

Appendix C - Cultural Resources

Cultural Resource Inventory (1989, 2002, 2003)

Page 1 of 3

SITE NUMBER	NAME	DESCRIPTION	NRHP ELIGIBILITY	DATA SOURCE
24CB676	Riddle House	House in Belfry includes cobblestone architectural features	Eligible	June 23, 1992 MDT letter to State Historic Preservation Office
24CB678	First Presbyterian Church	Church in Belfry includes cobblestone architectural features	Eligible	June 23, 1992 MDT letter to State Historic Preservation Office
24CB1066	Silver Tip Creek Bridge	4.8 km (3 mile) NE of Belfry; 3-span timber stringer with timber deck built in 1949	Not eligible	1989 Cultural Resources Inventory of the Belfry-North Highway Improvement Project (MDT); 2002 RTI Inventory
24CB1088	MW&S Railroad Grade	8.8 km (5.5 mile) grade was abandoned in 1953.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1135	Silver Tip Ranch	Property patented early 1900s. Early structures are gone, but 17 modern structures are on site today.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1143	Richard Hergenrider Farmstead	Josiah Holland, a name that frequently appears in early Belfry history, patented Homestead in 1901.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1145	Middlesworth Residence	Homesteaded around 1907 in bend of Clarks' Fork river and patented in 1909. The 1933 Craftsman-style house is significant. A peeled log building was first residence.	Craftsman house individually eligible; no other features are eligible.	1989 Cultural Resources Inventory (MDT)
24CB1146	MW&S Railroad Maintenance Shop	Historic shop property that stands today was built in 1910, replacing 1905 structure that burned. Coal dock, scale and stockyards have been removed.	Eligible	1989 Cultural Resources Inventory (MDT)
24CB1147	Dugout	Dugout is situated in south-facing terrace above Bear Creek to possibly serve as powder magazine associated with MW&S Railroad.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1148	MW&S Railroad Depot at Belfry	Historic commercial property was built in 1905. Use of sandstone in structure is significant.	Eligible	1989 Cultural Resources Inventory (MDT)
24CB707/1144	Clarks Fork "south" bridge	NE of Belfry – north of Bear Creek and south of Dutch Lane. Built in 1939.	Eligible	1989 Cultural Resource Inventory (MDT) and 2002 RTI Inventory
24CB1149	Clarks Fork "north" bridge	6.4 km (4 mi) NE of Belfry; 4-span steel girder with timber deck built in 1934	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1150	Sand Creek Canal	Built in 1893, first major ditch in Bridger area. 12 km (7.5 mi) long.	Eligible	June 10, 1991 FHWA letter to Advisory Council on Historic Preservation
24CB1151	Currie Place	House is near Hwy 310 'Y' junction with P-72 and may have been built in 1940s.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1152	Golden Ditch	Golden Ditch ROW was acquired in 1891. However, it was 1903 before water rights were appropriated. 4.5km (9 mi) long.	Eligible	June 10, 1991 FHWA letter to Advisory Council on Historic Preservation
24CB1153	Kuchinski Beet Shack	The sandstone foundation and a few fruit trees are all that's left of turn of century laborer's house and sugar beet shack.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1154	Dry Creek Canal	Water rights appropriated 1893. 11.3 km (7 mi) long.	Eligible	June 10, 1991 FHWA letter to Advisory Council on Historic Preservation
24CB1155	Golden Section House	Built between 1926-29 to house MW&S section foreman.	Not eligible	1989 Cultural Resources Inventory (MDT)

Cultural Resource Inventory (1989, 2002, 2003)

Page 2 of 3

SITE NUMBER	NAME	DESCRIPTION	NRHP ELIGIBILITY	DATA SOURCE
24CB1173	Swan Carlson Homestead	Homesteaded in 1899 in bend of river and patented in 1902. First residence built 1906. Pumphouse/ bunkhouse built 1915. Use of sandstone in structure is significant.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1174	Krum Residence/Gas Station/Motel	This commercial/residential property is within boundaries of a homestead patented in 1909. The residence was built in 1939, gas station in 1934, and motel in 1945.	Not eligible	1989 Cultural Resources Inventory (MDT)
24CB1683	Strong Farmstead	Farmstead north of Ridgeway Lane next to US 310. House, shed and chicken coop.	Not eligible	2003 RTI Inventory; MDT Bridger-South project inventory
24CB1801	Vaill Avenue Residence	Intersection of Vaill and Railroad Avenues; house (moved to the site) and four sheds	Not eligible	2002 RTI inventory
24CB1802	Oil Shed	East side of Railroad Avenue on western end of Belfry (across from Krum Garage (24CB1174))	Not eligible	2002 RTI inventory
24CB1803	Holland Hardware Store	Intersection of Broadway Avenue and Montana Street; lumber yard; associated with the early history of Belfry; also notable as well-preserved example of early 20 th Century commercial architecture	Eligible	2002 RTI inventory
24CB1804	Husky Service Station (Black's Garage)	Intersection of Broadway Avenue and Montana Street; garage and office building	Not eligible	2002 RTI inventory
24CB1805	Hall Grocery Store	On Broadway Avenue; timber structure with false façade, extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1806	Belfry Masonic Lodge	On Broadway Avenue; vacant building measuring 8 by 18 m (26 by 60 ft), extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1807	Belfry Bar	On Broadway Avenue; concrete block building with two adjacent lots; one lot has a trailer on it; building extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1808	Moore Saloon (now operates as a church)	On Broadway Ave; single building, extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1809	John Todd Building	On Broadway Avenue, concrete structure connected to a modern trailer; extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1810	Hall's Garage	On Broadway Avenue; garage building; front half of the building roofed; back half open; extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1811	Betty Scott Residence	On Broadway Avenue; house, garage, outhouse; buildings moved to current site	Not eligible	2002 RTI inventory
24CB1812	Walter and Dorothy Lindermann Residence (On Broadway Avenue; house and boxcar, both moved to current site	Not eligible	2002 RTI inventory
24CB1813	Kose Grocery	Two attached stone buildings on Broadway Avenue constructed early in Belfry's history	Eligible	2002 RTI inventory
24CB1814	Former School House	On Broadway Avenue; single building has been moved from its historic location and extensively remodeled from historic appearance	Not eligible	2002 RTI inventory

Cultural Resource Inventory (1989, 2002, 2003)

Page 3 of 3

SITE NUMBER	NAME	DESCRIPTION	NRHP ELIGIBILITY	DATA SOURCE
24CB1815	Belfry High School	On Wisconsin Street; conglomerate of four masonry brick structures; two original structures dwarfed by large recent additions	Not eligible	2002 RTI inventory
24CB1816	John Woodcock Place (house, shed, garage)	On Wisconsin Street; house, shed, and modern garage; extensively remodeled from historic appearance	Not eligible	2002 RTI inventory
24CB1817	Youst Ditch	Crosses Highway 72 at north edge of Belfry	Not evaluated	2002 RTI inventory
24CB1818	Kuchinski Farmstead	Farmstead 6.3 km (3.9 mi) north of Belfry; six farm structures on 48.6-ha (120-ac) parcel; structures moved to or within the property boundaries.	Not eligible	2002 RTI inventory
24CB1848	Jennings Homestead	Homestead south of and adjacent to Ridgeway Lane. House, granary/barn, and outhouse, turn of 20 th century.	Eligible	2003 RTI Inventory
24CB1849	Kozeluh Farmstead	Farmstead north of and adjacent to Ridgeway Lane. House, several historic outbuildings (1940s period), several modern outbuildings.	Not eligible	2003 RTI Inventory

Sources: As noted in right column.

2004021301



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
C.F. Judy Martz, Governor

MASTER FILE COPY

RECEIVED
FEB 20 2004

February 11, 2004

Mark Baumler, Ph.D.
State Historic Preservation Office
1410 8th Avenue
P O Box 201202
Helena, MT 59620-1202

ENVIRONMENTAL

Joseph
Belfry North
24CB1848
JENNINGS
Homestead

FEB 13 2004

Subject: F-STPP 72-1(1)10
Belfry - North
Control No. 1016

CONCUR
MONTANA SHPO

DATE 18 Feb 04 SIGNED *Joseph Workman*

Dear Mark:

On December 9, 2003, your office concurred with our determination that the Jennings Homestead (24CB1848) is eligible for the National Register of Historic Places. The site is located within the APE for alternates to the Montana Highway 78/U.S. Highway 310 junction. Attached is an aerial map showing the preferred alternative and its spatial relation to 24CB1848. Based on the information in the map, the proposed Highway 78 alignment would be shifted to the west and away from the site. Indeed, the Jennings Homestead is located 850± feet from both the proposed and existing alignments. It is, therefore, located well outside the APE for the project. The proposed project would have No Effect to the NRHP-eligible Jennings Homestead (24CB1848). We request your concurrence.

If you have any questions, please contact me at 444-6258.

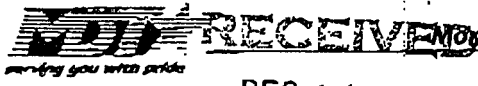
Jon Axline
Jon Axline, Historian
Environmental Services

Attachment

cc: Bruce Barrett, Billings District Administrator
Tom Martin, Consultant Design Bureau
Bonnie Steg, Resources Section

file: MDT/Belfry - North

2003112507



Montana Department of Transportation

David A. Galt, Director
Judy Martz, Governor

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

C.R.
MASTER FILE COPY

DEC 11 2003

ENVIRONMENTAL

CONCUR

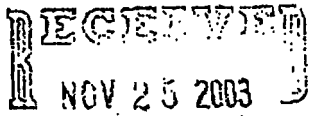
MONTANA SHPO

November 24, 2003

DATE 9 Dec 03 SIGNED *Joseph M. Wambach*

BELFRY-NORTH
ADDENDUM

Mark Baumler, Ph.D.
State Historic Preservation Office
1410 8th Avenue
P O Box 201202
Helena, MT 59620-1202



Subject: F STPP 72-1(1)0
Belfry - North
Control No. 1016

BY:-----

Dear Mark:

Enclosed is an addendum to the cultural resource survey, CRABS and site forms for the above project. This report is an addendum to the February, 2003 report and concerns an alternative alignment recently developed near the junction of Montana Highway 72 and US Highway 310 on Ridgeway lane. This letter will also address a change in the design at the Montana, Wyoming & Southern Railroad Shop (24CB1146).

In the enclosed report, RTI recorded two additional historic sites within the APE for the proposed new alignment. One site, the Jennings Homestead (24CB1848) is recommended eligible for the National Register of Historic Places. We agree with that recommendation and request your concurrence. A third site, the Sarah Strong Farmstead (24CB1683) was recorded as part of the MDT's Bridger - South [NH 4-1(16)13] project and your office concurred in its ineligibility to the National Register on May 20, 2002. The Sand Creek Canal (24CB1150) was previously determined eligible for the National Register. If or when the revised alignment is approved, a Determination of Effect will be submitted to your office.

On June 30, 1992, your office concurred that the proposed Belfry - North project would have an Adverse Effect to the MW&S Shop (24CB1146). That determination was based on the assumption at the time that the proposed railroad grade alignment would result in the demolition of the structure. That Adverse Effect concurrence was restated in the amended Determination of Effect for this project on September 23, 2003. Since then, however, we have been working with the consultant to minimize the impact to the historic property. Consequently, an alternative has been proposed that would extend the curb and gutter section within the community of Belfry about 1,000-feet northward to encompass the old railroad shop. This would result in the minimization of the slopes and an offset of 5± feet to avoid the building. The roadway would be 32± feet in width and include two 12-foot driving lanes and two 4-foot shoulders in addition to the curb and gutter. Importantly, with this revision it would not be necessary to remove the MW&S Railroad Shop. Based on this modification of the design, we have revised our former

F.6. MDT/2003

Determination of Effect for this property. We have now determined that the proposed project would have **No Adverse Effect** to 24CB1146. Instead of being demolished, the building would remain in place and unaltered. The characteristics that make the site eligible for the NRHP would be perpetuated. It would not be isolated from its environment or suffer from neglect as a result of the project. It would not be demolished and the setting would largely remain intact. The MDT has, moreover, already conducted HABS-level photography of the site and completed other measures designed to mitigate the impacts to the site. The MDT would still install an historical marker along the proposed alignment between the shop and the MW&S Depot (24CB1148) within the community of Belfry. We feel this proposed option is a good alternative to the demolition of the historic building. We request your concurrence.

There are also two irrigation ditches on this project that are located within the Area of Potential Effect for this proposed project: the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). Montana Highway 72 crosses 24CB1150 twice at MP 19.88 and MP 20.42. Under the proposed project, the existing timber bridge would be removed and new concrete box culverts installed to replace them. The existing canal alignment would be perpetuated and the ditch would not be widened or re-channeled to accommodate the new structure. The highway crosses 24CB1154 three times at MPs 14.51, 16.48, and 19.40 (only the crossing at 14.51 is on a bridge). All three crossings would be replaced by box culverts (16.48 and 19.40 are already box culverts). The existing canal alignment would be perpetuated and there would be no widening or rechanneling to accommodate the new crossings. Based on this information, we have determined that the proposed project would have **No Effect** to the Sand Creek Canal (24CB1150) and the Dry Creek Canal (24CB1154). We request your concurrence.

If you have any questions, please contact me at 444-6258.


Jon Axline, Historian
Environmental Services

Attachment

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Jean Riley, P.E., Engineering Section
Bonnie Steg, Resources Section



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

David A. Galt, Director
Judy Martz, Governor

2003022503

February 24, 2003

Mark Baumler
State Historic Preservation Office
1410 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

Subject: F 72-1(1)10
Belfry - North
Control No. 1016

*Josef
MDT
Belfry-North updated*

RECEIVED
FEB 25 2003
BY:

Enclosed is the updated cultural resource report, CRABS and site forms for the above project in Carbon County. The MDT submitted the original cultural resource report to your office in 1989. I submitted site forms for additional properties in Belfry in the early 1990s. Eight sites have been previously determined eligible within the Belfry - North project corridor. They are: the First Presbyterian Church of Belfry (24CB678), the Clark's Fork River Bridge (24CB707/1144), the residence at the Middlesworth Farmstead (24CB1145), the Montana, Wyoming & Southern Railway (MW&S) Shop (24CB1146), the MW&S Depot (24CB1148), the Sand Creek Canal (24CB1150), the Golden Ditch (24CB1152), and the Dry Creek Canal (24CB1154). A Determination of Effect for these properties was submitted to your office in June, 1992 and a Memorandum of Agreement implemented in July, 1992.

The 2002 cultural resource survey recorded an additional 18 sites distributed in five parcels in the project area. RTI recommends two sites eligible for the NRHP: the Holland Lumber & Hardware Store (24CB1803) and the Kose Grocery (24CB1813). We agree with the recommendations and request your concurrence. RTI also noted the presence of the Youst Ditch (24CB1817) in the project area. It is covered under a programmatic agreement.

If you have any questions, please contact me at 444-6258.

Jon Axline
Jon Axline, Historian
Environmental Services

**CONCUR
MONTANA SHPO**

DATE 11/14/03 SIGNED *Josef [Signature]*

Enclosures

cc: Bruce Barrett, Billings District Administrator
Carl Peil, P.E., Preconstruction Bureau
Gordon Stockstad, Resources Section

file: MDT/2003



Renewable Technologies, Inc.

e-mail: rjbutte@aol.com

511 Metals Bank Bldg., Butte, Montana 59701 Phone: (406) 782-0494 Fax: (406) 782-3064

December 18, 2002

Chairman
Crow Tribal Council
P.O. Box 159
Crow Agency, MT 59022

Dear Chairman,

The Montana Department of Transportation (MDT) is planning to reconstruct Montana Highway 72 in Carbon County from the small town of Belfry north to its junction with Highway 310. MDT's consultant, David Evans and Associates of Denver, Colorado, is currently evaluating design alternatives and preparing an environmental document. While the final design has not been established, the planned reconstruction will involve re-routing the highway through Belfry, flattening one or more curves, and changing slightly the Highway 72 and 30 intersection.

In conjunction with project planning, MDT sponsored cultural resource inventories of the impact areas, in the late 1980s and again this last fall. That work resulted in the identification of about two dozen historic properties (residential, commercial, agricultural, and transportation-related) along the project, no prehistoric or historic Native American sites were encountered. However, area residents report that they have found aboriginal artifacts in their fields on occasion. David Evans and Associates' sub-consultant, Renewable Technologies, Inc. (RTI), plans to conduct limited test excavations next spring using an auger in an attempt to find buried prehistoric sites at the south crossing of the Clarks Fork of the Yellowstone River.

RTI and David Evans and Associates are soliciting your comments on the Belfry - North highway project, specifically on the question of its possible impact on any traditional heritage properties. If you have any concerns about MDT's undertaking, please contact me at the address listed above or Debra Perkins-Smith at:

David Evans and Associates, Inc.
1350 17th Street, Suite 105
Denver, CO 80202
720-946-0969

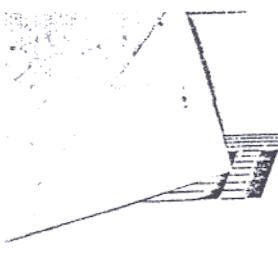
Please forward a copy of this letter to the Crow Cultural Committee or any other parties who might be interested in commenting on this project. Thank you very much for your time.

Sincerely,

Mitzi Rossillon
Archaeologist

At:
Inj' cc: Debra Perkins-Smith

02-010



Montana Department
of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Montana State Capitol, Helena

November 9, 1993

Janene Caywood
Historical Research Associates
P.O. Box 7086
Missoula, MT 59807-7086

Subject: F 72-1(1)10
Belfry - North
Control No. 1016

Date Recd. Preconst. 11-10-93

Act	Info	MAIL ROUTE	Attach	Initial
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		30 Office Mgr		
		31 Safety Mgmt.		
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		33 Environment		
		34 Hydraulics		
		35 Survey & Mapping		
		36 Traffic Eng.		
		37 Traffic Operations		
		39 Consultant Dsn.		

File

This letter authorizes you to conduct research for the Montana, Wyoming & Southern Railroad (MW&S) as mitigation for the above project. The proposed Belfry - North project will have an Adverse Effect to the MW&S Depot (24CB1148) and Shop (24CB1146). As mitigation the FHWA, ACHP, SHPO and MDT signed an MOA requiring the Department to write an article for publication describing the importance of the railroad to the development of the Clark's Fork River Valley in south central Montana.

The following is a brief outline of the history of the railroad in the state. The Montana, Wyoming & Southern Railroad was incorporated in 1906 (it was known as the Yellowstone Park Railroad until 1909). Headquartered at Belfry, the railroad operated a short line between Bridger and the coal mines located in the vicinity of Bearcreek and Washoe (east of Red Lodge). There were five mines operating in the area: the Bear Creek Coal Company, Montana Coal & Iron Company, the Smokeless & Sootless Coal Company, International Coal Company and the Eagle Coal Company. The coal mines located near Washoe were owned and operated by the Anaconda Copper Mining Company.

Working through a subsidiary company called the Bearcreek & Western Railway, the Northern Pacific began acquiring Right-of-Way adjacent to the MW&S line in 1908. Northern Pacific Land Commissioner Thomas Cooper and ROW agent Robert Leavens were in charge of the project. The line, however, was never built.

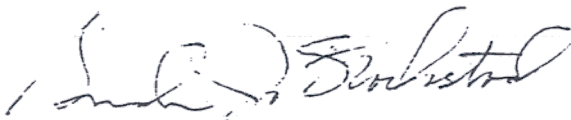
The MW&S was dependent on the Northern Pacific Railroad for coal and freight cars. Beginning in 1917, the railroad filed complaints with the Public Utilities Commission against the Northern Pacific. The MW&S alleged that the NP failed to provide a sufficient number of coal cars, provided poor service and complained about the disparity between rates for mines on the NP lines and those on the MW&S. The NP responded by attempting to take control of the MW&S claiming they were unable to provide enough coal to aid the war effort and then initiated a car embargo against the short line. An agreement was reached in 1919 wherein the NP began providing sufficient cars to the MW&S.

Janene Caywood
Page 2
November 9, 1993

The Northern Pacific agreed to buy slack coal from the MW&S in 1931. The following year, the NP obtained trackage rights to MW&S line between Bridger and Belfry. The railroad then expanded the train yards in Belfry. The MW&S continued to operate the line between Belfry and Bearcreek and paid the NP to haul coal out of Belfry. Faced with declining demand for coal and the aftermath of the Smith Mine Disaster, the MW&S ceased operations in 1953. According to a former employee of the railroad, the company's records were destroyed soon after the railroad was abandoned.

Please search for all references to the Yellowstone Park Railroad, Montana, Wyoming & Southern Railroad and the Bearcreek & Western Railroad in the Northern Pacific Railway archives. Also search for any references to Thomas Cooper, Robert Leavens and the coal mines listed above. Once you have ascertained how much material is available, contact Jon Axline in this office. The project should be completed by April 1, 1994.

If you have any questions, please contact Jon at 444-6258.



Gordon J. Stockstad, Acting Chief
Environmental & Hazardous Waste Bureau

GJS:JA:D:ENV:119.yb

cc: Roy R. Ventura, Jr., P.E. Billings District Engineer
David S. Johnson, P.E., Preconstruction Bureau



Montana Department
of Transportation

01 Prospect Avenue
Helena, MT 59620-9726

David Johnson - [unclear]

Stan Stephens, Governor

JERRY

June 23, 1992

Marcella Sherfy
State Historic Preservation Office
225 North Roberts
Helena, MT 59620

Subject: F 72-1(1)10
Belfry - North
Control No. 1016

Date Recd. Preconst. 6-26-92		MAIL ROUTE	Attach	Initial
Act	Info			
	✓	30 Preconst. Eng.		
	✓	30 Assistant		
		30 Office Mgr.		
		31 Safety Mgmt.		
	✓	32 Road Design		
		32 Environment		
		34 Hydraulics		
		35 Survey & Mapping		
		36 Traffic Eng.		
		37 Traffic Operations		
		39 Consultants D.A.		
	✓	File		

In May 1992, a supplemental cultural resource survey was conducted by the Montana Department of Transportation along Montana Highway 72 in Belfry. The survey identified two historic sites that may be potentially eligible for listing on the National Register. They include: the Riddle House (24CB676) and the First Presbyterian Church of Belfry (24CB678). Both sites include cobblestone architectural features.

Enclosed are the CRABS and architectural inventory forms describing the sites. We are requesting your concurrence that 24CB676 and 24CB678 are eligible for NRHP.

If you have any questions, please contact Jon Axline at 444-6258.

Edrie Vinson

Edrie L. Vinson, Chief *MB*
Environmental and Hazardous Waste Bureau

ELV:JAA:D:ENV:2.kmc

Enclosures

cc: ✓ David S. Johnson, Preconstruction
Roy R. Ventura, Jr., Billings District
Edrie L. Vinson, Environmental Bureau
Environmental and Hazardous Waste Bureau

RECEIVED

JUN 13 1991

HELENA, MONTANA

Date Recd. Preconst. 6/12/91	
Act	Info
	MAIL ROUTE
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	<input checked="" type="checkbox"/> 30 Assistant
	<input type="checkbox"/> 30 Office Mgr
	<input checked="" type="checkbox"/> 32 Road Design
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	<input checked="" type="checkbox"/> Ventura
	<input type="checkbox"/> File

June 10, 1991

HPP-MT

Claudia Nissley, Director
 Advisory Council on Historic Preservation
 730 Simms Street, Suite 450
 Golden, CO 80401

Dear Ms. Nissley:

Subject: F 72-1(13)0 Belfry - North

The Federal Highway Administration intends to assist Montana Department of Highways (MDOH) with the reconstruction of Montana Highway 72 between Belfry and Bridger in Carbon County, Montana. As presently conceived, the project will reconstruct and widen approximately 11.1 miles of roadway. The proposed project will also include the construction of approximately 3,500 feet of new roadway. Six sites have been determined eligible for the National Register of Historic Places (NRHP) by the MDOH and Montana State Historic Preservation Office (SHPO) under Criterion A and C. The sites are: the Sand Creek Irrigation Canal (24CB1150), Golden Irrigation Ditch (24CB1152), Dry Creek Irrigation Canal (24CB1154), Craftsman residence at the Middleworth Farmstead (24CB1145), the abandoned Montana, Wyoming & Southern (M.W. & S.) Railroad Depot (24CB1148) and Shop (24CB1146).

The proposed Belfry - North project will have an adverse effect on two of the NRHP-eligible sites: the M.W. & S. depot and shop. Impact to the sites will be the construction of a new 36-foot wide roadway on the old M.W. & S. Railroad grade.

This letter is to inquire if you wish to be involved in the consultation process during which alternatives to the planned action will be examined and mitigation measures will be identified.

Sincerely,

Original Signed by
 DAVID C. MILLER
 David C. Miller
 Planning & Prog. Development Engineer

cc. State - Edrie Vinson
 cc. SHPO

JERRY

State Historic Preservation Office

Montana Historical Society

Mailing Address: 225 North Roberts • Helena, MT 59620-9990

Office Address: 102 Broadway • Helena, MT • (406) 441-7115

NO.	DATE	MAIL ROUTE	Attach	Initial
		4/5/89		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surrounding Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		Continued		
		File		

April 5, 1989

Ms. Mitzi Rossillon, Archaeologist
 Environmental Unit
 Montana Department of Highways
 2701 Prospect Avenue
 Helena, MT 59620

F72-1(1) 10
 Belfry-North

Dear Mitzi:

Thank you for requesting our comments on the cultural resources inventory you conducted for the project referenced above. This was obviously a large and complex inventory, and you have provided a good deal of useful information. As is often the case with such undertakings, we will need to comment on several levels, which we will attempt to separate for the sake of clarity.

First, we concur that your survey methodology was appropriate for much of the project. We are concerned with the size of the survey corridor examined on either side of the proposed new highway alignment through Belfry. We believe that routing the highway through an area of town which has traditionally been along its fringes can be expected to alter the character of the area's setting, as well as introduce visual, auditory and atmospheric elements which are out of keeping with that character. Under those circumstances, we believe your corridor should extend a minimum of 150' on either side of the proposed centerline, and should include the first row of buildings on each side. As your Figure-3 illustrates, standing buildings of probable historic age are present along at least one side of the proposed new right-of-way just outside your 100' corridor. While we agree that designing that section of the highway as an urban section will be likely to minimize changes in the area's cultural matrix, such changes can be expected to occur as traffic and commercial patterns in Belfry accommodate to the new highway route.

Secondly, we urge that the concrete box culvert built in 1934 and presently carrying the highway over the Dry Creek Canal (24CB1154) be formally recorded and evaluated. Since its construction predates work on the highway, it may be appropriate to record it as a feature of the irrigation system, in which case you likely have sufficient information on hand to complete an amendment to the site form.

Third, we concur with your recommendation that sites 24CB1008 (railroad grade), 24CB1147 (dugout), 24CB1155 (Golden Section House), 24CB1144, 24CB1149 and 24CB1066 (bridges), 24CB1135 (Silver Tip Ranch), 24CB1143 (Hergenrider Farmstead), 24CB1153 (Kuchinski Beet Shack), 24CB1151 (Currie Place), and

Rossillon
April 5, 1989
page 2

24CB1174 (Krum Complex) are not eligible for listing in the National Register. At 24CB1145, we concur that the Craftsman residence is individually eligible for listing under Criterion C, but we do not believe the original residence can qualify without support from the remainder of the farmstead. Dating there does not appear to be well established, but better dates might be found in the County tax records. Should the owner of that property wish to pursue its potential eligibility, we will gladly offer what research assistance we can.

We find a similar problem at 24CB1173 (Swan Carlson Homestead) , where we cannot concur with individual eligibility for Structure 2. If the original residence could also qualify for listing, or if there were good supporting outbuildings in addition to the pump house, we would recommend consideration of the farmstead under Criterion A.

On the other hand, we believe that 24CB1150 (Sand Creek Canal), 24CB1152 (Golden Ditch) and 24CB1154 (Dry Creek Canal) do qualify for listing, either independently or, more cogently, as an irrigation canal district. Page 14 of your report provides more than sufficient justification for the eligibility of these canals under Criterion A. We do not, however, disagree with you that "... the green fields and modest farmsteads..." of the project area also illustrate the central role agriculture played in its development, and urge you to consider that approach to an historic district as well if you'd be more comfortable with it.

Finally, we heartily concur with your recommendation that both 24CB1148 (Belfry Depot) and 24CB1146 (Railroad Shop) are eligible for inclusion in the Register, the first property under Criteria A and C, the latter under Criterion A only.

As always, we appreciate the opportunity to comment. Please call if discussing these issues further will help.

Sincerely,



Katherine M. Huppe
Historical Survey Reviewer

File: Comp/MDOH/Belfry South

May 9, 1989

PROGRAMMATIC AGREEMENT

Among the Federal Highway Administration (FHWA), the Montana State Historic Preservation Office (MSHPO), and the Advisory Council on Historic Preservation (ACHP), to develop a historic preservation plan to establish processes for integrating the preservation and use of historic roads and bridges with the mission and programs of the FHWA in a manner appropriate to the nature of the historic properties involved, the nature of the roads and bridges in Montana, and the nature of FHWA's mission to provide safe, durable and economical transportation.

WHEREAS, Congress has mandated that highway bridges be evaluated, and where found substandard, be rehabilitated or replaced and has provided funding for these purposes, to insure the safety of the traveling public (through the Highway Bridge Replacement and Rehabilitation Program); and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has standards regulating the construction and the rehabilitation of highways and bridges that must be met by the FHWA to insure the safety of the traveling public; and

WHEREAS, Congress declares it to be in the national interest to encourage the rehabilitation, reuse and preservation of bridges significant in American history, architecture, engineering and culture; and

WHEREAS, the FHWA proposes to make Federal funding available to the Montana Department of Highways (MDOH) for its ongoing program to construct and rehabilitate roads and bridges, and MDOH concurs in and accepts responsibilities for compliance with this Agreement; and

WHEREAS, the FHWA has determined that the construction and improvement of highways may have an effect on historic roads and bridges that are listed in the National Register of Historic Places, or may be determined eligible for listing, and have consulted with the ACHP and the MSHPO pursuant to Section 800.13 of the regulations (36CFR800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the parties understand that not all historic roads and bridges fall under the jurisdiction or sphere of influence of the FHWA, and that to encourage other parties to participate in preservation efforts; an education to foster a preservation ethic is needed; and

NOW THEREFORE, FHWA, MSHPO, and ACHP agree, and MDOH concurs, that the following program to enhance the preservation potential of historic roads and bridges, and to promote management and public understanding of and appreciation for these cultural resources will be enacted in lieu of regular Section 106 procedures as applied to historic roads and bridges only.

Stipulations

The Federal Highway Administration will ensure that the following program is carried out:

The Federal Highway Administration, in cooperation with the Montana Department of Highways, will develop a preservation plan to ensure the preservation and rehabilitation of the states significant historic roads and bridges, and will develop an on-going educational program to interpret significant historic roads and bridges that illustrate the engineering, economic, and political development of roads in Montana. Specifically:

A. For Public Education

1. MDOH will prepare technical documentation of the history of roads and road construction, and of the history of bridge building in the state, according to a format developed by MDOH in consultation with the MSHPO and in compliance with the Secretary of the Interior's Standards for Preservation Planning. From this documentation MDOH will prepare narrative histories suitable for publication for the general public. Draft copies of the documentation and the narrative histories will be submitted to the FHWA, MSHPO and a list of qualified reviewers to be determined by FHWA, MDOH and MSHPO by December 1, 1990, and 45 days will be allowed for reviewers to comment. MDOH will prepare final documentation and histories by May 1, 1991. Final copies will be distributed to the district, area, and field offices of the MDOH, to the County Commissioners, county road and bridge departments, and county historical societies, to the owners of significant roads and bridges identified in the documentation, to the Montana Historical Society Library and the Montana State Library, and to the general public as requested.
2. MDOH will develop and make available to newspapers and publishers of historical and of engineering journals articles suitable for public information on historic roads and bridges and on their construction and continued significance.
3. MDOH will augment its historic sign program by developing interpretation for the traveling public at existing rest areas or pull-overs to explain Montana's road construction and bridge engineering. It will develop on-site interpretation for significant resources that can be viewed and appreciated by the public.
4. By April 15, 1990 MDOH will develop and circulate a traveling exhibit that portrays the history of the development of transportation in Montana.
5. By December 1, 1991 MDOH will develop and circulate a public program (slide/tape or video) of approximately 20 minutes, suitable for use at public or organization gatherings, classrooms, etc.

B. For Historic Road and Bridge Preservation

1. The FHWA, in co-operation with the MDOH, will prepare a plan for the preservation of significant and representative road segments and bridge types around the state as identified in the research in part A. of this Agreement. The Historic Preservation Plan (HPP) will be presented to the FHWA, MSHPO, the ACHP and list of qualified reviewers by September 1, 1991, and 45 days comment period will be

allowed for discussion and adoption. FHWA will work to resolve disagreement on the proposed HPP. If agreement cannot be reached by December 1, 1991, all FHWA undertakings affecting historic roads and bridges will again become subject to 36 CFR 800 procedures.

The HPP for historic roads and bridges shall be prepared in accordance with the following guidelines:

- a. The essential purpose of the HPP will be to establish processes for integrating the preservation and use of historic roads and bridges with the mission and programs of the FHWA and the MDOH in a manner appropriate to the nature of the historic properties involved, the nature of the roads and bridges in Montana, and the nature of FHWA's mission, to provide safe, durable and economical transportation;
- b. In order to facilitate such integration, the HPP, including all maps and graphics, will be made consistent with the Federal Aid road and bridge numbering systems;
- c. The HPP will be prepared in consultation with the owners, managers, caretakers, or administrators of historic roads and bridges, including county governments, city governments, federal agencies, and private individuals or corporations, and with interested parties or organizations, including the American Society of Civil Engineers - Montana Section, and the Montana Society of Engineers;
- d. The HPP will be prepared with reference to the Secretary of Interior's Standards and Guidelines for Preservation Planning (48 FR 44716-20); and
- e. The HPP will be prepared by or under the supervision of an individual who meets, or individuals who meet, at a minimum, the "professional qualifications standards" for historian and archaeologist in the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9).

The contents of the HPP will be developed in conjunction with the MSHPO, and will include, but not be limited to, a schedule for the anticipated implementation of the various elements, plus the formulation and presentation of programs to:

- a. Preserve historic bridges that do not meet safety rating standards by rehabilitation in a manner that would preserve important historic features while meeting as many AASHTO standards as can be reasonably met;
- b. When a historic bridge must be replaced, give full consideration and demolition savings to reuse of the historic bridge in place by another party.
- c. When a historic bridge must be replaced and in place preservation is not feasible, give full consideration and

financial assistance to relocating and rehabilitating the historic bridge as a part of the replacement project;

- d. Develop and implement a program to encourage relocation and reuse of bridges of historic age that cannot be preserved in place or used on another location by the state or county;
- e. Provide a financial incentive by offering demolition savings on all relocation and reuse of bridges of historic age;
- f. Develop a list of historic roads and bridges that can be preserved. The list should include the variety available to reflect Montana highway construction history, while considering current condition and use. The list should be presented to and discussed with managing units to solicit their cooperation and/or participation in the preparation of the HPP; and
- g. Devise a program to pursue the preservation of the state's representative and outstanding examples of road and bridge technology. A list of historic roads and bridges that shall be preserved will be developed to implement this program, given currently known commitments to do so by property managers and subject to change by obtaining future commitments for other properties covered by this Agreement.

3. The HPP will not include information developed in Part A. above, narrative histories, but will be guided by and used in conjunction with Part A. above, and will be distributed to the same parties.
4. MDOH will prepare a report annually on its implementation of the HPP, and provide this report to the FHWA, the SHPO, and the ACHP for review, comment, and consultation as needed.

C Other Legal and Administrative Concerns

1. FHWA will continue to inventory, evaluate, seek determinations of eligibility, and fully comply with 36 CFR 800 for all undertakings with the potential to affect historic properties besides roads and bridges which are hereby excluded from such consideration.
2. The MSHPO, and the ACHP may monitor FHWA and MDOH activities to carry out this PA, by notifying FHWA in writing of their concerns and requesting such information as necessary to permit either or both MSHPO and ACHP to monitor the compliance with the terms of this Agreement. FHWA will cooperate with the SHPO, and the ACHP in carrying out their monitoring and review responsibilities.
3. FHWA will carry out the existing MOA's to preserve or record historic bridges that are now scheduled for replacement.
4. If a dispute arises regarding implementation of this PA, FHWA will consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, FHWA will request further comments of the ACHP.

5. During any resolution of disagreements on the PA, and/or in the event MDOH does not carry out the terms of the PA, FHWA will carry out the procedures outlined in 36 CFR 800 for all undertakings otherwise covered by the agreement.

Execution of this PA evidences that FHWA has afforded the ACHP a reasonable opportunity to comment on FHWA's program to construct and improve Montana highways when those undertakings affect historic roads and bridges, and that FHWA has taken into account the effects of these undertakings on significant historic roads and bridges.

BY: FEDERAL HIGHWAY ADMINISTRATION

Roger K. Scott
Roger K. Scott
Division Administrator

5-11-89
Date

BY: MONTANA STATE HISTORIC PRESERVATION OFFICER

Marcella Sherfy
Marcella Sherfy, MSHPO

5-11-89
Date

BY: ADVISORY COUNCIL ON HISTORIC PRESERVATION

Robert D. Bush
Executive Director

6-1-89
Date

CONCUR
BY: MONTANA DEPARTMENT OF HIGHWAYS

Stephen C. Kologi
Stephen Kologi, P.E., Chief
Preconstruction Bureau

May 11, 1989
Date

cc

Amendment To The Programmatic Agreement Regarding Historic Roads and Bridges In Montana.

We are hereby amending the following stipulations in the Programmatic Agreement.

A. For Public Education

- 1. In the third sentence December 1, 1990 becomes December 1, 1992. In the fourth sentence, May 1, 1991 becomes May 1, 1993.
- 5. December 1, 1991 becomes December 1, 1993.

B. For Historic Road and Bridge Preservation

- 1. September 1, 1991 becomes September 1, 1993 and December 1, 1991 becomes December 1, 1993.

By: Federal Highway Administration

Hank Honeywell
 _____ DATE 02-27-92
 Hank Honeywell, Division Administrator

By: Montana State Historic Preservation Officer

Marcella Sherfy
 _____ DATE 2-27-92
 Marcella Sherfy, Montana State Historic Preservation Officer

By: Advisory Council On Historic Preservation

Robert D. Bush
 _____ DATE 3-16-92
 Robert D. Bush, Executive Director

By: Montana Department of Transportation

Edrie Vinson
 _____ DATE Feb 25, 1992
 Edrie Vinson, Environmental and Hazardous Waste Bureau