

June 2019

2019 Transportation Legislative Update

With adjournment on April 25, the Montana Legislature closed the 66th Session – a relatively quiet but active one for MDT. The Department approached the session with a number of proposals and saw success in several, which included supporting and defending the agency’s budget, consolidating definitions and ensuring consistent terminology with the Highway Code, updating program processes, and gaining funding for improved traffic operations management efforts.

MDT also supported several proposals that did not make it through the session, with the most disappointing being a new approach to a primary seat belt law focused on encouragement rather than enforcement. Though the bill had broad support and no opponents, it failed to make it out of committee.

In addition to successful passage of bills, it’s notable that a certain topic didn’t come up for MDT during the session – reduction in Full-time Employees (FTE). In recent sessions MDT has lost considerable FTE and been subject to increasing levels of vacancy savings, while continuing to manage and deliver the state’s transportation programs. The Legislature, recognizing the impacts of these past cuts and the findings of two recent legislative performance audits of MDT’s structure, allowed MDT to remain intact for the next biennium.

Upon close of the session, MDT staff is working to implement changes to continue and support the condition, operation, and safety of Montana’s transportation infrastructure. This session’s successful legislative actions allow MDT to continue to develop and deliver planned construction and maintenance programs, which directly impact the economy and the quality of life for Montana’s citizens.

Funding Aviation in Montana

House Bill 661 was signed into law by Governor Steve Bullock on May 10, 2019, after a rollercoaster ride through the legislative process. The bill was conceived by a group of aviators that came to be known as “Pilots for Montana Airports.” The group was formed with the sole purpose of finding a solution for aviation funding in Montana.

The bill provides funding as follows:

- 1) increase the aviation fuel tax from 4 cents per gallon to 5 cents per gallon distributed as a half cent to Aeronautics operations and 4.5 cents to the airport improvement grant fund;
- 2) repeal the half cent per gallon allocation paid by the scheduled passenger carrying airlines for the pavement preservation fund;
- 3) repeal the 2 cents per gallon rebate to scheduled passenger-carrying airlines;
- 4) increase aircraft registration fees by 50 percent;
- 5) change the distribution of aircraft registration fees from 90 percent to the general fund and 10 percent to Aeronautics operations to 100 percent to Aeronautics operations.

In addition, the Senate added a provision to prohibit Aeronautics from retaining any money from the increased revenue for administrative purposes.

The legislation will become effective on July 1, 2019. The last Aeronautic legislative funding increase was accomplished in 1999. Since then, revenues have remained relatively flat, but expenditures have steadily increased. The new law will increase the airport improvement grant fund by sevenfold and allow the Aeronautics Division to consider reinstating programs and services that have been reduced or suspended over the past several years in addition to considering new programs and services.

Thanks to the dedication, commitment, and sacrifice by the Pilots for Montana Airports in conjunction with the many pilots and organizations who took the time to visit with their legislative representation.



Federal Surface Transportation Program Status

Midway through Federal Fiscal Year 2019, MDT is looking ahead to the final year of the current federal authorization bill – the FAST Act – which expires in September of 2020. The expiration of the FAST Act brings with it uncertainty of future program structure and funding levels. However, a more pressing issue for the program is a planned FY 2020 program rescission. A rescission is a federal budget scoring procedure intended to eliminate unspendable budget authority that is allocated to the states each year. However, the method of implementing this planned rescission carries the potential to go further than anticipated and restrict the states’ ability to use the spendable funding received. MDT has evaluated the potential impact the FY 2020 rescission will have on the highway program and is communicating these impacts to local partners.

In addition, MDT staff continues to work with Montana’s Congressional Delegation and national organization to lessen the potential impact of this rescission on Montana’s transportation infrastructure.

Director Tooley Appointed to AASHTO Safety Committee



MDT Director Mike Tooley

MDT Director Mike Tooley has been appointed to serve a two-year term as chair of the American Association of State Highway and Transportation Officials (AASHTO) Committee on Safety.

The Committee on Safety focuses on the advancement of approaches to eliminating crashes, particularly fatal and serious injury crashes. Primary focus areas of the Committee include strategic safety planning, programs and policies, road and

facility users, effective countermeasures, safety performance and data analysis and evaluation, workforce development, research, and local road safety.

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system. AASHTO works to educate the public and key decision makers about the critical role that transportation plays in securing a good quality of life and sound economy for our nation. AASHTO is an international leader in setting technical standards for all phases of highway system development.

New Billings District Administrator



Rod Nelson, Billings District Administrator

Rod Nelson was recently named the Billings District Administrator for the Montana Department of Transportation. He replaces Stefan Streeter who retired.

Rod graduated from Montana State University in 1988 with a bachelor's degree in Civil Engineering. He was most recently the Billings District Preconstruction Engineer and brings with him more than 30 years of transportation experience in both construction and preconstruction.

Contact Rod at rodnelson@mt.gov or 657-0229.

MDT YouTube Videos Available

MDT has a variety of videos available for viewing — from inside the cab of a truck plowing the Beartooth Highway to instructions on using roundabouts.

Check out the MDT YouTube channel at youtube.com/user/MontanaDOT/videos?disable_polymer=1

What Does it Take to Build a Good Road?

Tuesday June 18 marks Good Roads Day as designated by the Montana Legislature, whereby the people of the state are asked to "...contribute toward the improvement and safety of public highways."

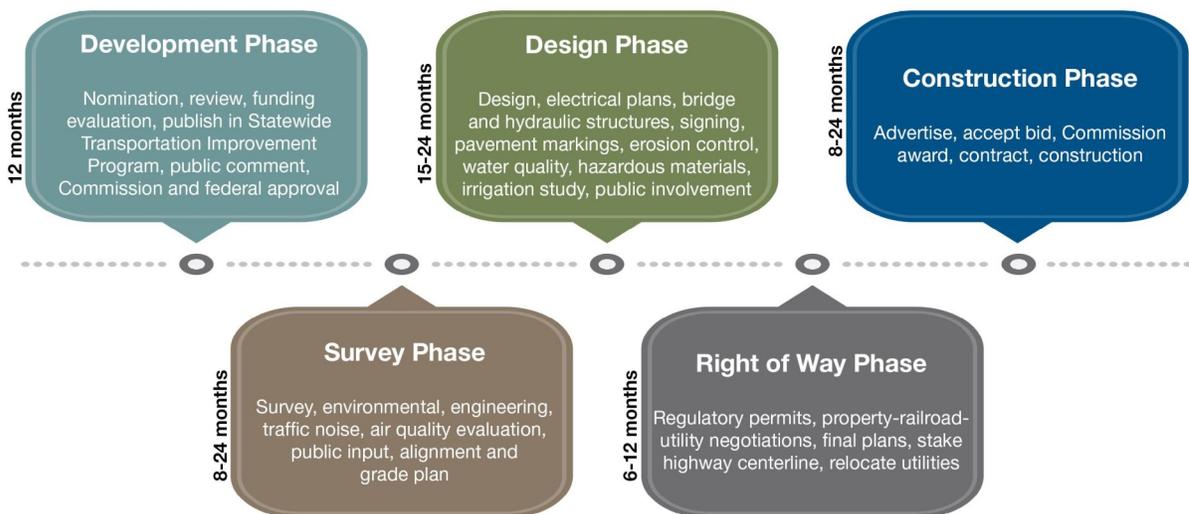
For MDT, good roads means a continuous planning process that is underway long before ground is ever broken on a project. It can take 8 years to complete a road project, but long-range planning starts some 1 to 20 years prior to project start. TranPlanMT, the state's long-range policy plan, guides investment decisions with input from the Trans-

portation Asset Management Plan and the Performance Programming Process (P3).

MDT determines a project mix that aligns with this guidance, determining the best level of investment by project type. Projects are then nominated and selected. Next, project development begins.

As you are driving Montana highways this June, know that MDT is at work making sure those highways are the good roads Montanans expect.

Building a Good Road Takes Time



Summer Construction Zone Safety Reminders

MDT summer construction is ramping up, which can mean some delays, slower travel, and rougher surfaces in construction zones. Travelers are urged to check the MDT Travel Information website, call 511, or download the travel information mobile app, MDT *Travinfo*, to plan routes and travel time.

MDT tries to minimize the inconvenience of construction and asks motorists to play a part in keeping themselves and workers safe. In work zones, please:

- Stay extra alert and give your full attention to driving.
 - Obey road signs and follow instructions from work zone flaggers.
 - Turn on headlights so workers and motorists see your vehicle.
 - Do not tailgate.
 - Do not drive faster than the posted speed.
 - Unless instructed to do so, do not change lanes in work zones.
- Get additional work zone and safety information at mdt.mt.gov/travinfo/.

A Few Upcoming Construction Projects Around Montana

Area	Project Name	Description
District 1 Missoula	Russell Street	Reconstruction of Russell Street bridge over the Clark Fork River. New bridge, new pedestrian facilities, grading, paving, shared use path, intersection improvements.
	Swamp Creek	Reconstruction of Hwy 2. New bridge, grading, geofoam fill, paving, channel change, drainage, guardrail.
	East of Thompson Falls	Reconstruction of Hwy 200. New bridge, grading, paving, rock attenuation fence, wildlife fence, wildlife deterrent mat, guardrail.
District 2 Butte	Rocker Interchange Improvements	Reconstruct Rocker Interchange to include a roundabout on the north side of the interstate and reconstruction of the south side to improve the geometric layout.
	Rarus/Silver Bow Creek Structures	Reconstruct 1.5 miles of interstate roadway and four bridges over Silver Bow Creek and Rarus Railway west of Butte.
	Toston Structures	Reconstruct 3.5 miles of US 287 and two narrow bridges over the Missouri River and MRL Railway at Toston.
District 3 Great Falls	I-15 Bridges—Gates of the Mountains, Sieben, Spring Creek Interchanges, Lyons Creek, Little Prickly Pear, and I-315 Bridges	Bridge deck milling, rail revisions, deck replacement, and overlays on I-15 between mile post 209 and 221 and the I-315 bridge in Great Falls.
	Galata East & West	Reconstruction of 8.3 miles of US Highway 2.
	N of Kiowa – N and Kiowa Jct. N&S	3 rd and 4 th sections of new road constructed under corridor study between Browning and Hudson Bay Divide. Paving will begin soon on Kiowa Jct N&S (MP 10 to 14.4). On N of Kiowa (MP 14.4 to 20.8), construction is just beginning.
District 4 Glendive	Broadus Interchange – Miles City	Interchange reconstruction with new bridges and roundabouts at the ramp terminals.
	Rosebud County Line – East	Reconstruction, new alignment, two new bridges, drainage, and surfacing.
	Bainville – South	Reconstruction, new alignment, two new bridges, drainage, and surfacing.
	Culbertson – East	Widening, new bridge, drainage, and surfacing.
	US 2 – Poplar	New surfacing, two roundabout intersections, and pedestrian crossing improvements.
District 5 Billings	West Laurel Intch-West Phase I and II	New interstate bridges over the railroad tracks and a new interstate interchange on the west side of Laurel.
	27 th Street Billings	New surfacing, LED luminaires, traffic signals and updated ADA compliant sidewalk.
	Two Dot - West	Five miles of reconstruction of US Hwy 12 west of Two Dot.

Vision Zero Making Progress



VISION ZERO
zero deaths · zero serious injuries

**MONTANA DEPARTMENT
OF TRANSPORTATION**

Montana is making progress toward the Vision Zero goal of zero fatalities and zero serious injuries on our roadways. Annually, crashes and fatalities have been trending downward in the last five years with 8 percent less fatalities in 2014 – 2018 than the previous five years.

While this direction is encouraging, drivers need to continue to remain alert and drive responsibly as summer driving season gets into full swing. Historically, the time between May and September is when traffic deaths and injuries spike in Montana. Over 47 percent of all fatal crashes occur during the summer months and driver behavior plays a big part in these crashes. The contributing factors of speed, impaired driving, distraction, and lack of seat belt use are all things drivers have control over as they plan their trips.

Taking preventive measures is critical in reaching Vision Zero. For more information on safe driving, visit the Vision Zero – Zero Deaths, Zero Serious Injuries site mdt.mt.gov/visionzero/people/.

Contact Janet Kenny at 444-7417 or jakenny@mt.gov for more information.

Bike/Pedestrian Safety Tips

It's summertime, which means more people will be enjoying Montana on foot and by bicycle. In line with MDT's goal of Vision Zero, all users should be attentive and courteous when using the transportation system. Whether you are walking, bicycling, or driving, it's important for everyone to respect each other's rights and space. A little courtesy will help everyone reach their destination safely.



Motorists should expect bicyclists sharing the road this summer. Avoid distractions while driving and watch for cyclists and pedestrians, including when entering or exiting parking spaces. Be courteous and give three-to-five feet of space when passing a cyclist on the roadway. Watch for pedestrians and yield to them when they are crossing at uncontrolled intersections or marked crosswalks. When turning, look for bicyclists and pedestrians who may be crossing the street at intersections.

Bicyclists should avoid distractions while riding. Increase visibility by wearing brightly colored clothes and use reflective materials and bike lights. Be predictable and use hand signals when changing lanes, stopping, and turning. Obey the same traffic laws as motor vehicles. Always wear a helmet and ride single file and in the same direction as vehicular traffic.

Pedestrians, like all other users, should avoid distractions when walking, especially when crossing the street. Look left, right, then left again before entering the roadway. Be predictable, use crosswalks, and follow pedestrian crossing signals. Wear bright or reflective clothing especially at dawn, dusk, and at night.

Vision Zero can't be reached without the complete support of everyone. Together, we can save lives.



Warm weather brings opportunity for motorcycle riders to hit the road. MDT observes National Motorcycle Safety Month during the month of May.

In Montana, over 80 percent of all motorcycle crashes result in an injury or fatality. During 2018, there were 302 serious injuries and 21 fatalities.

Montana motorcycle crash statistics are moving in a positive direction toward achieving Vision Zero. MDT, Montana Motorcycle Rider Safety, and the National Highway Traffic Safety Administration (NHTSA) encourage motorists to "Get Up to Speed on Motorcycles" and offer the following safety tips for both drivers and riders:

Tips for drivers:

- Keep your full attention on driving, avoid distractions, and never drive impaired.
- Allow the motorcycle a full lane width at all times.
- Always signal when changing lanes or merging with traffic.
- If you see a motorcycle with a signal on, be careful and always ensure the motorcycle is turning before proceeding.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic, especially at intersections.
- Always allow more following distance — three to four seconds — when behind a motorcyclist, which gives them more time to maneuver or stop in an emergency.

Tips for riders:

- Take a motorcycle safety course.
- Wear reflective or brightly colored protective gear and a DOT-compliant helmet.
- Obey all traffic laws and be properly licensed.
- Use hand and turn signals at every lane change or turn.
- Ride in the middle of the lane where you will be more visible to drivers.
- Use caution and slow down when approaching left turns or intersections.
- Observe speed limits.
- Never ride distracted or impaired.

Prevention of motorcycle crashes and other enforcement and educational campaigns are strategies to reach Vision Zero. For more information, contact Jim Morrow, Montana Motorcycle Rider Safety, at 800-922-BIKE or motorcycles@msun.edu.

Mini Grants Available for Traffic Safety Efforts

MDT's State Highway Traffic Safety Section offers a variety of funding opportunities to local communities through Mini Grants. Mini Grants are available for high visibility traffic enforcement overtime (Non-STEP) for special events like music festivals, rodeos, etc., impaired driving prevention/intervention projects, and occupant protection education efforts that promote seat belt and child car seat use.

These funding streams assist Montana communities to address unique highway traffic safety needs with programs that are tailored to their own communities. Examples of funded programs include, high visibility law enforcement overtime to address impaired driving at the Jefferson County Country Jam Music Festival, a local Drugged Driving Awareness campaign implemented by Youth Connections in Helena, and a Missoula-based mock crash scene staged for teens demonstrating the importance of being properly restrained. All programs were locally driven and successful collaborative efforts.

The Mini Grant funding opportunity is open throughout the year. Applications for grant funding requests are entered through Montana Webgrants at fundingmt.org/index.do and may not exceed \$5,000.

For detailed information and to apply for mini grants, visit the Funding for Traffic Safety Projects home page at mdt.mt.gov/visionzero/grants/.

For further information, contact:

Law Enforcement Mini Grants: Chad Newman

444-0856, chnewman@mt.gov

Impaired Driving Prevention Mini Grants: Kevin Dusko

444-7411, kedusko@mt.gov

Occupant Protection Mini Grants: Erin Root

444-0809, eroot@mt.gov

Emergency Medical Services Grant Applications Due June 30, 2019

MDT has opened the State Fiscal Year 2020 grant round for applications for the Emergency Medical Services Grants to enhance traffic safety in Montana. Grant applications are due by June 30, 2019. The purpose of the program is to provide grants to mostly volunteer, Medicare-level billing providers for emergency response vehicles, ambulances, medical care equipment, communications equipment, and training. Approximately \$1 million is granted annually by the program. Grant recipients are required to provide a 10 percent match for any grant funds received.

Online Application: Applications will only be accepted through the Montana Grants and Loan Web grants system at fundingmt.org/index.do. Applicants need to register and submit applications through the web-based system.

For program eligibility and the application process, see MDT's website at mdt.mt.gov/business/grants_ems.shtml

For more information, contact Chad Newman at chnewman@mt.gov or 444-0856.

MDT and FCCLA Partner to Promote Teen Traffic Safety

For the fourth consecutive year, MDT partnered with Family, Career and Community Leaders of America (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in family and consumer sciences education through grade 12 with 65 chapters across Montana. Teen drivers represent approximately 10 percent of all fatalities and 22 percent of Montana's total serious injuries. Yet, teens only account for approximately 6.7 percent of the state's population. MDT has made this issue a priority.

To help fund this project, MDT successfully applied for two grants; a Ford Driving Skills for Life (Ford DSFL) grant and a National Roadway Safety Foundation (NRSF) grant. Ford DSFL funding can be used for any traffic safety issues the teens choose. The NRSF funding is specifically for campaigns educating on drowsy driving. Both grant awards provided \$30,000 total. MDT distributed this funding to local FCCLA chapters that completed the application and scored well in the ranking process.

Each grant (Ford DSFL and NRSR) had funding budgeted to award prize money to the chapters with the best projects. During the 2018-2019 school year, the prizes went to:

Ford DSFL prizes:

Three Forks High School - First Place - \$2,500 – Zero Zone Team promoted four different safe driving messages each week during January and February in the school. They constructed and installed 17 life-sized silhouettes (number of teen fatalities in 2017) and 184 red and black ribbons along the fence around the football field (number of teen serious injuries in 2017).

Beaverhead County High School - Second Place - \$1,500 – conducted a traffic safety week with assemblies at the high school and a Vision Zero Fair for the 8th grade at Dillon Middle School.

Choteau High School - Third Place - \$1,000 - focused on distracted driving and seat belt use. A "ghost out" was conducted at the high school.

NRSF prizes:

North Star High School (Rudyard) - First Place - \$2,500 – conducted a five-week traffic safety campaign in which post cards were placed on the lockers of students and faculty with different teen traffic safety messages.

Terry High School - Second Place - \$1,500 – Collaborated with school and community partners to plan a Safe Community Carnival and developed a public service announcement that was aired on local television and radio.

Shepherd High School - Third Place - \$1,000 – Developed grade-appropriate presentations about the importance of safe driving and being a safe passenger using the "Potty Press" to spread their message.

Plentywood High School - Honorable Mention \$500 – Held "attention getter" activities in the lobby every Tuesday. Conducted a Drowsy Driving Essay contest and created the slogan "You drive lousy when you are drowsy."

MDT also awarded ten \$100 innovative awards to other chapters. Prizes were awarded during the statewide leadership conference in March. MDT is excited to continue this partnership for the 2019/2020 school year. For more information, contact Sheila Cozzie at 444-7301 or scozzie@mt.gov.

Late breaking news: **Three Forks High School** won the 2019 National Chapter Public Relations Award in part for their efforts on their Vision Zero campaign. Big kudos to Three Forks FCCLA chapter members.

Effective Production Rate Estimation Using Construction Daily Work Report Data

Accurate and practical production rate estimates are crucial for forecasting contract completion time. As costs of highway projects increase, the importance of estimating highway construction contract time has increased significantly, emphasizing the need for effective production rates. By reviewing the literature, various aspects of production rate estimation were identified including factors that influence production rates, production rate adjustment factors and statistical methods, and current MDT practices. The purpose of this research was to develop historical data-driven estimates of production rates using construction daily work report (DWR) data to enhance current contract time determination practices.

The research team analyzed MDT's DWR data along with bid data and Geographic Information System data to estimate realistic production rates. Descriptive analysis, regression analysis, and Monte Carlo simulation were deployed to offer insights into historical projects' characteristics and production rates of 31 controlling activities. The major findings of the descriptive analysis were statistical measures of 31 controlling activities, which provide more practical, detailed, and updated estimates compared to current published values. In addition, variations of production rates in terms of different seasons of work, districts, area types (urban/rural), and budget types were explored.

The study also developed regression equations to estimate production rates of 27 out of 31 controlling activities. For each activity, factors that had a significant effect on production rate were included in the regression model as predictor variables. A production rate-based method was proposed to evaluate contractor performance, and a Microsoft Excel based Production Rate Estimation Tool was developed to assist MDT.

For more information, contact Sue Sillick at 444-7693 or ssillick@mt.gov, or the project website at mdt.mt.gov/research/projects/const/production_rates.shtml



Construction on I-15 near Helena.

2019 Map Available



The 2019 State Tourist Map has been released. Maps are available at your local Chamber of Commerce. If you haven't picked up your copy, you can get one by calling (800) 847-4868 or online at visitmt.com/guidebook.html.

Maps automatically come with guidebooks. If you or someone you know owns a business that would like to promote tourism in Montana, you can chat with a representative to ask for a case of 250 maps. It's all free!



MDT has completed the Montana Pedestrian and Bicycle Plan — the first statewide effort to understand and address the needs of the non-motorized users across the state. The plan establishes the vision and goals for walking and bicycling in Montana and is intended to provide broad guidance to inform decision making for pedestrians and bicyclist within the context of the overall transportation system.

A steering committee with representation from state agencies, including Transportation, Commerce, Public Health and Human Services, and Fish, Wildlife & Parks; Metropolitan Planning Organization (Missoula); small urban area (Lewistown); Traffic Education; and the disabled community provided oversight throughout plan development. Engagement activities included six open house meetings, an online survey, social media, a plan website, and periodic emails to those who subscribed for plan updates.

To view the plan, visit mdt.mt.gov/pubinvolve/pedbike/

Newsline subscription issue?

- 1) Complete and return this slip to: Newsline, MDT Planning Division, PO Box 201001, Helena, MT 59620, or
- 2) Email Sandy Waddell at swaddell@mt.gov.

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Seven Mile House: An Oasis on the Benton Road

By Jon Axline, MDT Historian

While today's highway rest areas provide an inviting place to take a break from the road, 150 years ago they were very different. Stage stations functioned as late nineteenth century rest areas. In addition to changing horses, the stations also provided a short period of relief from the cramped stagecoaches. Many entrepreneurs saw opportunities in the roads by building roadhouses for thirsty and weary pilgrims. One of those places was just a few miles outside of Helena on the Benton Road. It is still visible to travelers today. Seven Mile House stood where the road crossed Seven Mile Creek. For a short time in the 1870s and 1880s it provided lodging for travelers and a place to quench their thirst. It was also a place of dubious reputation.

It is not known exactly when Seven Mile House opened for business. By 1879, however, it was owned and operated by Charlie Colbert, a former Helena billiard hall proprietor and half-brother of famed Helena businessman Anton Holter. Prior to purchasing the roadhouse, Colbert ran a billiard hall on Rodney Street in Helena. The business prospered under Colbert's management. The *Daily Independent* boasted that Colbert, "with his usual taste, has fitted up the house and grounds in a tasteful manner" and Seven Mile House "was one of the best places to stop outside of Helena." His establishment was particularly well-known for its wide selection of quality liquors. In September 1881, a committee of Helena's rich and famous embarked upon the Benton Road to intercept the Marquis of Lorne at Silver City to escort the nobleman to town. Unfortunately, the welcoming committee only got as far as Seven Mile House where they stopped for a drink. One drink led to many drinks and by the time the tipsy group reached Silver City, the Marquis had long-since departed for Helena on a different road.

After a down and out miner named John Burke committed suicide in the barroom in 1882, Colbert leased the operation to Charles Baker. Chicago *Tribune* correspondent John McCafferty wrote of his trip from Helena to Fort Benton in May 1885. His article in the *Helena Weekly Herald* noted that at Seven Mile House the "horses were watered, while the other animals exhilarated in the sunshine of the interesting landlady" — no doubt Baker's attractive young wife.

Not all proprietors of Seven Mile House were of sterling reputation, however. In 1886, the new owner, W. J. Curran, was definitely a shady character. One pundit wrote that he was "not unknown to fame as the man who borrowed a green plow, then painted it red and claimed it as his own." In May 1886, a Chinese man named Lee Sing stopped by the establishment while on his way to Marysville. He had been employed as a cook at a Helena hotel and was carrying \$95 in his pocket. Curran thought he saw an easy mark and coerced Sing into playing poker with him. Sing won the first three hands and Curran accused him of cheating. Sing denied it. When he attempted to leave, Curran pistol whipped the unfortunate man. He then took a shot at Sing, who managed to escape outside. While he stood in the road and shouted obscenities, Curran took another pot shot at him.

Even though Helena newspapers printed derogatory descriptions of Lee Sing, they were surprisingly supportive

of him. Curran's reputation as a cattle rustler didn't help his case. After the sheriff arrested him, Curran spent the next six months in jail because he couldn't post bail. Lee Sing, however, disappeared, and Judge Armitage eventually dropped the case. Curran sold Seven Mile House and prudently left the area.

The next owner wasn't much better than Curran. Andrew Glass had served in the army at Fort Shaw, obtaining a discharge in the early 1870s. His wife, Johannah, worked as a laundress at the post. She had a daughter, Fannie, from a previous marriage. After his discharge, he ran a hotel in Silver City before the family moved to the Seven Mile area, where he and a partner operated a placer mine.

Glass was not one of the community's guiding lights. In 1889, he and his stepdaughter, Fannie, attempted to extort money from his mining claim partner, Pete Wilson. They accused Wilson of seducing Fannie's daughter and demanded he turn over his interest in the claim along with \$500 cash and a horse and buggy. Glass threatened to have his two buddies lynch Wilson unless he complied with their demand. Wilson sued Glass in district court and won his case. The testimony revealed the family definitely had some problems.

Johannah eventually sued Glass for divorce on the grounds that he had lavished his affections on another woman two years previously. The other woman may have been his stepdaughter, Fannie. When the judge asked why she waited to file for divorce, Johannah claimed that her husband had threatened her life if she took him to court. The judge granted the divorce and compelled Andrew to pay \$800 alimony. He sold off a portion of his property and stopped paying property taxes on the rest of it. Andrew Glass then left Montana; his ex-wife moved to Helena.

It is not known when Seven Mile House finally closed its doors. It last appears in Helena newspapers in 1892. By then, the Benton Road had been eclipsed by the Northern Pacific and Montana Central railroads, both of which passed very close to the property. For a few years, Seven Mile House was a landmark for travelers on the Benton Road, but perhaps one that was better not to visit.



Seven Mile House on the Benton Road a few miles outside of Helena.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call (406)444-3423, TTY (800)335-7592, or the Montana Relay at 711.

MDT Wants Your Comments On New Projects

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit mdt.mt.gov/other/webdata/external/planning/proposed_proj.pdf, mdt.mt.gov/pubinvolve/stip.shtml or call 800-714-7296. You can mail comments on proposed projects to MDT Project Analysis Manager, PO Box 201001, Helena, MT 59620-1001 or e-mail them to: mdtnewprojects@mt.gov.

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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 800-335-7592.

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