



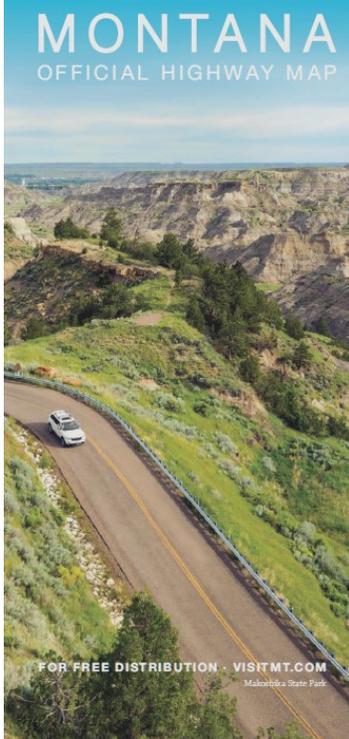
NEWSLINE

Montana Department of Transportation
mdt.mt.gov



September 2019

Montana State Highway Map Honored



The annual *Esri User Conference* has attracted keynote speakers like Jane Goodall and E.O. Wilson. More than 35,000 people attended or livestreamed this year's Geographic Information Systems conference. A recorded version will also be available, as this is the one time of year when the company highlights innovative things that can be done with the software and announces what will be coming in the future.

Each year, Jack Dangermond, the head of Esri, spends the month before the conference perusing thousands of maps and applications from the user community to determine what he will highlight. This year, the Montana State Highway Map was one of a dozen transportation-themed cartography products that Dangermond mentioned and featured on the big screen during his opening remarks.

Given that there are now more than a million Arc users all over the world with billions of projects, this is a great honor for Montana. Additionally, the Montana State Highway Map took third place among 276 reference maps! Here is a link to map gallery results: esri.com/en-us/about/events/uc/get-involved/map-gallery-results and a link to the map gallery: mapgallery.esri.com/

Request a printed map at visitmt.com/guidebook.html (maps automatically come with guidebooks). Multiple maps may also be requested for distribution at businesses. Maps are free and a critical component to Montana's nearly \$4 billion tourism industry.

Rockvale to Laurel Construction Project

This project constructed 10 miles of new highway that shifted west onto the hills and out of the river bottom to minimize impacts to existing farms, homes, and communities. The new highway was opened to the public with a grand opening ceremony and ribbon cutting event on June 26, 2019.

Three of four splits of the Rockvale to Laurel project are now complete, with one split yet to be constructed.

- **Split 1—South of Laurel-RR Overpass** was completed in 2014. It abandoned a narrow, skewed underpass beneath the railroad and constructed two new bridges over the railroad.
- **Split 2—Rockvale-North** was completed in 2015. It included roadway reconstruction and turn lanes at the Rockvale North intersection of US 212 and US 310.
- **Split 3—Rockvale to Laurel two-lane** was completed in 2019. It constructed 10 miles of a new two-lane highway.
- **Split 4—Rockvale to Laurel northbound lanes** is scheduled for letting in 2022. It will construct two additional lanes on the new two-lane highway.



Rockvale to Laurel | US 212/310 Grand Opening Celebration.



Federal Surface Transportation Program Status

On July 30, the Senate Environment and Public Works Committee voted America's Transportation Infrastructure Act out of committee. The committee draft provides for a highway program structure similar to the Fixing America's Surface Transportation (FAST) Act, providing a five-year bill which continues to rely on formula-based funding while also reducing burden on the states.

The committee action on highways is the first step for Congress in the long process of developing a full, multi-modal transportation infrastructure bill. One of the biggest questions in any reauthorization process remains to be answered—how to pay for the program. There's a lot of discussion to come before the FAST Act expires at the end of 2020. As these discussions move forward, MDT staff will continue to work with other states, national organizations, and with Montana's congressional delegation to ensure our rural needs are considered.

New MDT Chief Operating Officer Kevin Christensen



Kevin Christensen, MDT's new Chief Operating Officer

Kevin Christensen was recently named Chief Operating Officer for the Montana Department of Transportation.

Kevin graduated from the Montana State University in 1992 and started as a Civil Engineer Specialist in the Butte District. He held several positions, most recently as the State Construction Engineer, before

accepting the Chief Operating Officer position. Contact Kevin at kechristensen@mt.gov or 444-6008.

New Butte Division District Administrator Bill Fogarty



Bill Fogarty, MDT's new District Administrator

William (Bill) Fogarty was recently named Butte District Administrator for the Montana Department of Transportation.

Bill began his career with MDT as a Survey Aide in August of 1988. Prior to accepting the District Administrator position, he served as the Butte District Construction Supervisor for 11 years.

Contact Bill at 494-9635 or wfogarty@mt.gov.

Save the Date

2019 Annual Transportation Safety Planning Meeting in Helena
October 30—12:30 - 5 p.m.
October 31—8:30 a.m. - 12 p.m.

This event brings federal, state, tribal, and local safety partners together to share implementation of Montana's Comprehensive Highway Safety Plan emphasis area safety strategies and assess Montana's progress in reducing roadway fatalities and suspected serious injuries. This meeting will include discussions on breaking down barriers by promoting positive traffic safety and acceptable driving behaviors.

Emphasis Areas:

- Roadway Departure & Intersection Crashes
- Impaired Driving Crashes
- Occupant Protection Use

The agenda is being developed and will be posted at: mdt.mt.gov/visionzero/plans/chsp-meetings.shtml

For more information, contact Pam Langve-Davis at 444-7646 or plangvedavis@mt.gov, or go to Montana's Comprehensive Highway Safety Plan at mdt.mt.gov/visionzero/plans/chsp.shtml



November 1 Deadline Approaching for BaRSAA Funds

Cities, Towns and Counties don't miss out on your allocated BaRSAA funds. Submit your request for your funds using Webgrants at: fundingmt.org/index.do

The request must include:

- The amount of BaRSAA funding sought;
- An adopted resolution to request and accept the funding including the source of the local matching funds; and
- A description of the road or bridge construction, reconstruction, maintenance or repair project.

More information is available on the MDT website: mdt.mt.gov/roadbridge/

Need help submitting your request?
Call MDT at (406) 444-9131

Questions on the BaRSAA program can be directed to the Montana League of Cities and Towns or the Montana Association of Counties. Additional information is also available on the MLCT and MACO websites:

mtleague.org/resources/

mtcounties.org/resources-data/barsaa/

New MDT Multimodal Planning Bureau Chief Carol Strizich



Carol Strizich, MDT's new Multimodal Planning Bureau Chief

Carol Strizich was recently named Multimodal Planning Bureau Chief for the Montana Department of Transportation.

Carol graduated from Northern Arizona University and began her career with MDT in 1999. She has held several positions, most recently the Statewide & Urban Planning Supervisor, before accepting the Multimodal Planning Bureau Chief position.

Contact Carol at cstrizich@mt.gov or 444-9240.

MDT Assists Transit Providers With Capital Investments

MDT is investing \$3.8 million for local transit equipment and infrastructure. Vehicles ranging from 6-passenger minivans to a 43-passenger ADA (Aid to Disabled American) bus will be added to fleets around the state. A new bus storage facility in northeast Montana and two new transfer facilities in western Montana will be built, and some additional funding will go to complete an existing facility. Twenty-three communities will benefit from these capital investments.

Funding is awarded annually through a competitive process, with applications ranked by need and funding availability. MDT has concentrated on a coordinated process that encourages agencies in Montana communities to work together to pool transit resources to better serve their communities. Reliable transportation is important to quality of life in a large state.

Contact David Jacobs at dajacobs@mt.gov or 444-9192 for more information.



Human Resource Development Council Streamline Bus in Bozeman.

Motor Carrier Services Deploys New Programs



The Motor Carrier Services Division (MCS) is deploying the following programs to better serve the traveling public and the Motor Carrier Industry:

Smartview 360 technology weighs vehicles, measures axle spacings, reads license plate and DOT numbers, and uses an infrared camera that identifies brakes that may not be working properly. All this information is pushed downstream to officers allowing them to better select high-risk trucks and carriers. Because the officers have better information, fewer carriers possessing proper credentials, operating authority, permits, and good safety ratings for drivers and equipment are getting stopped. This allows officers to focus on carriers with violation history, or who may not have the required permits or registration fees to operate in Montana. Smartview 360 is in the Haugan, Butte, and Billings weigh stations and two mobile trailers; the trailers enable MCS to work highways that do not have weigh stations. MCS officers set these trailers up in wide pullouts and monitor traffic using the Smartview dashboard. If potential violations are discovered, the officer has the option to make a traffic stop at a predetermined location, which provides a safe environment for the driver, officer, and passing motorists. Reduced downtime at weigh stations and roadside traffic stops provides cost-savings for the industry while maximizing the effectiveness of the MCS Enforcement program.

Automated Routing System (ARS) will give carriers a tool to research potential routes through Montana prior to applying for permits or bidding on contracts. ARS interfaces with MDT systems such as the traveler information page, the Linear Referencing System, the Bridge Analysis Tool, and the Structure Management System. Based on dimensions, weight, and axle spacings, ARS generates multiple routing options and will also provide information on blocked routes — ARS can send a message to a permitted carrier about unexpected road closures, detours, or construction zones. This should reduce bridge strikes and trucks traveling over bridges and roadways not rated to handle the weight of the load. By routing loads around construction zones and providing real time information, MCS will increase focus on work zone safety.

Customer Credentialing System (CCS) will provide carriers the ability to scan and submit required documents for permitting, licensing, and fuel tax registration. Once MCS receives the electronic documents, they can be saved at appropriate levels allowing staff ease of access when completing a carrier request. This replaces the need for faxing, mailing, or e-mailing documents and will shorten credentialing turn-around time.

For more information, contact Eric Belford at 444-6139 or ebelford@mt.gov.

Comprehensive Highway Safety Plan 2020 Update



VISION ZERO
zero deaths - zero serious injuries
MONTANA DEPARTMENT
OF TRANSPORTATION

MDT will be coordinating the Comprehensive Highway Safety Plan (CHSP) 2020 Update, which is part of an ongoing process to regularly evaluate safety on Montana roadways. The CHSP is a data-driven, multi-year comprehensive plan that integrates transportation safety from an education, enforcement, engineering, and EMS approach. This plan guides MDT and safety partners in working collaboratively to reach our shared vision of zero fatalities and zero serious injuries on Montana roadways.

The success of the update and implementation of the safety strategies relies on the collaboration of federal, state, tribal and local government safety partners. These safety partners consider emerging issues and determine priorities based on safety data analysis and resources to implement strategies. The update will confirm emphasis areas, identify safety countermeasures and performance measures, and include an evaluation process.

Upcoming information will be available at mdt.mt.gov/visionzero/plans/ or by contacting Pam Langve-Davis at plangvedavis@mt.gov or 444-7646.

Traffic Safety Grants to Support Vision Zero

MDT awarded nearly \$4.3 million in grant funds as part of the strategy to reach Vision Zero – zero deaths and zero serious injuries on Montana roads.

National Highway Traffic Safety Administration (NHTSA) Grants – MDT awarded \$3.3 million in federal grant monies from NHTSA for federal fiscal year (FFY) 2020. The grants will address impaired driving, occupant protection, and child passenger safety with an emphasis on improving traffic safety through enforcement and education. Law enforcement agencies are funded for overtime patrols to concentrate on enforcement of seat belt and impaired driving laws. Grants for DUI Courts, a Traffic Safety Resource Prosecutor, and the 24/7 Program address impaired driving. Traffic safety education programs continue with the Native American Safe On All Roads (SOAR) program and Buckle Up coalitions. The NHTSA grant opportunity opens January 1 and closes March 1, 2020 for FFY 2021 funds. Go to mdt.mt.gov/visionzero/grants/ for more information.

Emergency Medical Services (EMS) Grant Program – Nearly \$1 million in grant funds has been awarded through the state-funded EMS Grant program. The grants are provided to agencies that are staffed by mostly volunteers, Medicare-level billing providers for ambulances, and for emergency vehicles, training, equipment, communication, or patient care. The program consists of a competitive grant process that opens May 1, annually. For state fiscal year 2020, ten EMS providers were awarded a range of equipment including three ambulances, seven cot power load systems and a variety of cots, and monitors. Go to mdt.mt.gov/business/grants_ems.shtml

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

FCCLA Leader Receives National Award



FCCLA Coordinator
Megan Vincent

Montana Future Career and Community Leaders of America (FCCLA) members are using peer-to-peer training and community engagement to lead the way in spreading the word on how to save lives and reduce serious injuries on rural Montana roads. Because of FCCLA's outstanding work, the group was nominated and received the national Peter K. O'Rourke Special Achievement Award. This is a Governors Highway Safety Association (GHSA) award that

recognizes notable achievements in the field of highway safety. Megan Vincent, state FCCLA coordinator, accepted this award during the GHSA Annual Meeting on August 27 in Anaheim, California.

FCCLA chapters and members have worked tirelessly promoting teen traffic safety over the last five years. The teens developed new and creative approaches to make teen traffic safety more relevant to their peers and their communities. The peer-to-peer and community projects targeted seat belt usage, distracted driving, drowsy driving, and impaired driving. Montana FCCLA has provided more traffic safety outreach to rural schools than any other project in the state.

Highway safety in Montana has benefited greatly from the work the Montana FCCLA chapters have done to promote a positive traffic safety culture. This work and the continued partnership is a vital part of a comprehensive safety structure for a reduction in fatalities statewide.

Congratulations to FCCLA and Megan Vincent. Thanks for your hard work and dedication to traffic safety!

Ford Driving Skills for Life Saves Lives

Car crashes are the number one cause of death for teens in the United States. Ford Driving Skills for Life (FDSL) is a teen driver training program that is trying to change those numbers. This program has been traveling the world for the past 16 years improving teen driving skills.

The FDSL program came to Billings July 20 and 21. During this event, driving experts provided education and hands-on training regarding topics that include impaired and distracted driving, speed management, vehicle handling, space management, and hazard recognition. This program is a "ride and drive" program where teens drive a vehicle that simulates a risky driving behavior with a professional instructor at their side for guidance. Billings police officers were on hand educating teens on the dangers of impaired driving.

Over 250 teens attended the event along with their parents, who are encouraged to attend so they can continue reinforcing the driving lessons learned during the training.

According to Jim Graham, Global Manager of Ford Driving Skills for Life, "Billings was one of the best events of the year!" FDSL is planning to return to Montana, so if you missed this event, watch for another opportunity in the future.

Transit and Highway Traffic Safety Grant Applications Due March 1, 2020

Applications will only be accepted through the Montana Grant and Loans web-based system fundingmt.org/index.do

Register in the system and apply when the opportunity becomes available on January 1, 2020.

For more Highway Traffic Safety grant information, contact Kevin Dusko at kedusko@mt.gov or 444-7411. Contact David Jacobs for Transit grant information at 444-9192 or dajacobs@mt.gov.

Child Passenger Safety Update and Reminders



School's Back in Session—Safety Reminders



It's that time of year again! School is back in session, which means children are walking and biking to school, and school busses are on the road. This is the perfect time for parents and students to refresh their knowledge about traffic safety.

MDT would like to remind everyone to be attentive, share the road, slow down, and obey all traffic laws,

as school days bring traffic congestion.

It is important that **children**:

- be visible,
- look left, right, and left again before crossing the street,
- cross only at crosswalks and intersections, and
- make eye contact with drivers before crossing.

It is important for both **bicyclists and pedestrians** to:

- pay attention and listen to their surroundings,
- avoid headphones that mute surroundings, and
- avoid cell phone use while walking and biking.

Motorists must:

- avoid distractions while driving, and
- watch for bicyclists, pedestrians, and children especially at intersections, bus stops, and school zones.

To see more safety tips, visit the bicycle and pedestrian webpage at mdt.mt.gov/travinfo/bikeped/ and review Share The Road quick tips.

On October 2, students, parents, and volunteers are expected to walk, bicycle, and roll to school to celebrate International Walk to School Day, an annual event that is celebrated in more than 40 countries worldwide. This event is focused on encouraging children to walk or bike to school and can have a positive impact on our communities. Walking and biking are great ways to get exercise, reduce traffic congestion, and teach children traffic safety skills at an early age. Be sure to check with your local school about this event, and for more information on International Walk to School Day visit walkbiketoschool.org/.

Every 32 seconds in 2017, one child under the age of 13 riding in a passenger vehicle was involved in a crash. Many times, injuries and deaths can be prevented by proper use of car seats, boosters, and seat belts. According to various reports from the National Highway Traffic Safety Association (NHTSA) and the field, car seat, booster seat, and seat belt misuse rates vary from 74 to 90 percent.

The Child Passenger Safety (CPS) program is fundamental in minimizing deaths and injuries to children on Montana's roads. National statistics show that child safety seats reduce the risk of fatal injuries by 71 percent for infants and 54 percent for toddlers in passenger cars. Booster seat use reduces the risk of serious injury by 45 percent for children aged 4-8 years when compared with seat belt use alone.

Visit a certified CPS technician to double-check that car seats are properly installed. CPS technicians are car seat experts who have taken a 40-hour class with curriculum written by NHTSA in collaboration with National CPS Board and Safe Kids Worldwide. They learn proper car seat installation options, vehicle differences, harnessing procedures, and more.

Montana has 286 certified CPS technicians and instructors available at check-up events, permanent inspections stations, and through appointments to ensure that children are in the correct car seat, that the seats are properly installed and used, and are registered with the manufacturer to ensure caregivers receive important safety updates. There are 39 Montana inspection stations registered with NHTSA. These stations serve 35 of Montana's 56 counties, providing services to approximately 91 percent of the population.

To find a CPS technician and inspection station, go to cert.safekids.org/ or nhtsa.gov/equipment/car-seats-and-booster-seats#installation-help-inspection

To help keep children safe on our roads, NHTSA is sponsoring National Child Passenger Safety Week from September 15 - 21, 2019. Throughout the state, CPS technicians will be holding car seat check-up events where parents and caregivers will receive education and hands-on assistance. Use the link below to view upcoming check-up events during National CPS Week: mdt.mt.gov/visionzero/people/cps-checkup-events.shtml

If you are interested in becoming a certified CSP technician, visit cert.safekids.org/become-tech

For more information, contact Erin Root at 444-0809, or eroot@mt.gov.

Montana Wildlife and Transportation Summit

Montana is known for its wide-open landscapes and abundant wildlife. The 41st state is the gateway to natural destinations like Glacier and Yellowstone National Parks and offers world-class recreation and breathtaking scenic areas. MDT manages over 25,000 lane miles of highway that connect Montana's cities, towns, and rural areas. The state's infrastructure ensures the efficient transport of people, goods, and services contributing to the strength of the economy, while the abundance of wildlife across the state is not only an important economic element, it is also a pillar of the quality of life in the "Last Best Place." Highways and wildlife are both integral components of Montana, which is why it is necessary to address a growing set of issues related to wildlife and transportation conflicts. Partners convened at the inaugural Montana Wildlife and Transportation Summit held in December 2018 at Carroll College in Helena to chart a course for working together to improve safe passage for wildlife and travelers on Montana roads.

The Summit Final Report is available online at mdt.mt.gov/pubinvolve/mwt/. The report contains specific recommendations and commitments that resulted from the gathering, as well as a summary of the conference proceedings.

More than 160 people participated in the summit, which was co-convened by the Governor's office; Department of Transportation; Fish, Wildlife & Parks; the Western Transportation Institute; and Montanans for Safe Wildlife Passage. Participants included local, state, and federal agencies, tribal nations, non-governmental organizations, and other interested stakeholders.

"Our state ranks second to only West Virginia for traffic-related collisions with wildlife," said Governor Steve Bullock during his speech that opened the summit. "As we work to improve safety and improve wildlife connectivity, it will take engagement of all of the people these journeys touch along the way."

The two-day summit was designed to be the beginning of a more comprehensive, long-term dialogue to address transportation and wildlife issues. It was a first step for stakeholders to share information, strengthen working relationships, and develop collaborative strategies to address wildlife and transportation conflicts in Montana.

For more information, contact Deb Wambach at 444-0461 or dwambach@mt.gov.



Attendees at the Montana Wildlife and Transportation Summit in Helena.

Key Information for Cannabis and DUIC Policy Research Project

This project seeks to summarize key information about the role of cannabis in traffic safety to inform policy regarding cannabis legalization and traffic safety.

There is growing concern about driving under the influence of cannabis (DUIC), especially as more states consider changing laws regarding cannabis possession and use. A key question regarding the legalization of cannabis for recreational or medical purposes is its potential impact on public health issues. Specifically, there is considerable uncertainty and debate about the impact of cannabis and its legalization on traffic safety. Among the general population, one study indicated that 36 percent of the population perceive no risk associated with DUIC. Ten percent even perceive that DUIC reduces crash risk.

This uncertainty and debate can be attributed to the complex effects of cannabis on traffic safety compared to alcohol, which is a very different form of drug with a long history of research and attention in traffic safety. Information that might increase understanding and resolve debate about the effects of cannabis on traffic safety is often published in academic journals. However, this information may not be accessible to lay audiences and traffic safety practitioners and policymakers. This inaccessibility can hinder attempts for traffic safety practitioners and policymakers to decide on appropriate policies and implement effective strategies to mitigate risk.

Research indicates that DUIC increases the risk of the driver being fatally injured in a motor vehicle crash, especially when combined with alcohol. THC-positive drivers appear more likely responsible for these crashes.

The mechanism for increased crash risk appears to begin with the effect of THC on brain activity and functioning. These neural changes impair cognitive functions necessary for driving, especially attention. The impairment of core cognitive functions translates to impairment of driver behaviors, most notably those not requiring conscious control. The absence of conscious control for these behaviors means that it is not possible for drivers to compensate for their impairment.

Decriminalization of cannabis increases access. It is logical to expect an increase in DUIC and motor vehicle crashes, especially those related to the behavior of impaired drivers. It is difficult to isolate the causal effect of cannabis laws on traffic safety metrics. There have been too few analyses of the effect of such laws on traffic safety using only a few states (CO, OR, WA) and relatively short post-legislation periods. Thus, there is insufficient evidence to make any conclusions about the effects of legalization of cannabis on traffic safety. Laws regarding DUIC are a public health issue, thus they need to reflect the risk imposed by the drug across the entire driving population, rather than reflect the unique circumstances of a small minority of individuals.

Information for this article was taken from "KEY INFORMATION FOR CANNABIS AND DUIC POLICY Final Report – June 2019 prepared by Nicholas Ward, Ph.D.; Jay Otto, M.S.; Kari Finley, Ph.D.; Center for Health and Safety Culture, Western Transportation Institute, Montana State University, Bozeman, Montana. This project was funded through the Traffic Safety Culture Pooled Fund Program. For more information, visit mdt.mt.gov/research/projects/trafficsafety-duic.shtml or contact Sue Sillick at ssillick@mt.gov or 444-7693.

A Montana Soap Opera

By Jon Axline, MDT Historian

MDT has scheduled a project to reconstruct a portion of Brown's Gulch Road north of the I-15/90 Rocker Interchange west of Butte. Despite its quiet setting today, the gulch was once a hotbed of activity during Butte's heyday as the World's Greatest Mining Camp. Not only did placer and hard rock mining occur there, but logging, dairying, and ranching were also activities on the gulch. During Prohibition, the gulch was infamous for the number of illegal stills. The Brown's Gulch community was big enough to warrant the establishment of a school in 1884. It served local families until closing in 1959. A small stone building at the south end of the project, however, initiated a particularly interesting encounter with Brown's Gulch history.

Brown's Gulch was one of two dairy centers in the Butte area (the other was in Elk Park). Many of the gulch dairies were operated by ethnic Italians who immigrated to the United States from northern Italy and southern Switzerland. The dairymen, for the most part, got their start in Brown's Gulch harvesting timber for use in the mines on the Butte hill. The dairy industry was important to Butte's existence since it provided fresh milk, eggs, butter, and other products to the residents of the city. The descendants of many of those original families still live on Brown's Gulch.

At the southern end of the gulch where the pavement ends stands an extensive ranching operation that originated as a dairy and is now operated by a descendant of Brown's Gulch's early Italian inhabitants. Not only does the ranch display some noteworthy architecture, it also has a fascinating history that dates back to its original owner, Vettale "Pete" Galetti. He immigrated to the US from Italy in 1883. By late 1888, Galetti was in the Butte area and worked with other Italian immigrants harvesting timber on upper Brown's Gulch. Galetti came to Brown's Gulch with a bad reputation. His fellow workers claimed that he had killed two people in Italy and had fled to the US to escape prosecution.

In 1889, Galetti married an eighteen-year-old Italian woman in Butte. The couple had a baby boy a couple months later. In August 1891, Galetti caught his wife in bed with the best man from their wedding. A month later, he again walked-in on his wife while she was physically involved with a different man. Galetti filed for divorce from his wife and the judge granted Galetti full custody of their son. Prior to the divorce, however, Galetti was arrested for attempted murder. He took offense at something said to him by his six-year-old brother-in-law. Galetti tried to drown the boy in Brown's Gulch Creek. When a bystander attempted to stop him, Galetti allegedly drew a knife and threatened to cut the rescuer "into small pieces."

Galetti was brought to trial in Butte for attempted murder just two days after the incident. The witnesses were all Italians who either did not speak English or did not speak the language well. The interpreter was not quite up to the task of translating the testimonies. His failings caused considerable quibbling between the prosecution and defense attorneys. The *Anaconda Standard* reporter attending the trial claimed the testimony was "tedious and tiresome." The trial was an uncomfortable one for the spectators as well: "the courtroom was stifling hot, and

being packed with a crowd of men whose acquaintance with the bath was remote as to a total stranger, the odor that arose was such as to invite a visit from the Sanitary officer." The trial concluded late that evening. The following day, the judge dismissed the charges and released Galetti from custody.

The trial seems to have scared Galetti straight. In 1903, he filed on a 160-acre homestead encompassing a portion of the current ranch. For an unknown reason, however, Galetti built his house, barn, and chicken coop on his neighbor's property. When Galetti learned of his mistake, he began moving the buildings onto his land. His neighbor, Zorada Wolfe, sued Galetti to prevent the removal of the structures, claiming she owned them. Galetti had to purchase Wolfe's property to retain ownership of his buildings.

After fixing that problem, things began to look up for Galetti and his new family – at least for a time. In 1909, Galetti built a new family home (pictured). The architectural style was based on similar designs in his native Italy. As his family and business grew, so did the number of buildings on his property. Eventually it included two substantial houses (one for him and his wife and the other for his son and his family), a granary, garage, barn, and a sizeable bunkhouse. Galetti sold his dairy products in Butte under the name Sanitary Dairy, delivering to homes and businesses throughout the Mining City.

Although Galetti put his checkered past behind him, trouble found him again in 1927. In April of that year, a ranch hand, Red Allen, and two teenage boys over-indulged in moonshine manufactured on Brown's Gulch, grabbed a rifle and began to shoot up Galetti's buildings. While Galetti and his wife cowered in a corner of their kitchen "leaden pellets whizzed through an adjoining room." Allen and his companions advanced toward their home and paid particular attention to the garage. Eventually the trio left and were later captured by law officers.

Pete Galetti operated the dairy until he died of a stroke in 1929. Ownership of the property then passed to his widow after a decade-long fight in Probate Court. In the 1950s, the owner closed the dairy to concentrate on cattle ranching. A descendant of Galetti operates the ranch today.

You never know where History will take you. One plain stone building next to a state secondary highway revealed a wealth of mayhem, adultery, attempted murder, and ultimately, triumph. Who says History is boring?



The Galetti house as it is today.

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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