agreement.

	Threatened Properties	County	Status
1.	Lodge Creek Bridge (24BL1050)	Blaine	Mitigated
2.	Fort Shaw Canal Bridge (24CA0395)	Cascade	Mitigated*
3.	Griffith Creek Bridge (24DW0247)	Dawson	Mitigated*
4.	Milwaukee Road Overpass (24FR0803)	Fergus	Mitigated
5.	Flathead River Bridge (24FH0517)	Flathead	Mitigated
6.	South Fork Flathead R. Bridge (24FH0517)	Flathead	Mitigated*
7.	Swan River Bridge (24FH0080)	Flathead	Mitigated*
8.	Little Boulder River Bridge (24JF0813)	Jefferson	Mitigated
9.	Elk Creek Bridge (24LC0550)	Lewis & Clark	Mitigated*
10.	Northern Pacific Railway Overpass (24PA1137)	Park	Mitigated
11.	Yellowstone River Bridge (24PA1246)	Park	Mitigated
12.	Musselshell River Bridge (24RB1878)	Rosebud	Mitigated
13.	Beaver Creek Bridge (24WX0192)	Wibaux	Mitigated*

**Figure2. Threatened MDT Heritage Properties as of January 1, 2016**

The MDT evaluated all of the bridges for their rehabilitation potential and determined rehabilitation not feasible because of economics, traffic demands, safety issues, and structural condition. Although eligible for or listed in the National Register, it isn't always feasible to offer certain bridges for adoption because of their type (reinforced concrete, steel girder, and timber stringer). In addition, the public expressed no interest in preserving or rehabilitating the structures. Seven of the bridges are steel girder or steel stringer structures built between 1940 and 1961, two are treated timber stringer bridges, three are reinforced concrete bridges built between 1928 and 1955, and one is a prestressed concrete bridge. The MDT mitigated the bridge according to the terms of the PA. The MDT Historian prepared Historic American Engineering Record (HAER) documents for six of the bridges (denoted by asterisks above) in mitigating the bridges.<sup>5</sup> Copies of the HAER documents are on file at the MDT's Environmental Bureau and SHPO.

The Varney Bridge (24MA0779) and the Blaine Springs Creek Bridge (24MA0780) in Madison County were included on the MDT's 2013 list of threatened heritage properties. However, it was later determined that although both are located on a state secondary route, the bridges are, in fact, owned by Madison County. Both structures, per agreement with SHPO, were removed from the MDT-owned Heritage Properties and Threatened Properties lists.

Five MDT-owned properties failed during the 2014-2015 reporting period. Four of the properties were historic bridges that were replaced as part of the agency's on-going programs. The MDT established the Raynold's Pass Rest Area (24MA0549) in 1966. Constructed from a standard architectural design, the primary restroom building did not meet current ADA and security standards. Rehabilitation to meet those standards would

<sup>5</sup> For the remaining seven bridges, the National Park Service determined that the Historic Property Forms were sufficient documentation for the structures.

have destroyed the integrity of the building. SHPO concurred with the MDT’s determination that the proposed rehabilitation project would have an Adverse Effect to the site in 2013. To mitigate the impact, the MDT completed HAER documentation of the property. The National Park Service accepted that documentation in 2014. The MDT demolished and replaced the restroom building at the rest area in 2015.

	<b>Failed Properties</b>	<b>County</b>	<b>Status</b>
1.	Silver Bow Creek Bridge (24DL0707)	Deer Lodge	Mitigated/Demolished
2.	Lower French Creek Bridge (24DL0269)	Deer Lodge	Mitigated/Demolished
3.	Raynold’s Pass Rest Area (24MA0549)	Madison	Mitigated/Demolished
4.	Main Street Bridge (24PW0607)	Powell	Mitigated/Demolished
5.	German Gulch Overpass (24SB0762)	Silver Bow	Mitigated/Demolished

**Figure 3. Failed MDT-owned Heritage Properties as of January 1, 2016**



**The restroom building at the Raynold’s Pass Rest Area in Madison County**

**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. Fifty-nine of the heritage properties owned and administered by the MDT are components of that road and bridge system. Consequently, 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. Two sites, the Aeronautics Operations Building (24LC1292) and the MacDonald Pass Airway Beacon (24PW1093) are associated with the state's airway transportation system.

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 could include more substantial resurfacing projects. Maintenance work is usually conducted with State funds and is not federally funded. Maintenance work has largely 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. It is estimated that the MDT spent approximately \$300,000 on roadway maintenance for the eight historic road segments in 2014-2015.

Federal law mandates that on-system and county-owned off-system bridges are inspected every two years. Consequently, 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. State money is used to conduct the inspections. For the 51 historic bridges listed as MDT Heritage Properties, the cost of the inspections every two years is \$35,700.00. The MDT has programmed 12 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.

	Heritage Property	County	Reason
1.	Sand Coulee Bridge (24CA0258)	Cascade	Loss of Integrity
2.	Baker Creek Bridge (24GA0800)	Gallatin	Loss of Integrity
3.	Blaine Springs Cr. Bridge (24MA0780)	Madison	County-owned
4.	Varney Bridge (24MA0779)	Madison	County-Owned

**Figure4. Heritage Properties removed from MDT-owned properties list in 2014-2015.**

It is estimated that the MDT spent approximately \$350,000 on routine maintenance of historic roads and bridges during the 2014-2015 reporting period. With the exception of the Sand Coulee Bridge (24CA0258) and the Baker Creek Bridge (24GA0800), none of the completed work compromised the integrity of any of the heritage properties according to the guidelines stipulated in the Historic Roads and Bridges PA. It is not anticipated that the future maintenance activities would adversely affect any heritage properties owned and administered by the MDT. If that does occur, the affected heritage property will be dealt with under the Montana Antiquities Act as required.

### **MDT Administration/Maintenance Facilities**

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



**The MDT Billings District Office (24YL1997).**

Three of the district offices are visible representatives of the MDT's expansion of activities and responsibilities at the dawn of the Interstate highway era. Designed by Billings architects Harry Loners and Frank Stroebe, the first building constructed was at Billings (1957). With variations in the Billings design, similar office/maintenance shop buildings were constructed in Great Falls (1959) and Missoula (1964). The Glendive District Office was constructed in 1947 and reflects an architectural design similar to that developed by the department in the 1930s. All the district office sites include steel industrial style buildings, including Quonset huts, that were erected concurrent with the office/maintenance shops over a wide range of time. Basically, each district office site displays the same site layout centered on a central maintenance yard and exhibits the same type of prefabricated steel buildings. There were a few surprises, however. The Missoula District Office complex includes a circa 1953 port-of-entry station moved to the site in the 1960s and now functioning as the Missoula Maintenance Section headquarters.



**Paint shop at the Great Falls District Office (24CA1701)**

Because of the size of each administrative district, area offices are also part of the MDT's system. The area offices are primarily responsible for local maintenance activities. There are six area offices: Kalispell, Bozeman, Havre, Wolf Point, Miles City, and Lewistown. The Kalispell and Miles City area offices have not yet reached 50 years of age, while the Bozeman area office was previously determined ineligible for the National Register of Historic Places. The MDT Historian inventoried and evaluated the National Register eligibility of the Havre and Lewistown area offices in 2015. It is the Historian's intent to inventory the Wolf Point area office in 2016.

The Havre area office (built 1953), like the Glendive district office, exhibits an architectural design that was a modification of the district offices designed and built by the old Montana Highway Department in the 1930s (the Wolf Point office is of a similar design). The Lewistown area office is a modification of the architectural design utilized for the Missoula, Great Falls, and Billings district office. It was built in 1963. Interestingly, the Havre and Lewistown area offices include steel Industrial style buildings that were established on the sites in the 1960s to house snow plow and maintenance equipment intended to maintain roads leading to ICBM silos. Initially, the MDT was responsible for maintaining the missile roads with equipment purchased by the United State Air Force. The USAF has since taken over the maintenance of missile roads, but the equipment garages at the MDT area offices remain. Like the district offices, the area offices display steel Industrial style buildings surrounding a central maintenance yard.



**The MDT's Havre Area Office (24HL1381).**

The MDT also maintains 118 Maintenance section shops scattered around Montana. Unfortunately, determining the age of the maintenance section shops is often problematic. The old Montana State Highway Commission meeting minutes includes authorizations for the erection of maintenance section shops in the late 1940s up through the early 1960s.<sup>6</sup> Not all the shops of that age, however, are mentioned in the meeting minutes. The MDT Historian, for the most part, has been recording the maintenance sections when its become known to him that they will be replaced by new buildings that better handle the equipment used in the 21<sup>st</sup> century. The inability to determine the ages has also 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 chief has also failed to acquire that information.

In 2014-2015, the MDT Historian began inventorying and evaluating Maintenance section shops. Of those, only one, the Billings Air National Guard Building (which now functions as the MDT's Billings Maintenance section shop), has been determined eligible for the National Register.<sup>7</sup> Built in 1960, the Billings Air National Guard Building

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<sup>6</sup> With one exception (the Billings Air National Guard Building [24YL1996]), all the maintenance section shops are prefabricated Industrial style buildings. There is very little difference between section shops, or at least enough so that would help determine the ages of them.

<sup>7</sup> It is important to note that the Maintenance shops have, for the most part, been modified over the years so that they can better handle the larger equipment now used by the MDT. There have also been changes in

(24YL1996) is located just west of Logan International Airport. In 2004, the MDT purchased the building and modified it for use as the Billings Maintenance section shop. The MDT Historian will continue to inventory the Maintenance section shops in 2016 and 2017.



**Storage building intended to house equipment to maintain roads to USAF missile silo sites**

Two historic MDT Maintenance section houses were inventoried and evaluated in 2014. The MacDonald Pass Section House (24LC2241) was built in 1935 and functioned as the department's first section house. In 1937, the MDT built the Deep Creek Maintenance Section House (24ME0941). The section houses were strategically located in places that saw heavy snowfall during the winter months. They housed snow removal and maintenance equipment and functioned as oases for stranded motorists. The MacDonald Pass Section House is still occupied and utilized by the MDT. The Deep Creek Section House serves as a storage area for MDT equipment. There are no plans to rehabilitate or demolish either site.

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the types of windows on the buildings to make them more energy efficient, and, with one exception, all the overhead garage-type doors have been replaced. They are utilitarian sites and, as such, are subject to modifications on an as-needed basis.



	MDT Administrative/Maintenance Properties	County	Status
1.	Missoula District Office (24MO1659)	Missoula	NRHP Elig.
2.	Great Falls District Office (24CA1701)	Cascade	NRHP Elig.
3.	Glendive District Office (24DW0566)	Dawson	NRHP Elig.
4.	Billings District Office (24YL1997)	Yellowstone	NRHP Elig.
5.	Aeronautics Operation Building (24LC1292)	Lewis & Clark	NRHP Elig.
6.	Havre Area Office (24HL1381)	Hill	NRHP Elig.
7.	Lewistown Area Office (24FR1200)	Fergus	NRHP Elig.
8.	Monarch Maintenance Shop (24CA1630)	Cascade	NRHP Elig.
9.	Billings ANG Building (24YL1996)	Yellowstone	NRHP Elig.
10.	MacDonald Pass Section House (24LC2241)	Lewis & Clark	NRHP Elig.
11.	Deep Creek Section House (24ME0941)	Meagher	NRHP Elig.
12.	MacDonald Pass Airway Beacon (24PW1093)	Powell	NRHP Elig.
13.	Lima Point of Entry Station (24BE2077)	Beaverhead	NRHP Elig.

**Figure5. MDT Administration/Maintenance Heritage Properties as of January 1. 2016.**



**The Billings Air National Guard Building (24YL1996) now functions as the MDT’s Billings Maintenance Section Shop.**

**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 (with the exception of the two bridges mentioned above).

The MDT continues to prioritize two properties that may require future preservation maintenance needs:

1. Yellowstone River Bridge at Gardiner (24PA0790)
2. Sleeping Buffalo Rock (24PH1002)

In 2012, an extensive inspection of the Yellowstone River Bridge at Gardiner revealed significant structural problems involving both the sub- and superstructures of the bridge. The 2014 inspection revealed that the problems with the bridge had worsened somewhat. It is clear that something will have to be done to maintain a crossing of the river at the north entrance of Yellowstone National Park. It is not known if it would involve the rehabilitation of the structure or the construction of a new bridge. The MDT programmed a bridge preservation project for the bridge in 2015. The MDT will endeavor to make the necessary repairs and upgrades to the bridge and maintain its historic integrity.

The MDT's efforts, along the Montana TPO's, to relocate the Sleeping Buffalo Rock to its original location are ongoing and may see fruition during the 2016-2017 reporting period. Those efforts are described above.

Those bridge replacement projects for which the Section 106 process has been completed are described above in Section A. All of the MDT's 13 of the 14 threatened heritage properties are historic bridges that have been scheduled for replacement as part of the MDT's on-going programs. All were treated 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 of the 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." Consequently, 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 Griffith Creek Bridge (24DW0247) in Dawson County**

The MDT has a prescribed system in regards to 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.

Approximately 53% of the consultation between the MDT and the Montana State Historic Preservation Office in 2014-2015 occurred under Section 106 of the National Historic Preservation Act. Consultation under the Montana Antiquities Act occurred as a result of state-funded MDT Maintenance Division projects and as part of the ongoing project to document MDT's administrative and maintenance facilities across the state.

That undocumented and unevaluated historic properties are owned by the MDT is unquestioned and the MDT has begun the process to identify, document and evaluate those properties. The 2015 Legislature, however, significantly reduced state funds available to the agencies. The lack of funds has resulted in a moderate amount of belt-tightening in state budgets that may impact the MDT's ability to fully comply with Senate Bill No. 3. Because the MDT's program to inventory its heritage properties

utilizes state funds, adjustments will need to be made for the 2016-2017 reporting period. The MDT will need to combine its regular federally-funded cultural resource program with Senate Bill No. 3 requirements. This would entail inventorying non-project related MDT-owned heritage properties while enroute to or from federally-funded projects. For example, in 2016, the MDT Historian intends to inventory the Wolf Point Area Office and the Glasgow Rest Area, both historic properties, while conducting cultural resource work for federally funded projects.



**Former Saltese port of entry station now located at the Missoula District Office (24MO1659)**

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. As part of its on-going program, 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 projects that may potentially impact heritage properties are programmed by the department, the staff is notified as part of the planning process. Consequently, no heritage property management training is conducted by the MDT's cultural resource staff.

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 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 system. More recent successes include the development of the National Register Multiple Property Documents and the listing of bridges in the National Register of Historic Places. The MPD's will function as a management tool and, hopefully, listing on the National Register will provide an incentive to the MDT to rehabilitate those structures rather than replace them out of hand. Sixteen state-owned bridges are also included in the Historic Roads and Bridges Programmatic Agreement's Historic Bridge Rehabilitation Program.

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. Under Senate Bill No. 3, however, the MDT will take into account the impact of its undertakings on heritage properties under its jurisdiction.



Dedication plate on the Beaver Creek Bridge (24WX0192)

**Montana Department of Transportation's Historic Roads and Bridges  
Programmatic Agreement**

**PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
THE MONTANA DEPARTMENT OF TRANSPORTATION,  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
AND  
THE MONTANA STATE HISTORIC PRESERVATION OFFICE  
REGARDING HISTORIC ROADS AND BRIDGES  
AFFECTED BY MONTANA DEPARTMENT OF TRANSPORTATION  
UNDERTAKINGS IN MONTANA**

WHEREAS, the Federal Highway Administration, Montana Division (FHWA), proposes to make Federal funding available to the Montana Department of Transportation (MDT) for that agency's on-going program to construct or rehabilitate highways and bridges; and

WHEREAS, the FHWA has determined that this federally-assisted program may have an effect upon a certain class of properties included in or eligible for inclusion in the National Register of Historic Places (NRHP) and has consulted with the Advisory Council on Historic Preservation (Council) and the Montana State Historic Preservation Office (SHPO) pursuant to Section 800.14 of the regulations (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the FHWA and the MDT developed an Historic Preservation Plan (HPP) regarding historic roads and bridges in 1997 and that document was subject to review under 36 CFR 800.14 and was adopted by FHWA, SHPO, and the Council and implemented through Programmatic Agreements in 1997 and 2001 with amendments in 1999 and 2003, respectively; and

WHEREAS, the FHWA and MDT in consultation with SHPO has re-evaluated the 1997 HPP and the 1997 and 2001 Programmatic Agreements and their amendments to determine what products and actions have been completed, have been effective, or should be dispensed, revised or restated in a new Programmatic Agreement; and

WHEREAS, this Programmatic Agreement (Agreement) shall supercede all of the previous Programmatic Agreements and their amendments regarding undertakings affecting historic roads and bridges in Montana; and

WHEREAS, the MDT participated in the consultation and has been invited to concur in this Agreement; and

WHEREAS, all references to 36 CFR 800 within this Agreement are to the Council's revised regulations, effective August 5, 2004;

NOW THEREFORE, the FHWA, the MDT, the Council, and the Montana SHPO agree that the Montana historic roads and bridges program addressed in this Agreement shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual undertakings of the program.

### **Stipulations**

The FHWA will ensure that the following measures are carried out:

**1. MONTANA DEPARTMENT OF TRANSPORTATION AND MONTANA STATE HISTORIC PRESERVATION OFFICE COOPERATION**

- A. MDT and SHPO will strive to work cooperatively in all matters concerning the identification, evaluation and treatment of historic roads and bridges.
- B. MDT will routinely encourage, invite, and support SHPO participation in on-site field visits and meetings for MDT undertakings involving historic roads and bridges.
- C. SHPO will routinely provide constructive reviews and comments to all written requests for consultation from MDT and will routinely communicate, advise and meet with MDT to share information and seek to resolve issues pertaining to historic roads and bridges before they arise.

**2. FOR UNDERTAKINGS INVOLVING HISTORIC ROADS**

- A) This Agreement will apply to all historic roads constructed in Montana after 1859.

***B) Montana Historic Highway Program***

For those roads built after 1859 under the jurisdiction of the MDT, the following program will be established:

- 1) The MDT Environmental Services Bureau in consultation with SHPO will compile a list of a minimum of 12 (twelve) historic road segments in Montana that are especially significant for their historic associations and/or engineering and associated features (i.e. bridges, roadside architecture, proximity to abandoned segments of historic road, etc.) for inclusion in a Montana Historic Highway Program.
  - a) The MDT Environmental Services Bureau historian, in consultation with SHPO, will identify proposed segments in a draft list for inclusion in this program by June 30, 2007.

- b) A segment is defined as a recognizable section of roadway that retains a significant portion of its original design features, alignment and associated features (i.e. roadside architecture, bridges, etc.) to meet the criteria for inclusion in the National Register of Historic Places.
  - c) The draft list will be distributed to the FHWA, MDT Highways and Planning Division Administrators, MDT District Administrators, and the MDT Highways Bureau for comment.
  - d) A final list with map (to be included as **Attachment 1** to this Agreement) will be mutually approved by MDT and SHPO by December 31, 2007 for inclusion in the Montana Historic Highway Program to be implemented by this Agreement.
- 2) If not already inventoried and evaluated and prior to any undertaking with the potential to impact the road segments identified above, the MDT will record each identified historic road segment in the Montana Historic Highway Program as a minimally defined linear site and assign it Smithsonian trinomial number. The MDT will evaluate the historic significance and integrity of the road in consultation with SHPO, pursuant to 36 CFR 800.4.
- 3) For the historic road segments in the Montana Historic Highway Program, MDT will seek whenever prudent and feasible to preserve or incorporate into the design of all proposed undertakings as many of the historic features associated with the designated roadway as is possible based on current American Association of State Highway and Transportation Officials (AASHTO) standards. Specifically, MDT will incorporate preservation and context sensitive design early in the planning process, including (but not limited to):
- a) MDT will consider the historic road and features associated with it under the guidelines delineated in *Saving Historic Roads: Design & Policy Guidelines* (National Trust for Historic Preservation, 1998).
  - b) MDT will ensure that when a segment of designated historic roadway is programmed for widening or reconstruction, the MDT Preconstruction Bureau will notify the MDT Environmental Services Bureau prior to the Preliminary Field Review for early consideration for preservation of historic values.
  - c) MDT will use design exceptions as necessary and allowable to minimize impacts to historic highway features that may be located within the right-of-way (R/W) or clear zone.
  - d) MDT will integrate existing historic road features into changes in the proposed roadway. If necessary and feasible to move features, they will be relocated to correspond to their original context (i.e. concrete R/W markers and retaining walls).
  - e) MDT will coordinate historic preservation with MDT's mandate to provide safe and efficient roadways for the traveling public.



- 4) For all undertakings involving roads in the Montana Historic Highway Program, MDT will explicitly identify the roads as part of the Montana Historic Highway Program and invite the public in the early stages of planning to comment upon the potential for impact to historic values. Public comments may be solicited through regular MDT procedures as part of the National Environmental Policy Act (NEPA) process as specified in 36 CFR 800.8 (a). MDT will document public comment on impacts to historic values.
  - 5) For all undertakings involving roads in the Montana Historic Highway Program, MDT will explicitly identify the roads as part of the Montana Historic Highway Program, submit documentation including description, public comment and assessment of effect; and invite SHPO to comment pursuant to 36CFR800.5 upon the potential for impact to historic values. SHPO will have 30 days to respond.
  - 6) If MDT, in consultation with SHPO, determines that a road in the Montana Historic Highway Program will be adversely affected pursuant to the criteria as defined in 36 CFR 800.5(a), FHWA and MDT will consult with the Council, SHPO and any other consulting parties to resolve the adverse effect pursuant to 36 CFR 800.6-7, including development of a Memorandum of Agreement (MOA), as necessary.
- C) For undertakings involving all other historic roads *not* included as part of the Montana Historic Highway Program, the following procedures will apply:
- 1) The MDT and FHWA will comply with 36 CFR 800.3-6 for consideration and consultation on historic properties in the Area of Potential Effect (APE) other than historic roads.
  - 2) For the historic roads, MDT will identify, record, and assign Smithsonian trinomial site numbers to historic-age (> 50 years old) roads or road segments located within the Area of Potential Effect (APE) of MDT's undertakings.
  - 3) MDT in consultation with SHPO will seek to avoid impacts to all intact historic features associated with the historic-age roads.
  - 4) If MDT and SHPO determine that a particular road contains historically significant features that are eligible for listing in the National Register of Historic Places on a *statewide* or *national* level, MDT will consult with SHPO to develop and implement a plan to avoid or incorporate the features into the agency's undertaking in a manner that preserves their historical significance and integrity.

### **3. FOR UNDERTAKINGS INVOLVING HISTORIC BRIDGES**

- A) MDT will comply with 36 CFR 800.4 with regard to identifying and evaluating, in consultation with SHPO, the National Register eligibility of historic-age (>50 years old) bridges.
1. MDT will identify, record, and obtain Smithsonian trinomial site numbers from the state Site Records Office, The University of Montana, for all bridges to be evaluated for eligibility to the NRHP.
  2. MDT will consider national, state, and local levels of significance in determining the eligibility of bridges to the NRHP.
- B) For NRHP-eligible bridges that may be impacted by MDT undertakings, including proposed bridge replacement, FHWA and MDT will consider preservation in place and historic bridge rehabilitation alternatives early and thoroughly in the planning and public comment process.
1. Where applicable, FHWA and MDT will encourage use of Community Transportation Enhancement Program (CTEP) and Treasure State Endowment Program (TSEP) funds for the preservation and rehabilitation of NRHP-eligible bridges rather than bridge demolition or removal.
- C) For all NRHP-eligible bridges that MDT concludes, after planning and public comment, that the bridge will be affected by an undertaking, (including those considered for the Montana Adopt-A-Bridge Program or the Montana Historic Bridge Rehabilitation Program [see below Stipulation 3E and 3F] ), MDT will implement the following actions:
1. MDT will notify SHPO and any other consulting parties and invite their comment on the undertaking. SHPO and other consulting parties shall have at least 30 days to comment. MDT will take into consideration the comments of SHPO and other consulting parties in implementing the undertaking
  2. MDT will consult with the National Park Service's Historic American Engineering Record (HAER) to determine the level of documentation necessary and appropriate for recording the bridge.
    - A. If accepted by HAER for official record-keeping, MDT will submit original documentation to HAER and copies to the SHPO, The University of Montana Site Records Office (as a site update), the Montana State University-Bozeman, interested local historical societies and/or museums, and new owners, as applicable (i.e., Montana Adopt-A-Bridge Program).

B. If not accepted by HAER for official record-keeping, MDT will submit original documentation to SHPO and copies to The University of Montana Site Records Office (as a site update), interested local historical societies and/or museums, and new owners, as applicable (i.e., Montana Adopt-A-Bridge Program).

3. As allowable and appropriate, MDT will salvage historic components (i.e. trusses, masonry abutment walls, guardrails, etc. ) for reuse on new bridges and/or include structural features in the design of new bridges that closely approximate historic structural components and design.

D) For all bridges determined to be not NRHP eligible that will be affected by a MDT undertaking, MDT will update the historic property record (site form) to reflect the impact of the undertaking.

1. Updated information, including before and after photographs, will be submitted to The University of Montana Site Records Office as a site update.

**E) *Montana Adopt-A-Bridge Program***

1. MDT will initiate and promote a Montana Adopt-A-Bridge program to find new locations, uses and/or owners for certain historic bridges that are NRHP eligible and have been designated for replacement or demolition because rehabilitation and preservation in-place is not feasible.
2. The Montana Adopt-A-Bridge program will encompass all historic truss and steel girder bridges with a structural rating of three (3) or above. At its discretion, MDT may also consider other bridges for adoption.
3. A determination of suitability of an historic truss or steel girder bridge for inclusion in the Montana Adopt-A-Bridge program will be made during the preliminary field review of the proposed project by the appropriate District Administrator, in consultation with the MDT Bridge Bureau and the MDT's Environmental Services Bureau historian.
  - a. The MDT Bridge Bureau's recommendation will be based on the structural condition of the bridge and its suitability for relocation.
  - b. The MDT Environmental Services Bureau historian's recommendation will be based on the bridge's historic and/or structural significance.
  - c. MDT will notify SHPO of the bridge's selection or non-selection for the Montana Adopt-A-Bridge Program and given fifteen (15) calendar days to comment.
4. MDT will prepare and distribute a brochure that provides information about the Montana Adopt-A-Bridge program to the general public.
  - a. The brochure will be available through the MDT headquarters and each of the five district offices. Copies of the brochure will also be provided to the 56 Montana counties. It will also be distributed at

- public hearings where bridges deemed eligible for the program are discussed.
- b. The brochure will include specific guidance on the issue of legal liability and insurance.
5. If deemed suitable for the Montana Adopt-A-Bridge Program, the bridge will be advertised for adoption in the local newspapers, radio public service announcements (PSAs), and on the MDT's Internet website.
- a. The MDT Environmental Services Bureau historian will prepare the advertisement and submit it to the appropriate newspaper(s) at least ninety (90) days before the scheduled ready date for the project.
  - b. MDT will offer potential owners the demolition cost of the bridge as an incentive to adopt the historic bridge.
    - (i). If the bridge will be adopted and relocated, then the demolition money may be applied to the reimbursement for the move.
    - (ii). If the bridge will be adopted and left in-place, then the money must be applied to the restoration, rehabilitation or insurance liability for the historic bridge.
    - (iii). Where possible, MDT will encourage and give preference to the adoption of bridges in-place.
6. Upon receipt of and consideration of response(s), MDT will determine the disposition of bridges in the Montana Adopt-A-Bridge Program as follows:
- a. The MDT Bridge Bureau will contact all interested new owners of the historic bridge and request they provide information in writing regarding: the proposed new or in-place location; the intended use of the bridge when adopted; and the ability to assume the liability and responsibility for the bridge.
    - (i) If it is determined that a potential recipient of an historic bridge intends to demolish it for its value as scrap metal, then he/she will be removed from further consideration.
  - b. An FHWA representative, the appropriate MDT District Administrator, the Chief Bridge Engineer, the MDT attorney and the MDT Environmental Services Bureau historian will together select a new owner among viable interested owners based on the written information provided and using criteria described in **Attachment 2** to this Agreement.
  - c. The selected new owner (2nd Party) must agree, in writing, to maintain the bridge and the features that give it its historical significance and assume the liability and responsibility for the bridge once he/she has taken possession of the structure. MDT and/or the county in which the bridge resides or is taken will not be held liable for the bridge once ownership has been transferred to the 2nd Party. A sample copy of the agreement is included as **Attachment 3** to this Agreement.
    - (i) No demolition funds will be provided to the 2nd Party until they have assumed the liability and responsibility for the bridge.

- d. The MDT Environmental Services Bureau historian will conduct HAER-level documentation of the bridge prior to its adoption (see above, Stipulation 3C).
  - e. If the adopted bridge will be relocated, the 2nd Party must remove the bridge from the construction site within 30 days of notification by the MDT Project Manager. The 2nd Party will be provided with the demolition funds once the MDT Bridge Bureau has been notified by the MDT Project Manager that the bridge has been removed from the construction site and relocated.
  - f. If the abutments are determined historically significant, they will be left in place if practicable. MDT will make this determination on a case-by-case basis.
  - g. MDT will ensure that the 2nd Party must maintain the bridge and the features that contribute to its historical significance for a period of no less than 10 years, to be established in the agreement between the 2<sup>nd</sup> Party and the MDT.
  - h. The 2nd party must assume all future legal and financial responsibility for the bridge, holding MDT harmless in any liability action.
  - i. The 2nd Party will permit access to the relocated bridge by the MDT Environmental Services Bureau historian for up to ten years for monitoring and follow-up documentation purposes. MDT will notify the 2nd Party of any inspection of the bridge ten working days before the visit. MDT shall invite SHPO to participate.
  - j. If the adopted bridge is to be left in-place, the 2nd Party will be provided the demolition funds once documentation detailing plans for restoration or rehabilitation has been received and approved by the MDT District Administrator, the MDT Bridge Bureau and the MDT Environmental Services Bureau historian and an agreement to this effect has been executed. The MDT may consult with the SHPO regarding the plans for restoration or rehabilitation. Rehabilitation shall meet the *Secretary of the Interior's Standards and Guidelines for Rehabilitation* (36 CFR 67).
    - (i) MDT will give the 2<sup>nd</sup> party a copy of the HAER-level documentation and also specific guidance for historic preservation of the bridge.
    - (ii). MDT will ensure that the 2nd Party must maintain the bridge and the features that contribute to its historical significance for a period of no less than 10 years, to be established in the agreement between the 2<sup>nd</sup> Party and the MDT.
  - k. The 2nd Party will be responsible for securing any and all necessary permits and easements from appropriate federal and state agencies (i.e. Army Corps of Engineers, Montana Department of Natural Resources and Conservation, etc.), as applicable for the relocation or preservation in-place of an adopted bridge.
7. If no interested new owners respond or no suitable owners are identified, MDT may proceed with the replacement and demolition of the bridge after following the procedures established in Stipulation 3C above.

8. As part of the biennial Agreement implementation report (Stipulation 5), the success of the Montana Adopt-A-Bridge Program will be reviewed by MDT in consultation with SHPO. If the Montana Adopt-A-Bridge program is deemed deficient or ineffective in its purpose to preserve historic bridges under public or private ownership, either in place or at alternate locations, then it may be revised through consultation between MDT and SHPO and amendment to this Agreement, pursuant to Stipulation 7.

F). ***Montana Historic Bridge Rehabilitation Program***

1. The Montana Historic Bridge Rehabilitation Program will apply to a select group of NRHP-eligible or potentially eligible state-administered on-system bridges as well as county or city maintained off-system bridges.
  - a. On-system bridges will be selected for the program by the MDT Bridge Bureau and District Administrators, in consultation with the MDT Environmental Services Bureau historian and SHPO.
    - (i) The public will be solicited for its input in the selection process through advertisements in local newspapers.
  - b. Off-System bridges will be selected for the program by the appropriate city and county governments in consultation with the MDT Bridge Bureau and District Administrators, the MDT Environmental Services Bureau historian, and SHPO.
2. The program will initially include 25 NRHP-eligible or potentially eligible bridges (preferably 5 bridges from each of the MDT's five administrative districts). A draft list of these bridges is attached as **Attachment 4** to this Agreement.
3. The selection of bridges for the program will be made by December 31, 2007.
4. All bridges included in the program will be programmed in initial planning by MDT as bridge rehabilitation rather than replacement projects.
5. MDT will address all undertakings with the potential to affect bridges within the Montana Historic Bridge Rehabilitation Program pursuant to all policies and procedures established in 36 CFR 800.
  1. All rehabilitations will meet the *Secretary of the Interior's Standards and Guidelines for Rehabilitation* (36 CFR 67).
  2. Rehabilitation project designs will be reviewed by the MDT historian and submitted to SHPO for consultation pursuant to 36 CFR 800.5-7.
6. In the unlikely event that if, at the time of an undertaking, MDT and SHPO agree that a bridge in the program cannot in fact be rehabilitated because of a new structural condition or other unforeseen factors, another NRHP-eligible bridge

must be selected under this Stipulation to replace it in the program within 6 months of the mutual determination.

7. Once a bridge in the program has been successfully rehabilitated, another NRHP-eligible bridge must be selected under the terms of this Stipulation to replace it in the program within 6 months of the completion of the rehabilitation, thereby maintaining 25 bridges in the program at all times. At such time as MDT determines, in consultation with SHPO, that fewer than 25 bridges exist that are eligible for the program, the number of total bridges in the program may decrease accordingly.
8. Within 1½ years of a completed rehabilitation project, MDT will nominate the bridge to the National Register of Historic Places and provide an interpretive sign describing the history and significance of the bridge along with details acknowledging the rehabilitation project.
9. The MDT may develop further procedures for administering the Montana Historic Bridge Rehabilitation Program and submit them to SHPO for comment and concurrence. If MDT and SHPO agree, these procedures may be amended to this agreement, pursuant to Stipulation 7.

#### **4. NATIONAL REGISTER OF HISTORIC PLACES NOMINATIONS AND CONTEXT DEVELOPMENT**

##### *For Roads*

- A. MDT will nominate the Point of Rocks Segment of the Mullan Military Road (24MN133), with or without the adjacent abandoned Milwaukee Road Railroad grade, to the National Register of Historic Places by December 31,2007.
  - 1) Within 1 year of the National Register listing, MDT will install interpretive markers about the Mullan Military Road at the I-90 Dena Mora Rest Area and the parking area located adjacent to the road segment at MP 72 on I-90.
- B. MDT will nominate at least one historic road segment in the Montana Historic Highway Program to the National Register of Historic Places every three (3) years beginning in 2008 (see Stipulation 2B) until such time that all roads in the program have been nominated.

##### *For Bridges*

- C. MDT in consultation with SHPO will develop National Register Multiple Property Documents (MPD's) for steel truss, reinforced concrete, steel stringer, girder, and timber bridges in Montana.

1. MDT will submit the draft MPD's to SHPO as they are completed and SHPO will provide comments to MDT within 90 days.
2. Once mutually agreed upon by MDT and SHPO, the MPDs will provide the basis on which historic bridges are evaluated by MDT and SHPO according to the National Register criteria, pursuant to 36 CFR 63 (see Stipulation 3A)
3. As time and opportunity allow, the MDT and SHPO will collaborate to nominate eligible bridges to the National Register of Historic Places under the MPDs and submit both the MPDs and the bridge nominations to the Keeper.

## **5. EDUCATION AND OUTREACH PROGRAMS**

### *For Roads*

- A. MDT will provide funding for the development and installation of five new roadside interpretive markers describing the history and significance of pre-1913 historic roads. The markers will be adjacent to Montana's existing primary and secondary highway system. The marker locations will be determined by MDT in consultation with SHPO.
- B. MDT will expand its historical marker program to MDT-administered Rest Areas to concentrate specifically on Montana's transportation history.
  - a. Ten new markers will be established at Rest Areas by 2015.
  - b. The first interpretive marker will be installed at the Interstate 90 Dena Mora Rest Area and describe the history and significance of the Mullan Military Road to west central Montana (see Stipulation 4A).
  - c. This first marker will be installed by December 31, 2007.
- C. MDT will finance the updating and republishing (with the Montana Historical Society Press or other publisher) of *Montana's Historical Highway Markers* when the current print run of the volume has been exhausted.
- D. MDT will revise and expand its 1993 unpublished document, *Roads to Romance: The Origins and Development of the Road and Trail System in Montana*, by December 31, 2009. Copies will be distributed to SHPO, the Montana Historical Society Library, and other interested parties, organizations, and agencies.

### *For Bridges*

- E. MDT will develop, deploy and maintain a Statewide Bridge Database/GIS in consultation with the Montana SHPO and the Montana State Library's Natural Resource Information System (NRIS) program.
  - a. The initial Statewide Bridge Database/GIS will be completed by December 31, 2007.



- b. Information in the database will include locations, Smithsonian trinomial numbers, National Register evaluations, photographs, bridge type, and brief narrative descriptions and histories of each bridge.
- c. The production and maintenance of the database will encourage and solicit multi-agency participation, including not only SHPO and NRIS, but also the Forest Service, National Park Service, U.S. Bureau of Land Management, Bureau of Reclamation, Indian Tribal governments, and the Bureau of Indian Affairs.
- d. The Statewide Bridge Database/GIS will be made available to and shared with the public, interested parties and agencies via the Montana State Library's NRIS website.

F. MDT will sponsor an historic bridge workshop or seminar in 2008 and again at least once every five (5) years thereafter.

- a. The workshops/seminars will address issues associated with the preservation and rehabilitation of historic bridges.

*For Roads and Bridges*

G. MDT will encourage and support the attendance of appropriate MDT employees at regional and national forums (workshops, seminars, conferences) dealing with the preservation of historic roads and bridges.

H. MDT will develop a "History of the Montana Department of Transportation" PowerPoint presentation, advertise and make it available to the public and interested agencies and organizations. The presentation will be completed by March 31, 2008.

I. MDT will develop and distribute a "Compilation of Montana Historical Highway Maps" to appropriate schools and agencies by June 30, 2007.

J. MDT will seek to participate as possible in other historic transportation-related educational and outreach programs on a can-do basis as they may become known.

**6. PROGRAMMATIC AGREEMENT IMPLEMENTATION REPORT**

- A. Biennially, MDT will complete and distribute a report providing a stipulation-by-stipulation accounting of the implementation of this Agreement.
- B. The report will be provided to the signatories to this Agreement for review and comment.
- C. The first report will be prepared two years from the execution of this Agreement, and every two years thereafter.

## **7. AGREEMENT MONITORING, AMENDMENT, AND TERMINATION**

- A. This Agreement will remain in force until such time that it is terminated by one or more of the signatory parties.
- B. Any signatory to this Agreement may terminate it by providing, in writing, forty-five (45) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek arrangement on amendments or other actions that would avoid termination. In the event of termination, FHWA will comply with 36 CFR 800 with regard to each individual undertaking covered by this Agreement.
- C. The Council and SHPO may monitor any activity carried out pursuant to this Agreement, and the Council will review such activities if so requested. MDT and FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities.
- D. Any signatory of this Agreement may request that it be amended, whereupon the signatories will consult to consider such amendment. An amendment will go into effect when agreed to in writing by all the signatories.

## **8. OBJECTIONS, DISPUTE RESOLUTION, AND FAILURE TO FULFILL**

- A. Should any signatory to this Agreement object within sixty (60) days to any action proposed or undertaken pursuant to this Agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objections cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council, including the FHWA's proposed response to the objection. Within thirty (30) calendar days after receipt of all pertinent documentation, the Council will either:
  - 1. advise the FHWA that it concurs with the FHWA response, whereupon the FHWA will respond to the objection accordingly; or
  - 2. advise the FHWA that it should enter into adverse effect consultation pursuant to 36CFR800.6; or
  - 3. provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
  - 4. notify the FHWA that it will comment pursuant to 36 CFR 800.7(c), and proceed to comment on the subject of the objection. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR 800.7(c)(4) with reference only to the subject of the dispute; the FHWA and MDT's responsibility to carry

out all actions under this Agreement that are not the subjects of the dispute will remain unchanged.

5. If the Council fails to provide recommendations or to comment within the specified time period, the FHWA may implement that portion of the undertaking subject to dispute under this Stipulation in accordance with the documentation submitted to the Council for review.
- B. At any time during implementation of the measures stipulated in this Agreement, should any objection to any such measure or its manner of implementation be raised by a member of the public or other non-signatory to the Agreement, the FHWA shall take the objection into account and consult as needed with the objecting party, the SHPO or the Council to address the objection.
  - C. In the event that the FHWA or MDT does not carry out the terms of this Programmatic Agreement, it shall not take any action or make any irreversible commitment that would result in an adverse effect to historic properties or would foreclose the Council's consideration of modifications or alternatives to the undertaking.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for all individual undertakings subject to the terms of the Agreement.

**MONTANA DIVISION, FEDERAL HIGHWAY ADMINISTRATION**

By: *Ted Burch*  
Ted Burch, Program Development Engineer

Date: 12/12/2006

**ADVISORY COUNCIL ON HISTORIC PRESERVATION**

By: *John M. Fowler*  
John M. Fowler, Executive Director

Date: 2/1/07

**MONTANA STATE HISTORIC PRESERVATION OFFICE**

By: *Mark F. Baumler*  
Mark F. Baumler, State Historic Preservation Officer

Date: 12/18/2006

CONCUR:

**MONTANA DEPARTMENT OF TRANSPORTATION**

By: *Jim Lynch*  
Jim Lynch, Director MDT

Date: 1/09/07

APPROVED FOR  
LEGAL CONTENT  
Date Nov. 1, 2006  
By *Style Manley*  
Signature

### Historic Road Segments

	Highway/Road	County	NR Status
1.	Old US 91 Historic District (24CA0386/24LC2112)	L & C/Cascade	Listed
2.	Convict Grade (24PA1148)	Park	Listed
3.	Camels Hump Road (24MN0333)	Mineral	
4.	Yellowstone Trail (24TE0133/24YL1671)	Yellowstone/Treasure	
5.	Roosevelt Highway/US 2 (24BL1994)	Blaine	
6.	Old Hardin Road/US 87 (24YL1672/24BH3383)	Yellowstone/Big Horn	
7.	Yellowstone Trail (24FA0400/24CR1137/24PE0725)	Fallon, Custer, Prairie	
8.	Roosevelt Highway S-246 (24VL1865)	Valley	
9.	Virginia City Road (24MA2203)	Madison	
10.	Jefferson Canyon Road (24JF1884/24MA2202)	Madison/Jefferson	In progress
11.	Yellowstone Trail (24JF1884/24MA2202)	Madison	
12.	Old Montana Highway 6 (24ME0848)	Meagher	

Road segments highlighted in **red** are county-owned.

## Historic Bridge Rehabilitation Program Bridges

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

\* Indicates county-owned, off-system bridges

## Appendix 2

### List of the Montana Department of Transportation's Heritage Properties

	Heritage Property	Status	Cond.	Cost	Priority
	<b>Beaverhead County</b>				
1.	Poindexter Slough Bridge (24BE0538)	S	E	\$700	5
2.	Union Pacific Railway Overpass (24BE0539)	S	E	\$700	5
3.	Old Airport Road Bison Kill Archaeological Site (24BE1002)	U	U	\$0	5
4.	Big Hole River/Kalsta Bridge (24BE2061)	S	G	\$700	5
5.	Lima Port of Entry Station (24BE2077)	S	G	\$0	5
	<b>Big Horn County</b>				
6.	Little Big Horn River Bridge (24BH2872)	S	E	\$700	5
7.	Lodge Grass Creek Bridge (24BH2873)	S	E	\$700	5
8.	Unnamed Archaeological Site (24BH2901)	W	U	\$0	5
9.	Unnamed Archaeological Site (24BH2902)	U	U	\$0	5
	<b>Blaine County</b>				
10.	Lodge Creek Bridge (24BL1050)	T	G	\$700	1
11.	Roosevelt Highway/Secondary 396 (24BL1944)	S	E	\$0	5
	<b>Broadwater County</b>				
12.	Jefferson River Bridge (24BW0974)	S	G	\$700	5
	<b>Carbon County</b>				
13.	Beartooth Highway (24CB1964)*	S	E	\$150,000	5
	<b>Cascade County</b>				
14.	Hardy Bridge (24CA0389)*	S	E	\$700	5
15.	Novak Creek Bridge (24CA0394)*	S	E	\$700	5
16.	Fort Shaw Canal Bridge (24CA0395)	T	E	\$700	3
17.	Missouri River/Warden Bridge (24CA0401)*	S	G	\$535,500	5
18.	Missouri River Bridge @ Cascade (24CA0402)	S	G	\$700	5
19.	Unnamed Archaeological Site (24CA0412)	U	U	\$0	5
20.	Prewitt Creek Bridge (24CA0642)*	S	E	\$700	5
21.	Old US Highway 91 Historic District (24CA0386/24LC2112)*	S	E	\$5,000	5
22.	Monarch Maintenance Shop (24CA1630)	S	E	\$0	5
23.	MDT Great Falls District Office (24CA1701)	S	E	\$10,000	5
	<b>Sand Coulee Bridge (24CA0258)</b>			\$0	5
	<b>Chouteau County</b>				
24.	Unnamed Archaeological Site (24CH0593)	U	U	\$0	5
	<b>Daniels County</b>				
25.	County Line Archaeological Site (24DN0057/24SH0633)	U	U	\$0	4
	<b>Dawson County</b>				
26.	Glendive District Office and Shop (24DW0566)	S	E	\$10,000	5
27.	Griffith Creek Bridge (24DW0247)	T	E	\$700	5

	Heritage Property	Status	Cond.	Cost	Priority
	<b>Deer Lodge County</b>				
28.	Big Hole Site (24DL0470)	S	F	\$0	3
29.	French Gulch Placer Mines (24DL0757)	W	U	\$0	2
	Lower French Creek Bridge (24DL0269)	F		\$0	
	Silver Bow Creek Bridge (24DL0707)	F	M	\$0	
	<b>Fallon County</b>				
30.	Cottonwood Creek Bridge (24FA0231)*	S	G	\$700	5
	<b>Fergus County</b>				
31.	Big Springs Creek Bridge (24FR0801)	S	E	\$700	5
32.	Milwaukee Road Overpass (24FR0803)	T	P	\$700	1
33.	Fred Robinson Bridge (24FR0804/24PH1059)*	S	E	\$700	5
34.	Judith River Viaduct (24FR1153)	S	E	\$700	5
35.	Milwaukee Road Railroad (24FR0411)	S	E	\$0	5
36.	MDT Lewistown Area Office (24FR1200)	S	E	\$10,000	5
	<b>Flathead County</b>				
37.	Leo Petroglyph (24FH0429)	S	E	\$0	5
38.	Old US Highway 2 Segments (24FH0490)	S	P	\$0	5
39.	Flathead River Bridge (24FH0517)	T	G	\$700	3
40.	Kila Buffalo Pictographs (24FH1006)	W	E	\$0	1
41.	Kila Pictographs Day Count Shelter (24FH1007)	W	E	\$10,000	1
42.	Kila Roadcount Pictographs (24FH1008)	W	E	\$0	1
43.	Kila Roadcut Pictographs (24FH1009)	W	E	\$0	1
44.	Swan River Bridge (24FH0080)	T	P	\$700	3
45.	South Fork Flathead River Bridge (24FH1256)	T	G	\$700	5
	<b>Gallatin County</b>				
46.	Drainage Bridge near Manhattan (24GA1069)	U	G	\$700	5
47.	Gallatin River Bridge (24GA1511)	S	E	\$700	5
	Baker Creek Bridge (24GA0800)	F	M		
	<b>Granite County</b>				
48.	Fred Burr Creek Bridge (24GN0844)	S	E	\$700	5
	<b>Hill County</b>				
49.	MDT Havre Area Office (24HL1381)	S	E	\$10,000	5
	<b>Jefferson County</b>				
50.	Little Boulder River Bridge (24JF0813)	T	E	\$700	5
51.	Jefferson Canyon Highway/Montana Highway 2 (24JF1883)	S	E	\$1,000	5
52.	Yellowstone Trail/Secondary 359 (24JF1884/24MA2202)	S	E	\$1,000	5
53.	Rocky Coulee Site (24JF0699)	W	G	\$9,972.13	1
	<b>Judith Basin County</b>				
54.	Utica Bison Kill Site (24JT0324)	S	U	\$0	5



	Heritage Property	Status	Cond.	Cost	Priority
	<b>Lewis &amp; Clark County</b>				
55.	Missouri River Bridge (24LC0131)*	S	E	\$700	5
56.	Wegner Creek Bridge (24LC0133)*	S	E	\$700	5
57.	Sheep Creek Bridge (24LC1157)*	S	E	\$700	5
58.	Cokahlarishkit Forks Camp Archaeological Site (24LC1210)	U	U	\$0	4
59.	Aeronautics Operations Building (24LC1292)	S	E	\$10,000	5
60.	Elk Creek Bridge (24LC0550)	T	G	\$700	4
61.	MacDonald Pass Section House (24LC2241)	S	F	\$2,500	5
	<b>Madison County</b>				
62.	Beaverhead River Bridge at Twin Bridges (24MA2177)	S	E	\$700	5
63.	Vigilante Trail/MT 287 (24MA2203)	S	G	\$5,000	5
64.	Sand Hill Crane Site (24MA0779)	W	U	\$0	5
	Raynolds Pass Rest Area (24MA0549)	F	M		
	<b>Meagher County</b>				
65.	Cooper Creek Site (24ME0806)	S	E	\$0	5
66.	Electric Highway/Montana Highway 6 (24ME0848)	S	G	\$45,000	5
67.	Deep Creek Section House (24ME0941)	S	G	\$2,500	5
	<b>Mineral County</b>				
68.	Point of Rocks Historic Transportation Corridor (24MN133/164)*	S	E	\$700	5
69.	14-Mile (Nemoté) Creek Bridge (24MN0349)	S	E	\$700	5
	<b>Missoula County</b>				
70.	Orange Street Underpass (24MO0361)*	S	E	\$700	5
71.	Rattlesnake Creek Bridge (24MO0706)*	U	E	\$700	5
72.	MDT Missoula District Office (24MO1659)	S	E	\$10,000	5
	<b>Park County</b>				
73.	Yellowstone River Bridge at Gardiner (24PA0790)	W	E	\$700	2
74.	Carter Bridge (24PA0841)*	S	E	\$700	5
75.	Northern Pacific Railway Overpass (24PA1137)	T	E	\$700	5
76.	Baltz Archaeological Site (24PA1200)	U	U	\$0	5
77.	Yellowstone River Bridge (24PA1246)	T	E	\$700	5
	<b>Phillips County</b>				
78.	Sleeping Buffalo Rock (24PH1002)	W	G	\$700	1
	<b>Powell County</b>				
79.	Black Bear Coulee Archaeological Site(24PW0308)	W	E	\$100	1
80.	Milepost 12 Archaeological Site (24PW1044)	W	E	\$100	1
81.	DARR Chert Quarry (24PW0788)	W	G	\$100	3
82.	MacDonald Pass Airway Beacon (24PW1093)*	S	E	\$300	5
	Main Street Bridge (24PW0607)	F	M		
	<b>Prairie County</b>				
83.	Yellowstone River Bridge at Fallon (24PE0618)*	S	E	\$700	5
84.	Powder River Bridge near Terry (24PE1810)*	S	E	\$700	5

	Heritage Property	Status	Cond.	Cost	Priority
	<b>Richland County</b>				
85.	Unnamed Archaeological Site (24RL0295)	U	U	\$0	5
	<b>Rosebud County</b>				
86.	McRae Bison Kill Site (24RB1861)	U	U	\$0	5
87.	Musselshell River Bridge (24RB1878)	T	E	\$700	4
	<b>Sanders County</b>				
88.	Sears/Weeksville Archaeological Site (24SA0155)	S	F	\$0	5
89.	Bad Rock Trail (24SA0343)	S	G	\$0	4
	<b>Silver Bow County</b>				
	German Gulch Overpass (24SB0762)				
	<b>Stillwater County</b>				
90.	Crow Agency II (24ST0089)	S	U	\$0	5
91.	Stillwater River Bridge (24ST0289)	S	E	\$700	5
92.	Yellowstone River Bridge near Reed Point (24ST0361)	S	E	\$700	5
	<b>Sweet Grass County</b>				
93.	Yellowstone River Bridge (24SW0751)	S	E	\$700	5
	<b>Toole County</b>				
94.	Great Northern Railroad Viaduct (24TL0300)	S	E	\$700	5
95.	Marias River Bridge (24TL0401)*	S	E	\$700	5
96.	Galata Bison Kill (24TL0777)	S	G	\$0	5
	<b>Treasure County</b>				
97.	Big Horn River Bridge N. of Custer(24TE0120/24YL1603)*	S	E	\$700	5
98.	Yellowstone Trail/Old US Highway 10 (24TE0133/24YL1671)	S	E	\$0	5
	<b>Valley County</b>				
99.	Lithic Scatter Site (24VL1374)	W	G	\$0	4
100.	Roosevelt Highway (24VL1865)	S	G	\$0	5
	<b>Wheatland County</b>				
101.	Unnamed Archaeological Site (24WL0149)	U	U	\$0	5
102.	Milwaukee Road Overpass at Harlowton (24WL0221)	S	E	\$700	5
	<b>Wibaux County</b>				
103.	Beaver Creek Bridge (24WX0192)	T	G	\$700	5
	<b>Yellowstone County</b>				
104.	Unnamed Archaeological Site (24YL0251)	U	U	\$0	5
105.	Yellowstone River Bridge at Huntley (24YL0656)*	S	E	\$700	5
106.	Mossmain Overpass E. of Laurel (24YL0698)*	S	E	\$700	5
107.	MDT Billings District Office (24YL1997)	S	E	\$10,000	5
108.	MDT Billings Air National Guard Building (24YL1996)	S	E	\$7,000	5

Properties shown in red have either failed or have lost too much integrity since the 2012-2013 reporting period

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