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Cultural Resource Consultants

CULTURAL RESOURCE EVALUATION OF THE I-90 STRUCTURES – W OF ALBERTON PROJECT (NHPB 90- 1[239]65), MINERAL COUNTY, MONTANA

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Barron Report Number: BCRC0263.000



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Barron Cultural Resource Consultants (A Registered Trade Name of Barron, LLC) conducted cultural resource studies on Lands administered by the Montana Department of Transportation. Cole Wandler served as Principal Investigator. This investigation was carried out in accordance with policies and regulations implementing Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 307103). The cultural resource investigation was undertaken to document cultural resources that might be affected within the area of potential effects of the proposed undertaking. This report was prepared to conform to the Montana State Historic Preservation Office Format, Guidelines, and Standards for Class II and III Reports. This document is intended only for the use of the individual or entity for which it was prepared and contains information that is privileged, confidential and exempt from disclosure under 43 CFR 7.18 and other applicable laws. Any dissemination, distribution or copying of this document is strictly prohibited.

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ABSTRACT

Hyalite Environmental (working for Morrison-Maierle), at the behest of the Montana Department of Transportation (MDT), contracted Barron Cultural Resource Consultants (Barron) to conduct a cultural resource inventory and prepare a report for the I-90 Structures - W of Alberton Project (NHPB 90-1[239]65, UPN 9786) in Mineral County, Montana in order to fulfill the requirements of Section 106 of the National Historic Preservation Act. This undertaking includes a 100 percent pedestrian survey of a 200-foot corridor along the newly proposed Elizabeth Lane alignment and a 150-foot corridor along Old Highway 10, for a total survey area of 5 linear acres.

The Area of Potential Effects (APE) is located 8.5 miles west of Alberton and 16 miles southeast of Superior. More specifically, the Class III inventory occurred in Sections 31 and 32, Township (T) 15N, Range (R) 24W, (6th Principal Meridian) and is displayed on the Tarkio, MT (1983), 7.5' USGS 1:24,000 Topographic Quadrangle Maps.

During the inventory, Barron recorded one segment of the Milwaukee Road (24MN0164) and identified a segment of Old Highway 10 (24MN0333). The segments of 24MN0164 and 24MN0333 within the APE are recommended as non-contributing to eligible resources.

Both resource segments will be altered by the proposed undertaking, including removal of portions of both segments. As non-contributing segments of eligible properties, Barron recommends that the proposed project will have no adverse effect to either 24MN0164 or 24MN0333. Based upon these observations, Barron recommends a finding of **No Adverse Effect to Historic Properties**. No further work is recommended.

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INTRODUCTION

Project Summary

Hyalite Environmental (working for Morrison-Maierle), at the behest of the Montana Department of Transportation (MDT), contracted Barron Cultural Resource Consultants (Barron) to conduct a cultural resource inventory and prepare a report for the I-90 Structures West of Alberton Project, (NHPB 90-1[239]65: UPN 9786) within MDT-managed Right-of-Way (ROW) in Mineral County, Montana to fulfill the requirements of Section 106 of the National Historic Preservation Act. The cultural resource project recorded all resources greater than 45 years old within the area of potential effects, evaluated all resources for the National Register of Historic Places (NRHP), and provided management recommendations. The Federal Highway Administration is the lead federal agency for this project. This cultural resource project includes a 100-percent pedestrian survey of a 200-foot corridor along the newly proposed Elizabeth Lane alignment and a 150-foot corridor along Old Highway 10, for a total survey area of 5 linear acres (Figures 1 through 6). Fieldwork was conducted on April 10, 2021, by Sarah Mostek (Barron Field Director).

All field notes, GPS data, and photographs are on file at Barron's Gillette, Wyoming office under project number BCRC00263.000.

The Area of Potential Effects (APE) is located 8.5 miles west of Alberton and 16 miles southeast of Superior. More specifically, the APE encompasses five acres in Sections 31 and 32, Township (T) 15N, Range (R) 24W, (6th Principal Meridian) and is displayed on the Tarkio, MT (1983), 7.5' USGS 1:24,000 Topographic Quadrangle Maps (Table 1).

Township and Range	Section	Aliquots
T15N R24W	31	NE/SE/NE, SE/NE/NE
	32	SW/NW/NW, NW/SW/NW

Summary of Undertaking

The proposed project is related to the replacement of three obsolete bridges on I-90 from RP 65.0 to 71.0 west of Alberton. Only the portion of the project involving Elizabeth Lane Bridge required a cultural resource inventory. The Elizabeth Lane portion of the project will require re-routing portions of Highway 10 and Elizabeth Lane in order to provide access to residences in the vicinity. Disturbance will be substantial but will impact an area already disturbed by previous highway and interstate highway development. The visible characteristics of the project will include temporary, major ground disturbances during demolition and construction, and a permanent replacement of the Elizabeth Lane Bridge. Overall, the project will have a low-to-moderate net effect on the current setting, as it will essentially update existing infrastructure. Auditory and atmospheric issues associated with the project will include the temporary use of heavy construction equipment. The proposed project will be located on forested terrain that was substantially graded and ditched during the construction of I-90 (Figures 1 through 4).

Area of Potential Effects

According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the geographic area, the scale and nature of the undertaking, and the physical, visual, auditory, and atmospheric effects of the proposed project. Effects to cultural resources include earth disturbances that take place within the boundaries of cultural resources and impact physical characteristics of the resource such as its data content, construction, or materials. Effects may also include impacts to the other aspects of integrity, including setting, feeling, and association. The MDT defined the APE of the current undertaking as a 200-foot buffer of Elizabeth Lane and a 150-foot buffer of Old Highway 10. As the project is replacing existing infrastructure, a setting analysis was not conducted.



Figure 1. Project area overview along Old Highway 10, facing southwest. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



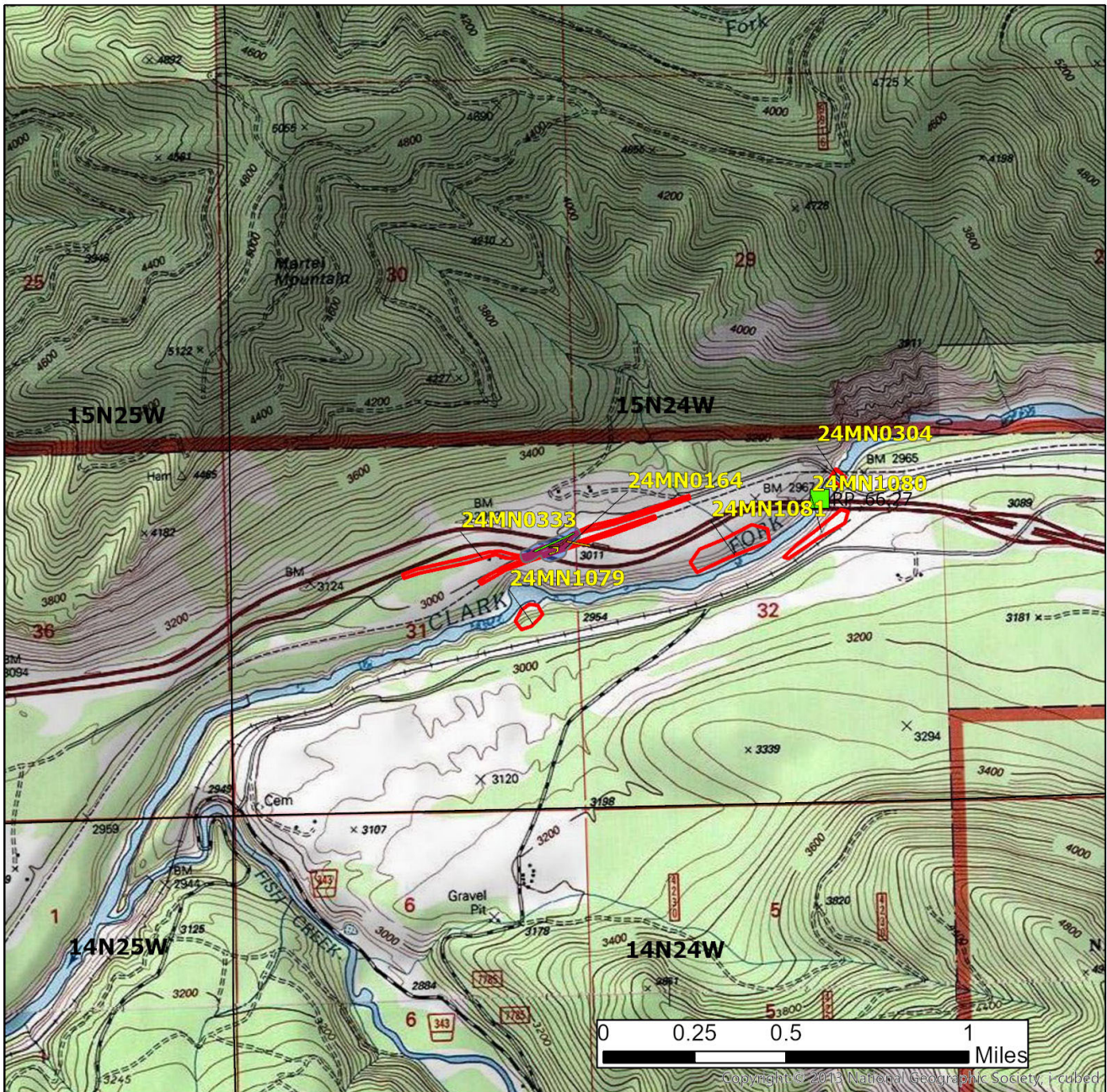
Figure 2. Project overview from Old Highway 10, facing east. Current I-90 bridge visible at center, 24MN0164/Elizabeth Lane visible at middle right. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



Figure 3. Project overview showing overhead transmission line, facing west-southwest. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



Figure 4. Project overview from Elizabeth Lane/Chicago, Milwaukee, St. Paul & Pacific Railroad grade (24MN0164), facing east. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



Cultural Survey: 190 Structures - W of Alberton (Elizabeth Lane Bridge)

- Survey Buffer
- Site Boundary

Project Infrastructure

- Existing Westbound I-90
- Current Hwy 10 Alignment
- New Eliz. Lane Access
- Possible New Hwy 10 Alignment



Mineral County, Montana
 Scale: 1:24,000
 T15N R24W, Sections 31 and 32
 Tarkio, MT (1983)
 Montana Meridian
 Date: April 28, 2021
 Author: C. Wandler



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Figure 5. 1:24,000 project location map.

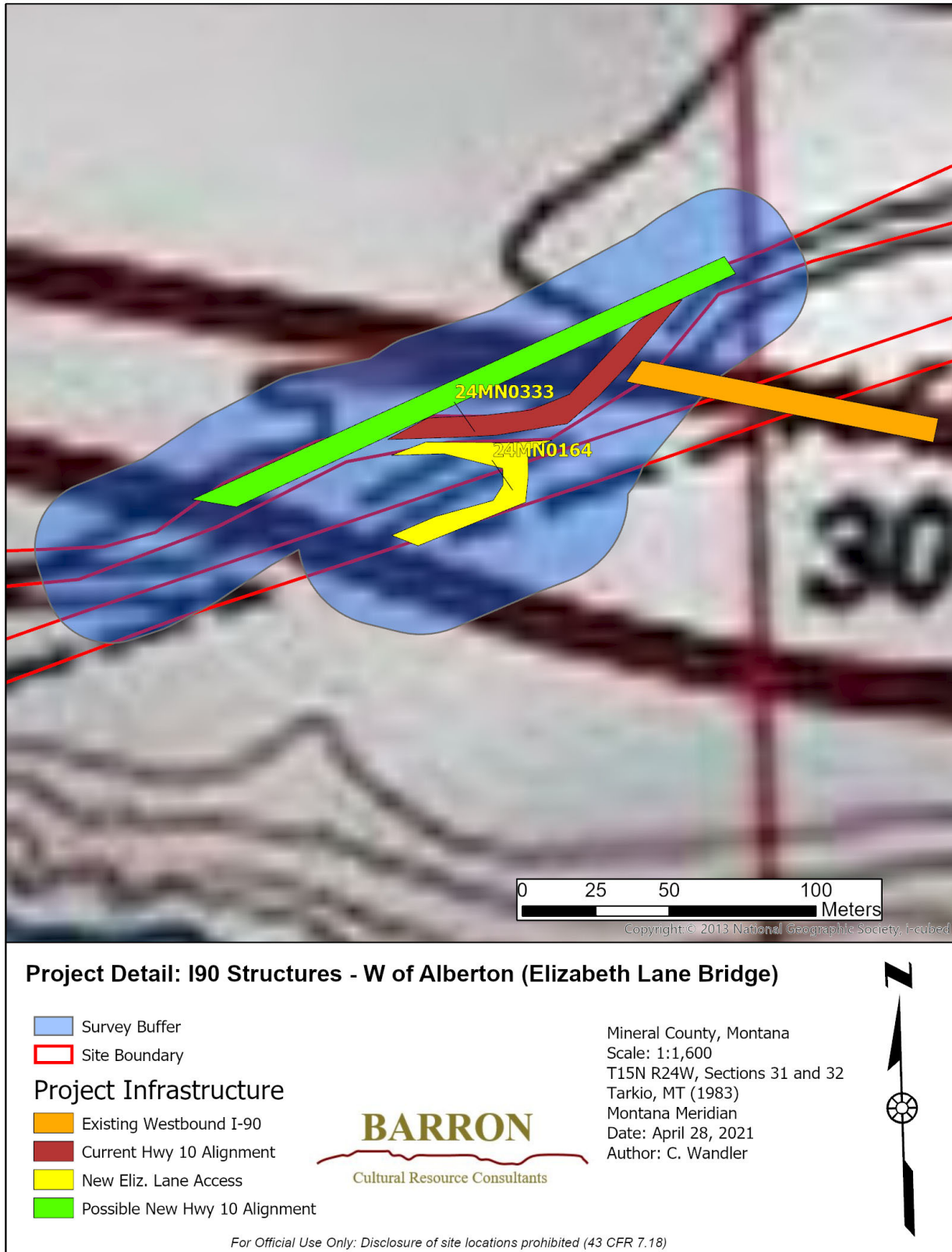


Figure 6. Project detail map.

ENVIRONMENTAL SETTING

Present Environment

According to the Ecoregions of Montana Map (Woods et al. 2002), the proposed project is located within the southeastern margin of the Northern Rockies, a maritime-influenced, mountainous, rugged region containing large tracts of forested subalpine mountains. Specifically, the project is located at the eastern edge of the Grave Creek Range-Nine Mile Divide ecoregion. The Grave Creek Range-Nine Mile Divide subregion contains partially glaciated northwest-southeast trending forested mountains that are mostly covered by deposits of volcanic ash and underlain by Precambrian Belt formations. The Grave Creek Range-Nine Mile Divide encompasses 1,848 square miles of far-western middle-latitude Montana, extending almost to the Idaho border. Elevations average between 3,200 and 8,000 feet Above Mean Sea Level (AMSL). Specifically, the project area is located along the Clark Fork River, south of Martel Mountain and north of Cyr Peak at an average elevation of 3000 feet above mean sea level (Tarkio, MT [1983] USGS Quad).

Hydrology

The greater project area is within the floodplain and on terraces of the Clark Fork of the Colombia River (commonly known as the Clark Fork River and referred to here as Clark Fork), which flows northwestward to Pen d'Oreille, 108 miles northwest of the APE. Overall, the project is located within a mountain valley with good potential for periodic, intense flooding.

Geology

The following information was largely derived from Vuke et al. (2007). Most of the APE is encompassed by variable Quaternary gravel deposits that range from pebble to boulder size and include sand, silt, and clay. The landforms within the APE are predominately alluvial terraces, abandoned channels and floodplains, remnant alluvial fans, and local glacial outwash.

Soils

According to the National Resources Conservation Service (NRCS 2021) the APE is dominated by Krause gravelly loam. Sediment profiles generally consist of up to an inch of slightly decomposed plant material overlying 17 inches of gravelly loam, which lies atop extremely gravelly sand. Based upon the soil profile, there is moderate potential for intact subsurface cultural deposits. These would tend to be located on the first terrace of the Clark Fork River where occasional, low intensity floods have the potential to slowly bury cultural materials.

Vegetation

The Grave Creek Range-Nine Mile Divide is characterized by subalpine fir, Douglas-fir, grand fir, and ponderosa pine forests (Knight et al. 2014). However, the immediate project area is located within a narrow valley containing foothill prairie and riparian hardwood forest. Vegetation species throughout this area include big sagebrush (*Artemisia tridentata*), black sagebrush (*Artemisia nova*), needle-and-thread grass (*Hesperostipa comata*), Indian ricegrass (*Oryzopsis hymenoides*), Sandberg bluegrass (*Poa secunda*), scarlet globemallow (*Sphaeralcea coccinea*), fringed sagewort (*Artemisia frigida*), and ponderosa pine (*Pinus ponderosa*) (Knight 2014). Vegetation observed within the APE included Ponderosa pine, green spruce (*Picea pungens*), common mullein (*Verbascum Thapsus*), red osier dogwood (*Cornus sericea*), Rocky Mountain Juniper (*Juniperus scopulorum*), Kinnikinnick (*Arctostaphylos uva-ursi*), cockleburs (*Xanthium strumarium*), and various grasses allowing for approximately 80 percent bare ground visibility (Figure 7).



Figure 7. Vegetation overview, facing south-southwest. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.

PRESENT BUILT ENVIRONMENT SETTING

The APE has experienced many modern impacts. The entire APE has been almost entirely disturbed by Old Highway 10 and its ROW ditch, the present alignment of Elizabeth Lane (which is collocated with the Old Milwaukee Railroad grade [24MN164]), I-90 and its ROW ditch, a buried fiber optic cable, and overhead transmission lines. Factors which may have affected the preservation and discovery of cultural resources in the project area include road and utility construction. Given the extensive previous disturbance, Barron anticipated few intact prehistoric cultural resources within the APE. The APE has been too extensively modified to contain many materials dating before the early twentieth century.

BACKGROUND RESEARCH

A records search was requested by Samuel Yeates and received from the Montana State Historic Preservation Office on March 19, 2021, for the APE, including a review of a one-mile-radius buffer to ascertain the presence of previously identified cultural resources and/or surveys. In addition, Barron consulted General Land Office Records, local materials, NRHP forms, and regional histories for information regarding the APE.

Previous Inventories

The file search identified four previous cultural resource inventories within one mile of the APE. Two were related to the installation of a buried fiber-optic cable, one to the construction a cellular tower, and one to Forest Service management planning. While some previous inventories cross the current APE, these areas were re-inventoried.

Table 2. Previous Cultural Resource Inventories within One Mile of the APE

Report	Location	Name	Title	Date
MN 1 16517	15N/24W/32	T. LIGHT	CLARK FORK TELECOMMUNICATIONS FIBER OPTIC CABLE	1994
ZZ 6 23275	15N/24W/31, 32	T WEBER. GREISER, M. THOMAS, D. HAGEN, D. BEERY	RESULTS OF A CULTURAL RESOURCES INVENTORY FOR THE TOUCH AMERICA/AT & T FIBER OPTIC CABLE ROUTE BETWEEN BILLINGS AND LOOKOUT PASS IN MONTANA	2000
ZZ 1 25288	15N/24W/32	J RODGER Et. Al.	LOLO NATIONAL FOREST ANNUAL REPORT FOR FISCAL YEAR 2001 ON THE PROGRAMMATIC AGREEMENT REGARDING CULTURAL RESOURCE MANAGEMENT ON NATIONAL FORESTS IN MONTANA	2002
MN 6 34227	15N/24W/32	B. NOISAT	CULTURAL RESOURCE INVESTIGATION: MT5 CRY PEAK TOWER PROJECT, FISH CREEK ROAD, I-90 EXIT 66, ALBERTON VICINITY, MINERAL COUNTY, MONTANA	2013

Previously Recorded Sites

Background research identified six previously recorded sites within one mile of the APE. Notable sites include the Mineral County portion of the Northern Pacific Railroad (24MN0120), The Mineral County portion of the Chicago, Milwaukee, St. Paul & Pacific Railroad (24MN0164), and the Fish Creek Bridge (24MN304). Three lithic material concentrations are present as well. Old Highway 10 (24MN0333) did not show up in the file search, as it had not been previously recorded within one mile of the APE. Maps and shapefiles for the entire length of 24MN0333 within Mineral County have been prepared for submittal to State Historic Preservation Office (SHPO) in order to ameliorate this issue for future recorders. File search sites are comprehensively presented in Table 3 below.

Table 3. Previously Recorded Sites within One Mile of the APE

Site	Location	Site Type	Time Period	NR Status
24MN0120	15N/24W/31/mult	Historic Railroad	Historic Period	Eligible
24MN0164	15N/24W/31/mult	Historic Railroad	Historic Period	Eligible
24MN0304	15N/24W/31/NE	Historic Vehicular/Foot Bridge	Historic Period	NR Listed
24MN1079	15N/24W/32/NE, NW	Lithic Material Concentration	No Data	Undetermined
24MN1080	15N/24W/32/NE	Lithic Material Concentration	No Data	Undetermined
24MN1081	15N/24W/32/NW	Lithic Material Concentration	No Data	Undetermined

Chronological Placement and Environmental Setting of Known Sites

No diagnostic materials have been identified adjacent to the APE. The broad assumptions regarding regional cultural history remain unmodified for the APE. These general conclusions suggest the landscape surrounding the proposed project was intermittently occupied prehistorically. Based on background research, prehistoric lithic scatters are the most prevalent site type. These sites tend to be located on flats next to reliable water sources.

Background research suggests that historic sites in the project area tend to consist of transportation infrastructure that remains in use, to various degrees. Most of this infrastructure was constructed during the late-nineteenth and the through the middle-twentieth Century.

Proximity of Eligible and Listed Properties to the APE

Two NRHP-eligible historic properties (24MN0120 and 24MN0333) and two NRHP-listed historic properties (24MN0304 and 24MN0164) are located within one mile of the APE. As this undertaking will only modify extant infrastructure, indirect effects to integrity of setting were not taken into consideration for these sites. 24MN0333 and 24MN164 are located within the APE and are discussed below.

Additional Research

A review of General Land Office (GLO) records identified one claim filed within the APE. This claim was filed by the Northern Pacific Railroad Co in 1897 under the 1864 Northern Pacific Railroad Act. The Milwaukee, St. Paul & Pacific Railroad was constructed on this land; its remnant was visible within the APE as site 24MN0164.

Available GLO maps from 1895, 1901, and 1914 for T15N R24E do not indicate any infrastructure within the APE. Only the 1895 map showed the area of the APE in detail.

Known Resource Density

Known resource density within and adjacent to the APE is high. These are dominated by activities associated with historic trails and infrastructure, particularly rail development.

PREHISTORIC CONTEXT

Archaeological materials from the full range of prehistoric culture periods are represented in western Montana (Frison 1991; MacDonald 2012). However, the Paleoindian and Early Plains Archaic periods are represented by only a small number of sites. Important prehistoric site types in the region include stone circle sites, kill and faunal processing sites, rock alignments, and cairns. Prehistoric site densities can vary from extremely high in some settings, such as ridge tops and areas near large and reliable water sources, to non-existent in settings that are ecologically homogenous or are distant from water. However, many prehistoric sites are small surficial artifact scatters lacking temporally diagnostic materials.

Conventionally, the chronology of western Montana is divided into four broad periods, including the Early Prehistoric (ca 10,000-7,000 BP), Middle Prehistoric (7,000-1,500 BP), Late Prehistoric (1,500-250 BP) and Protohistoric.

The Early Prehistoric (or Paleoindian) period on western Montana includes the Clovis, Folsom, and Cody traditions (Frison 1984). Several isolated occurrences of diagnostic artifacts represent these culture traditions in Montana, though evidence of Paleoindian occupations is well documented at the Anzick, MacHaffie, and Indian Creek sites. Diagnostic Paleoindian period artifacts include lanceolate projectile points, often associated with extinct fauna. The temperate, cool, and mesic conditions of the Early Prehistoric period promoted mosaic faunal assemblages on the northwest plains, including large mammal species such as mammoth and *Bison antiquus*. Large mammal hunting by small, highly mobile bands is often considered central to Paleoindian lifeways. However, several sites suggest possible communal aggregation. Frison and Mainfort (1996:151) speculate that grasslands were already established during the Pleistocene/Holocene transition, but the increased aridity of the Altithermal drying trend, around 8,400 BP, resulted in expansion of prairie grasses and the retreat of mesic-adapted vegetation to higher elevations. Cultural change accompanied these environmental changes.

The Middle Prehistoric is further sub-divided into the early Middle Prehistoric (7,000-4,500 BP) and late Middle Prehistoric (4,500 to 1,500 BP). The period is generally marked by continued arid climatic conditions associated with the Altithermal. As drier conditions in the lowland basins correlate with decreased forage, game populations likely moved to higher elevations. Interpretations of human adaptation to drier and warmer conditions generate expectations of decreased population densities and movement of groups and individuals to higher elevations (mountains and foothills rather than interior basins). Frison and Mainfort (1996:152) call the behavior pattern adapted to Altithermal environmental conditions broad-spectrum hunter-gatherer. Changes in subsistence and lifeways include new technologies and growing diversification in resource exploitation. The Middle Prehistoric is associated with several projectile point types, including Bitterroot side-notched, Cascade lanceolate, Oxbow side-notched, and Besant.

The Late Prehistoric period saw an increased reliance on organized large game hunting. Population densities are presumed to have been very high during the Late Prehistoric period as evidenced by the proliferation of recorded archaeological sites and radiocarbon dates. The Pelican Lake and Avonlea projectile point types, along with several small corner and side-notched point variants, are perhaps the most common diagnostic artifacts of the Late Prehistoric period.

Ethnographically, the general area has been primarily associated with the Flathead Salish, though the Blackfeet, Kalispel, Pend d'Oreille, Coeur d'Alene, and Kootanai people also have documented associations with the Clark Fork River (Malouf 1998). A number of tribes were present in the area (either through brief incursions or trade) during the Protohistoric period, including the Nez Perce and Shoshone.

Historic Context

The earliest known European visitor to the area was likely Sieur de la Verendrye in 1742, followed by Francois Larocque of the Canadian-owned North West Company in 1805 (Zoltvany 2003). Euro-American settlement of the area did not occur until fur-trading posts were established on the Yellowstone and upper Missouri Rivers in the early 1800s, after Lewis and Clark's famous trek across the area in 1805 and 1806.

The project area lies within the mountain valley containing the Clark Fork of the Columbia River, an area that has served as a travel corridor for thousands of years. In 1853, at the direction of Washington Governor Isaac Stevens, Captain John Mullan, Gabriel Prudhomme, and Aeneas surveyed a wagon route up Clark Fork that would eventually be known as "Mullan's Route". The route was used as a vital military and commercial corridor for several years, offering one of the few passes for freight wagons through the Montana Rockies. By the early 1860's, Mullan's Route had been turned into Mullan Road, the first engineered road in Montana. Mullan Road connected the Pacific Northwest with the Upper Missouri River and served the U.S. Army, gold prospectors, and Washington-bound wagon trains during the heyday of westward expansion.

The Chicago, Milwaukee, St. Paul, and Pacific Railroad also lies within the project area. Commonly known as the Milwaukee Road, it was the third and final transcontinental railroad to cross Montana. Though portions of the Milwaukee Road existed as early as the 1870s in some eastern states, it did not reach western Montana until 1906. Many towns and townsites in the area, such as Alberton and Cyr, were built to support construction of the Milwaukee Road. Passenger service was available on the line from 1909 to 1961. The Milwaukee Road remained in service until 1980, though its popularity as a passenger line waned by the mid-twentieth century. By the early 1900s, early road systems (including Highway 10) began to be established in western Montana. These systems slowly coalesced

into state and federal highway systems, and by the 1940 cross-country automobile travel had gained country-wide popularity.

SURVEY METHODOLOGY

Barron field personnel searched for and recorded all cultural resources 45 years old or older within the APE. They examined the ground for evidence of features, including trail ruts, road and rail grades, fire-altered rock (FAR), non-local stone, stone features, mining features, charcoal, and soil staining. Several attributes were recorded for historic features, including dimensions (height, width, and depth), condition, modern disturbances, and the presence or absence of any associated artifacts.

Pedestrian Coverage

The APE was inventoried using parallel linear transects spaced no more than 15 meters apart. In all portions of the project area, Barron field personnel gave special attention to areas of enhanced visibility, such as road cuts. No artifacts were collected during the pedestrian survey. Resources were mapped using Collector for ArcGIS with a SBAS-corrected sub-meter accurate Trimble R1 GNSS receiver. ArcGIS Pro 2.4 was used to prepare and analyze the data. Shovel testing was not conducted.

Field Conditions

Field conditions were good. Weather was cloudy and very cool (35 to 40 degrees Fahrenheit). Bare ground visibility was at least 80 percent. While snowfall started near the conclusion of survey, snow cover was not present during the survey.

INVENTORY RESULTS

During the inventory, Barron recorded one segment of the Milwaukee Road (24MN0164) and identified a segment of Old Highway 10 (24MN0333). The segments of 24MN0164 and 24MN0333 within the APE are recommended as non-contributing segments of eligible resources. No other cultural resources were identified within the APE.

Resource summaries are provided below. Montana Cultural Resources Information System forms are provided as an attachment to this report.

24MN0164—Chicago, Milwaukee, St. Paul & Pacific Railroad

Location:	N2/SE/NE, NE/SE/SW/NE Sec. 31, S2/NW/NW Sec. 32, T15N R24W
UTM:	676831E 5209742N NAD83 11N
Site Type:	Historic Railroad
Eligibility:	Non-contributing segment of listed district; significant under A, B, and C

24MN0164 comprises the Mineral County portion of the Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road). The site is located on the terrace immediately north of the Clark Fork (Figure 8). The site is in moderate condition. The grade remains intact, but the rails and other hardware are no longer present (Figures 9 and 10). The alignment is currently in use as Elizabeth Lane, a single-lane gravel road. Modern road trash is found along the resource.

Previous Recordings

Significant historic research has been conducted regarding 24MN0164 (i.e., McCarter 1992). In summary, the Milwaukee Road was the third and final transcontinental railroad. Portions in eastern states began construction in 1874, but it was not until 1905 that the line was incorporated in Montana. The portion of the line between Butte, Montana, and Avery, Idaho, was constructed by the Avery Brothers in 1908. All segments of the line connected in St. Regis in 1909. The line required extensive cut-and-fill sections to construct through western Montana and, when

completed, was perhaps the most scenic portion of the entire railroad. The railroad was electrified in 1914 and, throughout the early twentieth century, was noted as offering the most comfortable passenger experiences and some of the most technologically advanced locomotives. The Milwaukee Road was instrumental in the settlement of communities throughout western Montana, but by the mid twentieth century the line was in financial trouble. The advent of modern roads, passenger vehicles, and commercial trucking forced the line into closure in 1980.

24MN0164 was originally recorded by C. Holstine in 1982. This recording only pertained to a 0.5-mile-long segment of the site in SW $\frac{1}{4}$ of Section 7, T19N, R31W. The segment was recommended not eligible for the NRHP. Holstine noted that the site was in poor condition due to the removal of tracks, ties, and other hardware and the intrusion of modern infrastructure.

The segment of 24MN0164 between St. Regis, Montana, and Avery, Idaho, was listed on the NRHP as a district under Criteria A and D on October 26, 2000. The period of significance is listed from 1906 to 1945. The 2000 recording specifically listed a segment of the railroad west of the current APE. The recorder stated that the segment reflected several historical associations while also maintaining integrity of location, design, materials, and setting.

24MN0164 was updated by Sarah Orms and Jennifer Borresen Lee on May 20, 2016. They did not perform any fieldwork in association with their revisit but performed historic research for the entire length of the railroad within Mineral County. Orms and Borreson Lee concurred with the original NRHP listing. The portion of the Milwaukee Road within the current APE has not been previously recorded.

Segment Description

Barron recorded 24MN0164 within the APE on April 10, 2021. Field personnel recorded an 804-meter-long (2,638-foot) segment trending roughly southwest to northeast under an I-90 overpass within and on either side of the APE. The grade is approximately 16 feet wide and three feet tall. A small pile of railroad ties was identified at the northeast extent of the segment. The segment within the APE resembles other previously recorded segments. All ties, rails, and other related hardware/building material associated with the railroad have been removed. The only evidence of the railroad remaining is the grade, which has been heavily modified. The rail grade within the corridor has been converted for use as a single lane crown-and-ditch gravel road (Elizabeth Lane). Several modern cabins and associated outbuildings are present immediately south of the road, while I-90 crosses the segment overhead. Other modern impacts include burn-pile remnants, wood piles, and assorted modern debris.



24MN0164

- 24MN0164
- Railroad Ties
- Survey Buffer
- Existing Westbound I-90
- Current Hwy 10 Alignment
- New Eliz. Lane Access
- Possible New Hwy 10 Alignment

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Cultural Resource Consultants

Mineral County, Montana
Scale: 1:4,000
T15N R24W, Sections 31 and 32
Tarkio, MT (1983)
Montana Meridian
Date: April 28, 2021
Author: C. Wandler



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Figure 8. 24MN0164 sketch map.



Figure 9. 24MN0164 site overview, facing northeast. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



Figure 10. 24MN0164 site overview, facing southwest. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.

NRHP Eligibility

24MN0164 was previously recommended eligible for the NRHP. Segments of the resource within Mineral County have been listed to the NRHP under Criteria A, C, and D with local and statewide significance. The Milwaukee Road is considered eligible under Criterion A for its association with the construction of the last transcontinental railroad to be built in the United States, and under Criterion C due to distinctive features, such as tunnels and significant grades, that are present within certain segments of the site. Portions of the resource are considered eligible under Criterion D where they retain features or artifacts that elucidate construction techniques and early twentieth century use patterns.

Barron recommends the current segment of 24MN0164 non-contributing to the overall eligibility of the resource. Following the seven aspects of integrity (listed below), the segment has lost its ability to convey its period of significance. This is primarily due to the removal of railroad infrastructure and modification of the berm nearly beyond recognition. In addition, compromises to the segment's setting diminish its ability to convey the feeling of its period of significance. Barron was unable to directly associate the segment with historical records (beyond GLO plats), significant persons or events, or specific architectural or construction features that would provide integrity of association or provide extant examples of the engineering history of the resource. As a segment, it is largely indistinguishable from any other abandoned railroad grade, or even from modern road grades.

Integrity

1. Location: The segment retains integrity of location. The berm is intact and represents the original route of the railroad.
2. Design: The segment does not retain integrity of design. Though the berm itself is intact, the aspects of design that set the Milwaukee Road apart (especially its electrical infrastructure) have been removed. The specific design of the feature is now indistinguishable from a normal road grade.
3. Setting: The segment does not retain integrity of setting. Modern developments within the viewshed include homes, highways, and county roads. I-90 passes directly overhead and is obvious and pervasive within the setting.
4. Materials: The segment does not retain integrity of materials. The site components (mainly rail ties, associated buildings, tracks, and electrical infrastructure) have all been removed.
5. Workmanship: The segment does not retain integrity of workmanship. The workmanship of the Milwaukee Road was primarily represented by its ancillary infrastructure, including numerous electrical components, or by features representing significant cut and fill portions of the railroad. The grade remaining within the APE does not represent remarkable construction or engineering feats.
6. Feeling: The segment does not retain integrity of feeling. Due to the visual and auditory impacts of I-90, in addition to Elizabeth Lane and other modern infrastructure, it is very difficult to experience the resource as it would have been experienced during its period of use.
7. Association: The segment retains integrity of association. The Mineral County portion of the Milwaukee Road is extensively documented.

Project Effect/Management Recommendations

This segment will be affected by construction of a new Elizabeth Lane access point. This will alter approximately 63 meters of the railroad grade. In consideration of our non-contributing recommendation, and also in consideration of existing impacts from Elizabeth Lane, Barron recommends a finding of no adverse effect to 24MN0164. No further work is recommended.

24MN0333–Old Highway 10

Location: N2/SE/NE Sec. 31, SW/SW/NW Sec. 32, T15N R24W
UTM: 676797E 5209764N NAD83 11N
Site Type: Historic Road
Eligibility Recommendation: Non-contributing segment of eligible resource

24MN0333 comprises the Mineral County portion of United States Highway 10 (Old Highway 10). The segment is located 9 miles west of Alberton and approximately 200 feet north of the Clark Fork River (Figure 11). The segment is in good condition and does not appear to be threatened by any modern development.

Previous Recording

Most of 24MN0333 has not been previously recorded. Only the Camel's Hump Segment north of St. Regis appeared in SHPO records. The Camel's Hump segment was recorded by MDT in 2009. The segment was recommended eligible for the NRHP under Criteria A and C. Though the entire resource within Mineral County has not been recorded and evaluated, Barron believes the same NRHP criteria apply to the entire road. Old Highway 10 should be considered locally and regionally significant for its association with transportation and westward expansion, especially in consideration of its use by early tourists from approximately 1910-1940. The road is associated with significant events (namely westward expansion and settlement of the Rocky Mountain west) and should be considered eligible under Criterion A. In western Montana, Highway 10 represented a significant construction feat. Construction involved significant design, grading, and cut-and-fill episodes, and should be considered eligible under Criterion C.

Historic Background

Old Highway 10 represents one of the original "interstate" highways within the continental United States. Starting in Detroit and ending in Seattle, Old Highway 10 spanned over 2,000 miles and superseded a number of local roads and highways (Bell N.D.). Old Highway 10 was conceived and constructed in response to the growing popularity of automobile tourism in the early twentieth century. Prior to the 1930s, interstate travel by automobile was plagued by poorly maintained and inconsistently named roads, large lengths of gravel or dirt routes, and few service stations for hundreds of miles. As a result, travel from state to state could take days or weeks. In response, numerous communities formed "good roads associations" that advocated for and participated in the construction of extensive road systems (Johnson 2006). One of the most important results of the Good Roads Era (1910-1929) was the Yellowstone Trail (or Highway). As originally conceived, the Yellowstone Trail provided a mapped route to traverse the northern half of the country. The Yellowstone Trail included what would later be designated US Highway 10.

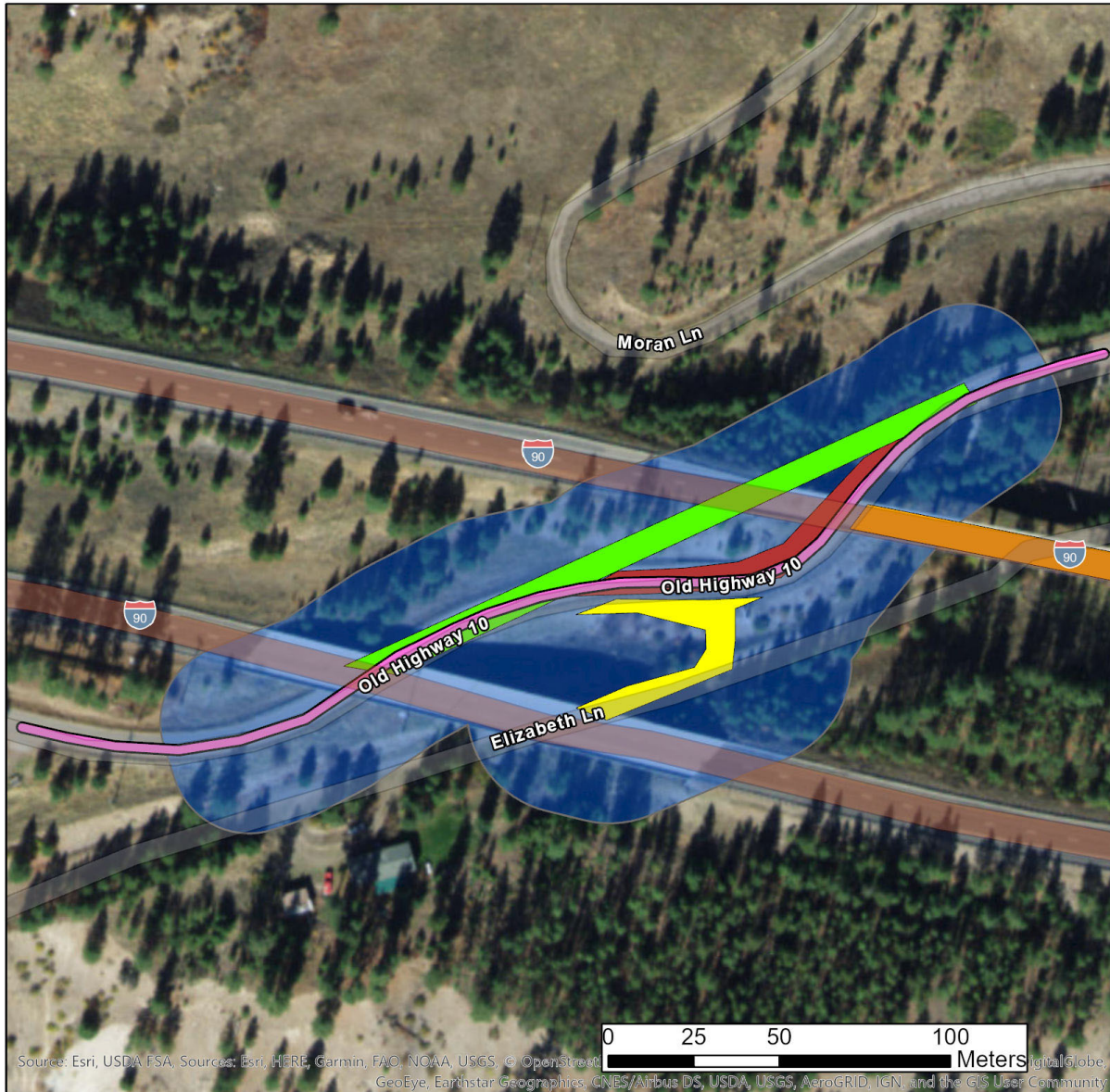
Construction of portions of the Yellowstone Highway began as early as 1912. In western Montana, the road was designed to follow the established route of the Milwaukee Road (2MN0164), as the railroad had already identified and/or created the best grades through the Rocky Mountains. The Milwaukee Road route also included established towns that could provide services for automobile travelers. By 1914, the road was established in Montana and seeing steady use. By 1935, the road had been completely paved and officially designated as US Highway 10. Highway 10 served as an important travel corridor between western Montana and the west coast for almost thirty years. By the late 1950s, construction of the Interstate Highway System had commenced. Nearly all of Highway 10 between Missoula and the Idaho border was replaced by I-90 by 1970.

Segment Description







Barron recorded an 850-foot segment of Old Highway 10 within the APE on April 10, 2021. After further consultation with the MDT and SHPO, Barron also conducted historic research and mapped the entire route of Highway 10 within Mineral County. This was conducted to facilitate future recording. Barron also identified and mapped portions of Highway 10 that were not removed by I-90 construction. The sections containing these portions are included in the attached CRIS form.

The segment within the APE is a two-lane crown-and-ditch asphalt road with steel guard rails where the road passes steep banks that overlook Clark Fork. The driving surface of this road segment measures approximately 25 feet

across, while the ditches to either side measure approximately 17.5 feet wide (Figures 12 and 13). This road segment lacks measurable shoulders. It is apparent that the segment has been consistently maintained throughout its history. MDT ROW plans (Project No. I-IG 90-1(66)64) indicate that, in the 1970s, the original route of Highway 10 was altered to go under I-90. The segment is surrounded by numerous modern developments, including buildings, county roads, and I-90 (which passes directly overhead).



24MN0333

-  24MN0333
-  Survey Buffer
-  Existing Westbound I-90
-  Current Hwy 10 Alignment
-  New Eliz. Lane Access
-  Possible New Hwy 10 Alignment



Mineral County, Montana
Scale: 1:1,600
T15N R24W, Sections 31 and 32
Imagery: ESRI NAIP Hybrid
Date: April 28, 2021
Author: C. Wandler



For Official Use Only: Disclosure of site locations prohibited (43 CFR 7.18)

Figure 11. 24MN0333 sketch map.



Figure 12. 24MN0333 overview, facing east-northeast. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.



Figure 13. 24MN0333 overview, facing southwest. Photo taken by Sarah Mostek on April 10, 2021. Image has not been altered.

NRHP Eligibility

Portions of 24MN0333 were previously recommended eligible for the NRHP under Criteria A and C. Highway 10 is significant for its association with twentieth-century expansion in the Rocky Mountain west. The Mineral County portion is also significant as an achievement in early highway construction through difficult, mountainous terrain. For these reasons, Barron recommends that the entire length of Highway 10 in Mineral County should be considered eligible under Criteria A and C.

Barron recommends the current segment of 24MN0333 non-contributing to the overall eligibility of the resource. Following the seven aspects of integrity (listed below), the segment has lost its ability to convey its period of significance. This is primarily due to the removal and replacement of road infrastructure (including guard rails, retaining walls, and culverts). Very little, other than the general location of the route, remains intact. In addition, compromises to the segment's setting diminish its ability to convey the feeling of its period of significance. Barron was unable to directly associate the segment with historical records (beyond historic maps), significant persons or events, or specific architectural or construction features that would provide integrity of association or provide extant examples of the engineering history of the resource. As a segment, it is largely indistinguishable from any other modern road in the area.

Integrity

1. Location: The segment retains integrity of location. The berm is intact and represents the original route of the road.
2. Design: The segment does not retain integrity of design. Though the berm itself is intact, the aspects of design that represented Highway 10 have all been removed. The specific design of the feature is now indistinguishable from a modern road.
3. Setting: The segment does not retain integrity of setting. Modern developments within the viewshed include homes, highways, and county roads. I-90 passes directly overhead and is obvious and pervasive within the setting.
4. Materials: The segment does not retain integrity of materials. The resource components have all been removed and replaced with modern materials.
5. Workmanship: The segment does not retain integrity of workmanship. The workmanship of Highway 10 was primarily represented by its grades and cut and fill areas. The grade remaining within the APE does not represent remarkable construction or engineering feats.
6. Feeling: The segment does not retain integrity of feeling. Due to the visual and auditory impacts of I-90, in addition to Elizabeth Lane and other modern infrastructure, it is very difficult to experience the resource as it would have been experienced during its period of use.
7. Association: The segment retains integrity of association. The Mineral County portion of Highway 10 is well documented on historic maps.

Project Effect/Management Recommendations

Approximately 340 meters of 24MN0333 will be realigned in association with the proposed project. This will involve reconstructing portions of Highway 10 in order to account for proposed changes to an I-90 bridge. In consideration of our non-contributing recommendation, and also in consideration of previous upgrades to this portion of Highway 10, Barron recommends a finding of no adverse effect to 24MN0333. No further work is recommended.

CONCLUSIONS/SUMMARY

Evaluations and Recommendations

During the inventory, Barron recorded one segment of the Milwaukee Road (24MN0164) and identified a segment of Old Highway 10 (24MN0333). 24MN0164 was recorded and is recommended as a non-contributing segment of an NRHP listed site. Old Highway 10 was recorded and is also recommended as non-contributing. Both segments will be altered by the proposed undertaking, including removal of portions of both segments. As non-contributing segments of eligible properties, Barron recommends that the proposed project will have no adverse effect to either 24MN0164 or 24MN0333.

Barron did not anticipate discovering an abundance of cultural materials within the APE based upon background research and previous disturbance. Barron is confident the objectives of the inventory have been met and that the chance for an unanticipated discovery is very low. Overall, Barron recommends a finding of **No Adverse Effect to Historic Properties**. No further work is recommended.

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