NPS Form 10-900

OMB No. 1024-0018

hk

United States Department of the Interior
National Park Service

624

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
JUL 12 2013
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Old U.S. Highway 91 Historic District
Other names/site number: Recreation Road/24CA1313/24LC2112
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Between I-15 Spring Creek Interchange (#219) and Hardy Cr. Interchange (#247)
City or town: Between I-15 Spring Creek Interchange (#219) and Hardy Cr. Interchange (#247)
State: MT County: CA and LC
Not For Publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide _x_local

Applicable National Register Criteria:

_x_A ___B _x_C ___D

Mark F. Baumler / SHPO 7/8/2013

Signature of certifying official/Title: **Date**

MONTANA STATE HISTORIC PRESERVATION OFFICE

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

Old U.S. Highway 91 Historic District
Name of Property

Cascade / Lewis and Clark counties, MT
County and State

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Edson H. Beall 8.27.13

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☐

Public – State ☒

Public – Federal ☐

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☒

Site ☐

Structure ☐

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
18	4	structures
		objects
18	4	Total

Number of contributing resources previously listed in the National Register 3

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/Road-related (vehicular)

Current Functions
(Enter categories from instructions.)
TRANSPORTATION/Road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER-Highway

Materials: (enter categories from instructions.)
Principal exterior materials of the property: EARTH, ASPHALT, METAL:Steel, CONCRETE

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Old U.S. Highway 91 Historic District consists of a 31.6-mile linear segment of paved highway and its associated features within the existing highway right-of-way (ROW) in northeastern Lewis and Clark County and southwestern Cascade County, Montana. Bypassed by Interstate 15 (I-15), Highway 91 has also been known as the Recreation Road since 1969.[1] The Old U.S. Highway 91 Historic District begins at the south end of the Prickly Pear Canyon at the Interstate 15 Spring Creek Interchange (#219) about 25 miles north of Helena. From there, the road winds north and east through rugged and scenic canyon sections of Little Prickly Pear Creek and the Missouri River through the rural communities of Wolf Creek and Hardy. The roadway shares the corridor through the two canyons with Interstate 15 and Burlington Northern Sante Fe (BNSF) Railway Company's Montana Central line. In addition to the actual highway, the historic district includes 18 contributing features; five bridges, a rock retaining wall, five treated timber stock passes, and seven concrete culverts. Three bridges located on the highway, Sheep Creek (24LC1157), Missouri River (24LC0131), and the Hardy Bridge (24CA0389) are already listed in the National Register of Historic Places. The linear historic district's northern terminus is at the entrance ramp to the I-15 Hardy Creek Interchange (#247).

[1] Montana State Highway Commission Meeting Minutes [hereafter MSHC], book 20, p. 273 (20 August 1969).

Narrative Description

The Old U.S. Highway 91 Historic District passes through two canyons on its 31.6-mile course. The spectacular Prickly Pear (also known as Wolf Creek) Canyon passes through purple, red, and green layers of argillite mudstones laid down over a billion years ago during Precambrian Era. Little Prickly Pear Creek is the primary drainage and is responsible for much of the formation of the canyon. The creek is bordered by dense stands of riparian vegetation with coniferous and deciduous trees dominating near the canyon walls. Little Prickly Pear Creek empties into the Missouri River near the community of Wolf Creek. From that point north, the road parallels the river through a canyon consisting of the weathered volcanic formations of the Adel Mountains. The Missouri River has cut a deep canyon through the rocks and, further to the north, there are exposed laccoliths and radial dikes associated with volcanic activity that occurred about 55 million years ago toward the beginning of the Tertiary Era. The highway closely follows the contours of the canyon as it winds its way north toward the northern Great Plains and the city of Great Falls. Unlike I-15, which blasted and carved the landscape to fit the 4-lane roadway, Old U.S. Highway 91 accommodates the landscape and uses it to its best advantage. The highway corridor north of Wolf Creek is heavily used by local farmers, ranchers and recreationalists, such as fishermen and rafters.[2]

Old U.S. Highway 91 is a 20-foot wide, two-lane highway with an asphalt surface. Paved and gravel shoulders are minimal throughout the historic district. The road's historic alignment remains mostly intact except where I-15 forced minor alignment changes. Seven bridges exist on the road, six of which are original to Old U.S. Highway 91's construction in the 1930s. Smaller highway features identified include a stone masonry retaining wall (Feature 2), five stock pass bridges (Features 5-7, 9, 10), and eight culverts (Features 1, 13-17, 19, 21). There are few large segments of guardrailed road along this segment of old U.S. Highway 91. This was intentional on the part of the highway engineers to allow free access to Little Prickly Pear Creek and the Missouri River for fishermen. The original guardrails consisted of steel cables strung between wood posts. They have been replaced by modern steel ribbon guardrails.

The description of Old U.S. Highway 91 is divided into three segments based on historic construction contracts. Segment 1 begins at the Interstate 15 Spring Creek Interchange (#219) at the south end of Prickly Pear Canyon and proceeds northerly 8.1 miles to where the highway exits the Prickly Pear Canyon. Segment 2 begins at Milepost 8.1 where the highway exits the Prickly Pear Canyon and proceeds northerly 18.9 miles to where the I-15 Canyon Interchange (#244) intersects the road ar Milepost 27.0. Segment 3 begins at the Canyon Interchange (Milepost 27.0) and proceeds northerly 4.6 miles to the I-15 Hardy Creek Interchange (#247), the end of the 31.6-mile U.S. Highway 91 Historic District.

<u>Segment One</u> (Milepost 0.0 [UTM 12: 414689E/5196787N] to Milepost 8.1 [UTM 12: 419479E/5206178N]) [Segments 1, 2 and 3 are counted as one contributing structure]

From the I-15 Spring Creek Interchange (#219), U.S. Highway 91 winds its way north for 8.1 miles through the Prickly Pear (Wolf Creek) Canyon, a narrow and deep cut through the Big Belt Mountains of central Montana. The road is confined to the east side of the creek where it occupies a man-made bench excavated into the canyon wall. The road is lined on the east by sheer rock (argillite) cliffs and steep slopes that support stands of Ponderosa pine, bunch grasses, and riparian vegetation adjacent to Little Prickly Pear Creek. Narrow and comparatively deep drainage ditches exist between the road and the canyon wall in places. The tracks of the old Montana Central/Great Northern Railway are west of the road and generally lie some distance below it near the creek. In places, the highway right-of-way abuts the railroad right-of-way. The cut between the road and railroad is typically a tall and steeply graded slope, sparsely vegetated with grass and/or covered by crushed local stone. Interstate 15 lies on the west side of the canyon where it runs far above the creek, railroad and old U.S. Highway 91.

The historic road through the canyon generally measures 20 feet in width, consisting of two 10-foot paved driving lanes. Shoulders are minimal, unpaved, and consist of gravel. There is one Montana Department of Fish, Wildlife and Parks' fishing access site in the canyon and 18 roadside turnouts designed to give fishermen access to Little Prickly Pear Creek. The roadway segment's southern terminus is at the I-15 Spring Creek Interchange. About one mile of the roadway south from the canyon to the Hilger Valley and Sieben Flats was destroyed by the construction of I-15 through this narrow gap in the canyon in 1962. From Milepost 7.0 to Milepost 7.8, the roadway passes through the community of Wolf Creek, where it makes a sharp curve to the east and exits the canyon at Milepost 8.1 about 0.5 mile east of Wolf Creek.[3]

[2] David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1986), 274-275.

[3] When Interstate 15 was constructed through the canyon between 1962 and 1965, the Montana State Highway Commission made the decision to keep the old U.S. Highway 91 alignment through the canyon open as recreational access to Little Prickly Pear Creek. Working

Culvert #1 (Feature 1; one non-contributing structure)
This concrete culvert located north of the road's south end/beginning point (UTM 12: 414334E/5198484N) is less than 50 years old. It carries an intermittent creek under the road. The culvert is made of two-foot long by 4½-foot diameter sections of concrete pipe. Installation of this culvert may have occurred during development of a nearby fishing access site in the 1980s. It discharges almost directly into a metal pipe culvert under the access road to that site.

Retaining Wall (Feature 2; one contributing structure)
The stone retaining wall (UTM 12: 414637/5199364) is located about 0.5 mile north of Feature 1 (Culvert #1) at Milepost 1.75. Here the road is cut into an argillite cliff. The retaining wall lines a portion of the cut along the lower (west) side of the road and was designed to protect the railroad grade beneath it. It lies about four feet below the edge of the road and consists of a cement rubble wall approximately 35 feet in length and 15 feet in height consistent with the specifications mandated by the U.S. Bureau of Public Roads in 1932 (see below). The railroad runs below it at the bottom of the cliff. The retaining wall was constructed in 1933. The wall is made of irregular-shaped blocks of argillite likely dislodged by blasting of the cliff at the time of highway construction.

Sheep Creek Bridge (Feature 3; one contributing structure)
Located at Milepost 5 (UTM 12: 417754E/5203205N) and listed on National Register of Historic Places in April 2011 (NR#11000225), the Sheep Creek Bridge (24LC1157) is a reinforced concrete T-beam bridge built in 1933 by Robert Boomer and Evarts Blakeslee from a standardized design developed by the Montana Highway Department. The 62-foot long bridge consists of two 31-foot spans. The substructure is comprised of two reinforced concrete abutments and backwalls, while the pier is an open hammerhead-type structure. The deck is supported by the standard four lines of reinforced concrete girders recessed under the deck. The overhanging deck is partially supported by concrete brackets at the compression joints. Raised concrete curbs with drains flank the deck. The curbs are surmounted by the standard double-railed post-and-beam guardrails that are anchored at the ends to flared concrete endposts. The endposts display decorative bush-hammered recessed panels on the interior and exterior sides. The guardrail posts are tapered with beveled caps, while the rails are tilted at a 45º to provide a canted streamlined appearance. The bridge is largely intact and is a contributing component of the U.S. Highway 91 Historic District.

Segment Two (Milepost 8.1 [UTM 12: 419479E/5206191N] to Milepost 27.0 [UTM 12:435816E/5222707N])
A short distance east of Wolf Creek, Old U.S. Highway 91 passes through a cut blasted in a huge boulder and exits the Lower Prickly Pear Creek Canyon. It then follows along the base of low foothills on the south (east) side of the creek's lower valley for about three miles to the Missouri River. Bottomlands north (and west) of this section of road grow wider as the creek bends north away from the foothills. From the Missouri River Bridge north for three-quarters of a mile the roadway passes to the east of a large open area that is used for livestock pasture and the production of irrigated hay, alfalfa and other pasturage crops. The roadway follows the contours of the Big Belt Mountains past Craig Road and then angles north toward the Missouri River.

About two miles north of the junction of Craig Road, U.S. Highway 91 enters the Missouri River Canyon. The canyon is generally much broader than the Little Prickly Pear Creek Canyon, but still no more than about 0.75 mile wide at its greatest width. The road proceeds northeasterly up the east side of the canyon for about 18.5 miles. It sits on a man-made bench along the base of the canyon. Sizable stretches of bottomlands exist between the loops in the river west of the road. Topography along the road's east, or canyon-side, ranges from grassy foothills to steeper ponderosa-forested slopes to rocky cliffs. The canyon, however, becomes more gorge-like in setting as the river nears its confluence with one of its major western tributaries, the Dearborn River. Ditches are common along the east or canyon-side of the road. Cuts along the road's west side are typically quite steep, but not necessarily tall.

Stock Pass #1 (Feature 4; one contributing structure)
This is the southernmost of a total of five stock pass bridges (Features 4, 5, 7, 8, 9) on an approximately six mile stretch of road between Wolf Creek and Craig. These structures are small timber stringer bridges built primarily to provide a passageway for cattle, sheep or other livestock under the road. As such, they carry the road over a drainage or ditch of

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in collaboration with the old Montana Fish and Game Commission, the highway engineers designed a series of dams and pools to preserve the fishery on Little Prickly Pear Creek and made provisions for the turn-outs to provide access to the stream. Meeting Notes, Interstate Project No. I 15-4(3)209. Wolf Creek to Sieben, 19 January 1961; Transcript of a Public Hearing Involving a Highway Construction Project on Interstate Route #15 Between Sieben and Wolf Creek (Project I 15-4(3)). Transcript Prepared by the Planning Survey Division, Montana Highway Commission, 24 March 1961, pp. 1ff; "Public Hearing Set Friday on Wolf Creek Highway," *The* (Helena) *Independent Record*, 2 March 1961; 8, 17, 22, 23; Robert E. Miller, "Issue of the Day: Interstate 15 to Affect Both People and Fish," *The* (Helena) *Independent Record*, 23 February 1961; Mayo Ashley, "No War Between Highway and Game Departments," *The* (Helena) *Independent Record*, 20 January 1963. MSHC, book 15, pp. 433, 434; (27 October 1961); Thomas E. Mooney, "Much Construction Slated on IS 15 in Helena Area," *The* (Helena) *Independent Record*, 14 January 1962.

sufficient size to accommodate livestock. All five stock pass bridges represent a common, standardized design and are original to U.S. Highway 91's construction in 1933.

This stock pass occurs about 0.75 mile east of Wolf Creek (UTM 12: 420762E/5206295N) at Milepost 9.2. It is a single, 15-foot long span with 12 timber stringers. Wood cross braces exist between the stringers at the center of the span. The ends of the stringers rest on timber pile abutments having plank back and wing walls. Wing walls are straight. Decking consists of 2" x 6" planks with an asphalt surface. Asphalt at the stock pass is newer than that on the adjacent piece of road. The stock pass displays plank curbs, and railings made of four square posts and two 2" x 6" rails. The railings sport a very faded coat of white paint. Unlike the other stock passes on the road, this structure lacks drainage chutes at the deck. A wooden gate stands at the upper or south (east) entry to the stock pass ditch. The guardrails consist of two wood rails on each side of the structure.

Stock Pass #2 (Feature 5; one contributing structure)
Built in 1933, the stock pass is about 0.75 of a mile east of Feature 4 and one mile west of the road's first crossing of the Missouri River (UTM 12: 421721E/5206592N) at Milepost 9.9. It is built over Long Gulch at the Sentinel Ranch. There is a wood gate on the upper side of gulch at the stock pass, while the lower side opens directly into the ranch's corral complex.

This stock pass is of the same size and basic timber stringer design as Feature 4, but with drainage chutes and other modifications. The drainage chutes are rectangular slots on the sides of the deck (one each) at the center of the bridge. They dip down at an angle through the asphalt and planking to the outer deck edge, and have a sheet metal bed which, at its lower end, projects a couple of inches beyond the bridge. A veneer of ribbed metal sheeting has been added on the bottom half of the feature's abutment walls. Additionally, concrete retaining walls occur along the side of the gulch at all four of the abutments. Each of these walls measures about 2 two feet tall by 10 feet long. Those on the upstream (south) side of the stock pass are flared, while those on the downstream (north) side are straight. This stock pass also exhibits two-rail wood guardrails on each side of the roadway.

Missouri River Bridge (Feature 6; one contributing structure)
The Missouri River Bridge near Wolf Creek (24LC0133) crosses the Missouri River and is located at Milepost 11 (UTM 12: 423094E/5207781N). The bridge was listed in the National Register of Historic Places in January 2010 (NR# 09001181). The William P. Roscoe Company of Billings, Montana constructed the bridge in 1933. It is a three-span riveted Warren continuous through truss structure with two reinforced concrete T-beam approach spans. The bridge measures 476 feet in length and 21 feet wide with a roadway width of 20 feet. A continuous span structure functions and appears as a single span delineated by the piers. Consequently there are two 135-foot spans and a 185-foot main span. The upper chords consist of continuous steel plates riveted to the top flanges of two laced channel sections. The lower chords are laced channel sections with batten plates. Vertical members are steel channel sections, while the diagonals are laced channel sections with batten plates. Portal braces are laced angle sections and the top struts are channel sections. The sway braces are angle sections and the top lateral braces are laced angle sections. Five lines of steel I-beam stringers resting on seven steel I-beam floor beams support the deck. The bottom lateral braces are angle sections. The stringers and I-beams support a concrete slab deck flanked by raised concrete curbs and steel channel section guardrails bolted to the vertical members.

Twenty-one-foot reinforced concrete T-beam approach spans connected to both ends of the bridge. The concrete girders are encased in concrete "towers' filled with rubble. The exterior of the sidewalls are decorated with vertical grooves. Solid reinforced concrete guardwalls with bush-hammered recessed panels flank the roadway. The endposts extend the height of the spans and are also decorated with vertical grooves standard to this type of approach structure. The bridge contributes to the historic district.

Stock Pass #3 (Feature 7; one contributing structure)
The stock pass bridge crosses an intermittent creek about 1.25 miles northeast of the road's first Missouri River crossing (UTM 12: 424384E/5209178N) at Milepost 12.3. It displays a single 20-foot span; a span five feet longer than the other stock passes on the road. Otherwise, Feature 7 is of the road's standard timber-stringer design, with drainage chutes and double-railed guardrails. A post-and-wire gate stands across the upper (south) side of its ditch. The stock pass was constructed in 1933.

Stock Pass #4 (Feature 8; one contributing structure)
Built in 1933, this stock pass (UTM 12: 425208E/5211010N) sits in a dip 1.5 miles northeast of Feature 7 at Milepost 13.7. It displays the road's standard timber stringer design, with drainage chutes. The clearance of its associated ditch is no more that about three feet, suggesting use as a passageway for calves, yearlings and/or sheep only. Both sides of the ditch are lined by post-and-pole fenced paths, with the path at the upper end of the ditch somewhat longer.

Stock Pass #5 (Feature 9; one contributing structure)
This is the northernmost of the road's five stock pass bridges (UTM 12: 426652E/5211677N). It spans a fairly steep gully a little over one mile northeast of Feature 8 and about 1.5 miles south of Craig at Milepost 14.8. The road at this location is very close to the Missouri River. This stock pass is of the road's standard timber stringer design, with drainage chutes and double-railed guardrails. It was constructed in 1933.

Wegner Creek Bridge (Feature 10; one contributing structure)
The Wegner Creek Bridge (24LC0133) is a reinforced concrete T-beam bridge that crosses the creek at Milepost 16.5 (UTM 12: 427461E/5214089N). Constructed in 1934 by Evarts Blakeslee and Angus McGuire, the one-span reinforced concrete T-beam bridge measures 41 feet long by 25 feet wide with a roadway width of 22 feet. The substructure consists of an open concrete hammerhead-type pier with the bridge ends resting on concrete abutments and backwalls. The poured-in-place overhanging deck is supported by four lines of concrete girders. Raised concrete curbs with drains flank the deck. The guardrails are the standard two-rail post-and-beam units standard to concrete bridges in Montana during the 1930s. The vertical posts are tapered and beveled at the top and the square rails are tilted at 45º angles. The guardrails are anchored at the ends by flared reinforced concrete endposts with decorative bush-hammered recessed panels on both sides. The bridge is a contributing component of the historic district.

Stickney Creek Bridge (Feature 11; one noncontributing structure)
Built in 1968, the bridge crosses Stickney Creek at Milepost 19.0 (UTM 12: 428277E/5217781N). It is a is three-span reinforced concrete T-beam bridge with guardrails that measures 92 feet in length.

Culvert #2 (Feature 12; one contributing structure)
This is the first or southernmost of a total of seven culverts located within the last 17 miles of the inventoried road in its Missouri River Canyon section (UTM 12: 432990E/5219176N). Five of these seven structures are historic-age concrete box culverts installed in the early 1930s. The other two are modern pipe culverts. Culvert #2 lies in the vicinity of where the road rounds a notable mountain peak, Fage Rock, over six miles north of the Feature 10 Stock Pass at Milepost 22.6. It carries an intermittent creek under the road. The concrete box culvert measures six feet tall by five feet wide with the upper two corners chamfered. A concrete lintel tops the headwall. Wing walls at the inlet and outlet are flared. The four wing walls each measure about 7 feet long.

Culvert #3 (Feature 13; one contributing structure)
Located at an intermittent creek about one mile north of Feature 12 at Milepost 23.3 (UTM 12: 433639E/5220013N), Culvert 3 is an historic-age concrete box culvert similar in design to Feature 12, complete with a concrete lintel. A 3-foot long by 5.5-foot diameter section of concrete pipe, however, now covers the inlet. It is a modern modification.

Culvert #4 (Feature 14; one noncontributing structure)
This modern culvert was installed within the past fifty years and is located at Milepost 24 (UTM 12: 434060E/5219908N), less than 0.25 mile east of Feature 13. It drains runoff from the adjacent and very steep mountain slope which accumulates in a road ditch. The culvert consists of a single barrel, 2.5-foot diameter corrugated metal pipe.

Culvert #5 (Feature 15; one noncontributing structure)
This is the second of the two modern culverts identified on the road. It provides drainage for an unnamed intermittent creek (UTM 12: 434314E/5219961N) less than 0.25 mile east of Feature 14 at Milepost 24.2. The culvert consists of a double barrel corrugated metal pipe and is less than fifty years old. Each barrel is approximately 2.5 feet in diameter.

Culvert #6 (Feature 16; one contributing structure)
The culvert conveys Cox Creek (UTM 12: 434705E/5220776N) under the road about 0.75 mile north of Feature 15 at Milepost 24.7. Installed in 1930, this concrete box culvert differs somewhat from the Features 2 and 3 culverts in design. The upper corners of the box are at right angles, not chamfered like other culverts on this road segment. The water box appears to be six feet tall by five feet wide and has flared wing walls at the inlet and outlet.

Segment 3 (Milepost 27.0 [UTM 12: 435816E/5222707N] to Milepost 31.6 [UTM 12: 439209E/5226848N])
About 1.25 miles north of the I-15 Canyon Interchange (#244), Highway 91 passes through the unincorporated community of Hardy and crosses over the Missouri River on the Hardy Bridge. From there, the road heads northeasterly along the canyon's west wall for about one mile and then veers northwest around an isolated peak, Tower Rock. Just beyond Tower Rock (24CA0643; listed in the National Register of Historic Places, March 2002, NR# 02000213), U.S. Highway 91 intersects the entrance ramp for I-15's Hardy Interchange (#247). This intersection marks the north end of not only Segment 3 but also of this 31.6-mile linear site. The Missouri River exits its canyon and enters the Great Plains a short distance to the north.

Similar to the Prickly Pear Creek Canyon, the Missouri River Canyon also accommodates the old Montana Central/Great Northern Railway and I-15. The railroad remains on the west side of the canyon and, for the most part, it stays close to the river. It generally is visible to travelers on the U.S. Highway 91. Interstate 15's proximately to the river and road is more varied. It crosses the river several times, and in a few places runs immediately parallel with the road. A few other places, I-15 is out of the road's view shed, being located up to one mile away from the river and/or behind hills.

Although retaining a rural flavor overall, the cultural landscape of the highway's Missouri River Canyon section is more developed than that in the canyon of Little Prickly Pear Creek. Much of the bottomlands in the vicinity of the Dearborn River and toward the north end of the canyon are heavily dotted by high-end rural residences, many constructed within the last 10 to 20 years. Agriculture uses still dominate the canyon south of the Dearborn, although the area is not without some residential development as well. Ranchers also use the canyon's bottomlands for pasturing livestock.

Novak Creek Bridge (Feature 17; one contributing structure)
The Novak Creek Bridge (24CA394) is located at Milepost 27.3 (UTM 12: 436809E/5222543N). Constructed by Angus McGuire and Evarts Blakeslee of Great Falls in 1931, the two-span reinforced concrete T-beam bridge measures 44 feet long and consists of two 21-foot spans. The structure measures 25 feet wide and displays a roadway width of 22 feet. The substructure consists of an open concrete hammerhead-type pier with the bridge ends resting on concrete abutments and backwalls. The poured-in-place overhanging deck is supported by four lines of concrete girders. Raised concrete curbs and drains flank the deck. The guardrails are the standard two-rail post-and-beam unit standard to concrete bridges in Montana during the 1930s. The vertical posts are tapered and beveled at the top and the rails are square and tilted at 45º angles. The guardrails are anchored at the ends by flared reinforced concrete endposts with decorative bush-hammered recessed panels on both sides.

Culvert #7 (Feature 18; one contributing structure)
The culvert (UTM 12: 437660E/5223522N) lies about four miles north of the Feature 16 culvert and three-quarters of a mile south Hardy Bridge which accommodates the road's second crossing over the Missouri River. It is an historic-age concrete box culvert on an intermittent creek at Milepost 28.5. The culvert lacks a lintel and the upper corners of the box are at right angles. Its box is slightly larger, however, measuring 6 feet square.

The Hardy Bridge (Feature 19; one contributing structure)
The Hardy Bridge (24CA0389) crosses the Missouri River at the rural community of Hardy. Located at Milepost 28.8 (UTM 12: 436749E/5224052N), and constructred in 1931 by Angus McGuire and Evarts Blakeslee of Great Falls, the Hardy bridge is a contributing component of the U.S. Highway 91/Recreation Road Historic District; it was listed in the National Register of Historic Places in January, 2010 (NR# 09001180). The Hardy Bridge is a three-span riveted Warren through truss structure with a reinforced concrete T-beam approach span. Two of the truss spans cross the Missouri River, while the third crosses the Great Northern Railway's Montana Central Railroad. The bridge measures 550 feet in length by 21 feet wide with a roadway width of 20 feet. The superstructure consists of two 198-foot (eight panels on each side of each span) steel truss spans and a 120-foot (six panels on each side) steel truss span. The approach span is 25 feet in length. The substructure consists of three reinforced concrete piers. Two of the piers are columnar with concrete web walls. The central river pier is columnar with a concrete web wall resting atop a flared solid concrete pier. The abutments are also reinforced concrete and stepped at the endwalls to accommodate the bridge ends and the cast steel rocker bearings.

The sloping upper chords of each of the three truss spans consists of continuous steel plate riveted to the top flanges of two laced channel sections with batten plates, while the lower chords are paired channel sections with batten plates. Vertical and diagonal members are steel channel sections. Laced channel sections with gusset plates at the connection points comprise the portal braces. The top struts are laced angle sections. The sway braces are angel sections with gusset plates and the top lateral braces are laced angle sections. Horizontal sway braces are bolted midway on the inside of the truss spans; the braces are comprised of laced angle sections. Five lines of steel I-beam stringers resting on 19 steel I-beam floor beams support the deck. Bottom lateral braces consist of angle sections. The stringers support a concrete slab deck flanked by raised concrete curbs and steel lattice-type guardrails bolted to the vertical posts and anchored to the flared reinforced concrete endposts at the ends of the bridge.

A 23-foot reinforced concrete T-beam approach span connects the bridge to the riverbank on the east end of the structure. It consists of four lines of concrete girders with the ends resting on the east abutment and the nearest river pier. Steel lattice-type guardrails flank the concrete deck of the approach span.

Prewett Creek Bridge (Feature 20; one contributing structure)
The Prewett Creek Bridge (24CA642) is located at Milepost 29.4 (UTM 12: 437285E/5224676N). It was constructed by Angus McGuire and Evarts Blakeslee of Great Falls in 1931. The three-span reinforced concrete T-beam bridge measures 75 feet long and consists of three 25-foot spans. The structure measures 25 feet wide and displays a roadway width of 22 feet. The substructure consists of an open concrete hammerhead-type pier with the bridge ends resting on concrete

abutments and backwalls. The poured-in-place overhanging deck is supported by four lines of concrete girders and the deck is flanked by raised concrete curbs with drains. The guardrails consist of the standard two-rail post-and-beam units common to concrete bridges in Montana during the 1930s. The vertical posts are tapered and beveled at the top. The rails are square and tilted at 45º angles. The guardrails are anchored at the ends by flared reinforced concrete endposts with decorative bush-hammered recessed panels on both sides.

Culvert #8 (Feature 21; one contributing structure)
Installed in 1931, this concrete box culvert is located at the Milepost 31, about 0.5 mile northwest of the community of Hardy (UTM 12: 438143E/5226191N). A concrete lintel is present and the upper corners of the water box are chamfered, design attributes shared with other culverts on the highway. Feature 21 displays flared wing walls at the inlet and outlet.

Integrity
This 31.6-mile segment of Old U.S. Highway 91 in Lewis and Clark and Cascade counties retains good integrity of location, design, setting, materials, workmanship, feeling, and association. Built and designed under seven contracts between 1929 and 1933, the existing roadway retains the original alignment, road width, and most of the features associated with that initial period of construction. This includes all but one of its original bridges, five stock passes, a retaining wall, and culverts. Five of the eight culverts located along this section of the highway are original. The roadway, therefore, retains the original construction standards developed by the American Association of State Highway Officials, Bureau of Public Roads, and the Montana Highway Department. The roadway traverses two scenic and rugged canyons along its length. The roadway conformed largely to the topography, though sections of the roadway through the Prickly Pear Canyon display evidence of blasting to construct the road. The setting of the historic district is also largely intact for much of its length. Old U.S. Highway 91 Historic District, moreover, is set in an historic transportation corridor with sections of the original toll road, the Montana Central Railroad, and Interstate 15 in close proximity.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Engineering
Transportation

Period of Significance
1933 (opening of the road) – 1967 (when I-15 bypassed the road)

Significant Dates
1933

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Montana Highway Department/Designer
Sam Orino, William P. Roscoe, Evarts Blakeslee
Morrison-Knudsen Co., Angus McGuire, Leo T. Lawler

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Old U.S. Highway 91 Historic District is eligible for listing in the National Register of Historic Places under Criteria A and C at a local level of significance. Under Criterion A, the highway follows an historic transportation corridor utilized by humans for thousands of years. The route traverses two scenic canyons which were first documented by the Lewis and Clark Expedition in 1805. Beginning in 1860, the route also included a segment of the first engineered road in Montana and became a significant freight route between the head of navigation on the Missouri River, Fort Benton, and the mining camps and other communities in southwestern and western Montana beginning in 1865. That route later evolved into an automobile highway that was extensively reconstructed in the late 1920s and early 1930s. Today, the transportation corridor includes a 1930s vintage highway, a railroad, and Interstate 15, all of which attest to the corridor's significance to the history of transportation in Montana.

Under Criterion C, the Old U.S. Highway 91 Historic District contains two large Missouri River bridges, several smaller reinforced concrete bridges, a stone retaining wall, five (of eight) historic culverts, and five intact timber stock passes – all which possess considerable integrity and represent bridge engineering practices in the 1930s. Even with the construction of Interstate 15 in the 1960s, the old highway retains most of its original alignment, construction width and other features associated with it during the 1930s. Although the setting of the site has been diminished by the construction of Interstate 15 and a large number of residences built within the last thirty years, the landscape still dominates the corridor and its impact on the design and construction of Old U.S. Highway 91 is clearly evident.

The Period of Significance begins at the date U.S. Highway 91 was completed and opened for traffic between Mile Posts 0.0 and 31.6 in 1933 and ends when Interstate 15 was completed and opened for traffic within the same corridor in 1967. After 1967, U.S. Highway 91 functioned as a frontage road for the Interstate.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The U.S. Highway 91 Historic District is eligible for listing in the National Register of Historic Places under Criterion A as a significant component of an historic travel corridor in southwestern and central Montana. The route through the Prickly Pear and Missouri River canyons was well-known to Native American Tribes for generations. Meriwether Lewis and William Clark noted the presence of aboriginal trails through the Missouri River Canyon in 1805. In 1860, John Mullan built a wagon road that encompassed a portion of the Prickly Pear Canyon. The road provided a connection between Walla Walla, Washington Territory and Fort Benton on the upper Missouri River in what would become Montana. Like Lewis and Clark before him, Mullan reported on aboriginal trails and utilized them for a portion of his road.

In 1865, a toll road that incorporated a portion of the Mullan Road traversed the entire Prickly Pear Canyon. The Little Prickly Pear Wagon Road served as a significant component of the Benton Road that connected Fort Benton to Helena, one of Montana Territory's most important mining camps (and later the territorial and state capital). The road was heavily used as a significant freight and passenger route. Its significance as a transportation corridor was further enhanced with the construction of the Montana Central Railway in 1887. Although the railroad occupied much of the alignment of the Benton Road in Prickly Pear Canyon, Lewis and Clark County rebuilt the road adjacent to the railroad grade. When the Montana Highway Department constructed U.S. Highway 91 in the early 1930s, it adhered as much as possible to the original county road alignment.

Beginning in the late 1920s, businessmen and community promoters from Helena and Great Falls appeared before the Montana State Highway Commission to construct a more direct route between those two cities through the Prickly Pear and Missouri River canyons. Supporters felt the direct route would make freight and passenger traffic between the two cities more efficient, thereby helping both communities. It would also facilitate the movement of goods, services, and people between Great Falls and Butte and provide a more direct route to the

Canadian border. The highway commissioners accepted the recommendations with little discussion and designated the proposed transportation corridor a component of U.S. Highway 91 in January 1929, thereby making it eligible for federal funds for construction and other improvements. The transportation corridor between Helena and Great Falls was constructed and improved over a four-year span between 1930 and 1933. In addition to the reconstruction of the county road through Prickly Pear Canyon, the Montana Highway Department intended to construct a brand new road between Wolf Creek and Cascade through the Missouri River Canyon. The projects also included the construction of seven bridges, including two large through truss structures over the Missouri River.

Traffic on Highway 91 increased with the opening of the more direct route between Helena and Great Falls, making it one of the premier transportation corridors in southwestern and central Montana. The highway, moreover, was constructed during the first years of the Great Depression and during the first federal relief funding program to ease the effects of one of the nation's worst economic calamities. President Herbert Hoover enacted regulations to promote the construction of road projects utilizing labor consisting of Montana residents. The regulations stipulated the minimal use of machinery and the maximum amount of pick and shovel work to maximize the number of men employed on the project. President Franklin Delano Roosevelt's New Deal legislation adopted many of the provisions of Hoover's relief programs. The goal of the relief legislation was to put as many unemployed Montanans as possible to work on road and bridge projects. U.S. Highway 91 clearly met that goal. The route followed by U.S. Highway 91 resulted in its designation as a national strategic highway in 1941. The corridor eventually became the route of Interstate 15, which superseded and bypassed U.S. Highway 91 in the early 1960s. The Old U.S. Highway 91 Historic District travel corridor is representative of the long term goals and design standards of the Montana Highway Department with its roots extending deep in Montana's early history.

Under Criterion C, the highway itself and its associated features (such as the bridges) are also illustrative of the period they were built. The bridges especially represented the ultimate in practical technology in Montana. The Hardy Bridge is a simple Warren through truss that was among the last of that particular design built by the Montana Highway Department in the state. Its technology was supplanted in 1933 by the Missouri River Bridge, a continuous span Warren through truss near Wolf Creek in 1933. The continuous span Warren through truss became the standard through truss built by the Montana Highway Department until 1946. The Missouri River Bridge was the first of its kind designed and built in Montana.

There are four reinforced concrete T-beam bridges in the corridor built between 1931 and 1934. For a short time during that period, the Montana Highway Department built more reinforced concrete T-beam bridges than any other period in its history. The philosophy behind that decision is unclear, but nearly all were located on the primary east-west (U.S. Highways 2 and 10) and north-south (U.S. Highway 91) highways; all on this highway segment represent that standard design. The stock passes are all representative of the standard design developed by the Montana Highway Department in the 1920s. Like the reinforced concrete bridges, the concrete culverts along this route are also characteristic of that standard design developed in 1915 and utilized until 1941. The highway itself represents the standard highway design and engineering practices of the early 1930s. It conforms to the landscape as only a minimal amount of blasting occurred by the contractors in its construction. Constructed for a fifty mile per hour design speed, it winds its way through the Prickly Pear and Missouri River canyons, making best use of the scenic and recreational opportunities afforded by the canyons. The highway measures twenty feet wide and consists of two ten-foot driving lanes flanked by one-foot gravel shoulders reflecting the 1930s standard design. There have been no significant alterations to that standard design.

The Old U.S. Highway 91 Historic District is located adjacent to two blue-ribbon trout streams, Little Prickly Pear Creek and the Missouri River. The highway winds its way through two spectacular canyons and provides easy access to fishermen and other recreationalists to the creek and river. It is also on the main route between Helena and Great Falls and eventually terminates at the Canadian border. Like the Benton Road before it, U.S. Highway 91 was a heavily traveled corridor. As a result, private businesses that catered to motorists and sportsmen soon appeared adjacent to the highway in the 1930s. Four of those types of businesses are located adjacent to but outside the Old U.S. Highway Historic District National Register boundary: Guyer's Filling Station and Cabins, Frenchy's Café and Cabins, Wegner's Tourist Camp, and the Missouri River Inn and Café. All four are representative of that roadside commercial development and all still mostly intact and illustrative of that period of

roadside businesses that catered to motorists on the new highway. Because they are adjacent to the ROW of the highway, they were not inventoried or evaluated as part of this National Register nomination.

Developmental history/additional historic context information (if appropriate)

The area encompassing the Old U.S. Highway 91 Historic District was part of the aboriginal territory of the Piegan Blackfeet Indians. The Missouri River and Little Prickly Pear Creek corridors served as travel routes for Native Americans for thousands of years as evidenced by Meriwether Lewis and William Clark's reports of aboriginal trails along the Missouri and the presence of an abandoned sun dance lodge. In 1860, the Jesuits established St. Peter's Mission northwest of the corridor on the Sun River to minister to the Piegans. There is also some evidence that the Shoshone and Salish Indians were well-acquainted with the area.[4]

The route now followed by U.S. Highway 91 between Hardy and Sieben was an aboriginal trail before the arrival of Euro-Americans at the beginning of the nineteenth century. The Lewis and Clark Expedition provided the first written account of the area in July 1805 when the corps moved south toward the source of the Missouri River. Both Meriwether Lewis and William Clark noted an aboriginal trail along the river and several abandoned campsites in their journals. On July 17, 1805, Clark described the area as "the river crooked bottoms narrow, Clifts [sic] high and Steep." The party passed through the Missouri River canyon by the end of the following day. In the hopes of contacting the Shoshone Indians, Lewis sent Clark, Joseph Fields, John Potts, and York ahead of the expedition. Clark reported that on the evening of July 18th "I passed over a mountain on an Indian rode [sic] by which rout I cut off Several miles of the Meanderings of the River, the roade which passes this mountain is wide and appears to have been dug in maney places . . . ." Lewis and Clark noted the large number of beaver dams near Little Prickly Pear Creek's confluence with the Missouri River. Even though beaver was a powerful lure for fur trappers and traders, the river corridor was zealously guarded by the Blackfeet, deterring any significant Euro-American incursion into the area until well into the 1850s.[5]

In 1854, U.S. Army Corps of Engineers topographer and explorer John Mullan surveyed a wagon route between Walla Walla, Washington Territory and Fort Benton, the head of navigation on the Missouri River. Four years later in 1858, he secured congressional funding for the construction of the road and began construction in 1859. He reached the Prickly Pear Canyon, which he called a "perfect defile," in July 1860. His road, however, only avoided the most treacherous part of the canyon by constructing his road to the west and then descending into it from Medicine Rock at a point about half-way through the canyon. From there, Mullan's wagon road followed Little Prickly Pear Creek downstream to the Wolf Creek area. Like Lewis and Clark before him, Mullan followed aboriginal trails from Mullan Pass to Fort Benton. About one mile north of Wolf Creek, the Mullan Road turned north and avoided the Missouri River Canyon by paralleling the western front of the Adel Mountains to Fort Benton.[6]

In July 1862, prospectors discovered gold on Grasshopper Creek in what is now southwestern Montana. That strike and others at Alder Gulch in 1863 and Last Chance Gulch in 1864 drew thousands of people into the isolated region. The sleepy little trading post of Fort Benton suddenly found itself an important supply point and steamboat port for the mining camps. The Mullan Road provided access to the camps from Fort Benton, but the route was treacherous and time consuming in the vicinity of the Prickly Pear Canyon. In January 1865, the first territorial legislature met in Bannack and chartered 23 toll companies to construct and maintain a rudimentary transportation system in Montana. Ranchers Malcolm Clark and Edward Lewis obtained a license from the legislature to construct a six-mile road between the mouth of the Little Prickly Pear Canyon and the Mullan Road on Lyons Creek deep in the Prickly Pear Canyon. The Little Prickly Pear Wagon Road Company included toll

[4] Gary E. Moulton, ed., *The Definitive Journals of Lewis & Clark: From Fort Mandan to Three Forks*, (Lincoln: University of Nebraska Press, 2002), 394, 401; Merrill G. Burlingame, *The Montana Frontier*, (Helena: State Publishing, 1942), 78.

[5] Moulton, *The Definitive Journals of Lewis & Clark*, 396, 399, 401.

[6] In 1855, Isaac Stevens, leader of the northern railroad survey, negotiated treaties with the Salish, Kootenai, Pend d'Oreille, and Blackfeet Indians that gave the federal government the right to construct roads across Indian territory. Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, rev. ed., (Seattle: University of Washington Press, 1992), 116-117; John Mullan, *Report of the Construction of a Military Road From Fort Walla Walla to Fort Benton*, (Fairfield, Washington: Ye Galleon Press, 1994), 25-26, 142-143).

gates at Clark's ranch on today's Sieben Flats near the head of the canyon and at Lyons Creek. The original road was primitive with no bridges and 27 fords of Little Prickly Pear Creek. Despite the road's drawbacks, however, it quickly became a heavily used freight and stage route between Fort Benton and Helena.[7]

In February 1866, Clark and Lewis sold their toll road license to James King and Warren Gillette of Helena. Both men had been involved in the freighting business in the territory and were no strangers to the Little Prickly Pear Wagon Road. They spent a rumored $40,000 improving the road during the spring and summer of 1866. The improved road included two miles of log crib retaining walls, nine timber bridges, and "cuts nearly throughout its whole extent." New road alignments were able to avoid all 27 fords. The *Helena Tri-Weekly Republican* reported about the road through the canyon that:

> The cemetery of the giants was defiled and the castle walls frowned upon the desecration. A passage way was hewn through the rocks and trees and constructed across the ravines and bogs at the bottom of the defile, and man looked up triumphant where before he looked down and acknowledged his own impotence. Thanks to the energy of Messrs. King and Gillette . . . , a wagon road had been built through a place, which it was supposed by many would forever remain impassable. This road is some six miles long and has, without doubt had more work done on it than has been bestowed upon the entire length of the traveled way between Helena and Salt Lake [City].

With the bypassing of the treacherous Mullan Road route and the improvement of Clark and Lewis's primitive road, traffic on what had become known as the Benton Road substantially increased. One newspaper reported that at least 2,500 wagon teams, 20,000 oxen, and 3,000 men would shortly use the road, making King and Gillette's improvements to it a "profitable investment." Indeed, the toll road operators were able to recoup their $40,000 investment within two years.[8]

The Little Prickly Pear Wagon Road and the Mullan Road through Prickly Pear Canyon eventually merged into one road, the Benton Road.[9] The road segment through the canyon was a significant and scenic part of the route between Helena and Fort Benton and one that was often described in diaries, journals, and newspaper accounts of the time. Along with freight trains, the route also hosted a stagecoach line beginning in 1864. James Knox Polk Miller described the road in 1867 "as quite a considerable piece of work . . . . Its entire length was made by excavations, embankments, wedging, and grading." Stage stations were located at the old Clark ranch and near where Wolf Creek emptied into Little Prickly Pear Creek. In 1870, though, the sixth territorial legislature voided all of the toll road charters in Montana because of complaints they'd received from users. High tolls and poorly maintained roads were the primary complaints by travelers. Consequently, the Benton Road segment through the Prickly Pear Canyon came under the jurisdiction of Lewis and Clark County, which quickly contracted with King and Gillette to keep operating the road. In 1875, however, the county cancelled the contract and assumed control of it. By 1875, the road had fallen into disrepair and had not been actively maintained by the partners for years. High water during the spring and early summer of 1876 forced the county commissioners to take action to keep the road open. The commissioners hired Little Prickly Pear Valley rancher R. S. Ells to realign the road, construct new grades, and bypass as many of the thirteen bridges on the 7-mile segment as possible. After the county spent nearly $4,000 on the project, Prickly Pear Canyon segment boasted new grades and only five bridges. The *Helena Weekly Herald* reported that "This is a very difficult and costly piece of road, and ought really to be a territorial charge, and will never be considered perfectly safe from high water until it is graded on the foothills

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[7] *Acts, Resolutions and Memorials of the Territory of Montana Passed by the First Legislative Assembly*, (Virginia City, Montana Territory: D.W. Tilton and Co., 1866), 125, 133, 536; Patricia M. Ingram, "Historic Transportation Routes Through Southwestern Montana," Bureau of Land Management, 1976, 64; Leland J. Hanchett, Jr., *Montana's Benton Road*. (Wolf Creek, Montana: Pine Rim Publishing, 2008), 33-34.

[8] Hanchett, *Benton Road*, 33, 41-42; "Little Prickly Pear Canyon," *The Helena Tri-Weekly Republican*, 26 July 1866; Burlingame, *The Montana Frontier*, 146.

[9] Intact segments of the Benton Road are located to the east of the old highway beginning just north of the Sheep Creek Bridge (UTM 12: 417754E/5203205N). The segments are located at the base of the canyon walls and extend north along the highway for approximately three-quarters of a mile. All segments are located outside the existing highway right-of-way. The segments are easily discernable being located on a raised grade and are fifteen feet wide.

through the entire length of the canyon, which the [county] commissioners are essaying to do as rapidly as possible."[10]

The Benton Road was an important freight and stagecoach road between Fort Benton, Helena, and the southwestern Montana Territory from 1864 until the late 1880s. In 1887, a syndicate of Montana businessmen with the financial backing of railroad magnate James J. Hill constructed the Montana Central Railroad from Great Falls to Helena. The railroad followed the Missouri River through its canyon south through the Prickly Pear Canyon to Helena. It connected with Hill's St. Paul, Minneapolis, and Manitoba Railroad at Great Falls and was eventually extended south to Butte to provide a connection to the Utah and Northern Railroad. In the Prickly Pear Canyon, however, the railroad largely obliterated both the need for a wagon road through it and the road itself. Subsequently, Lewis and Clark County was forced to construct a new county road through the canyon to replace it in 1888. The new road closely paralleled the railroad and was able to incorporate the remaining short sections of the old Benton Road.

The Missouri River Canyon

Euro-American access to and the utilization of the Missouri River Canyon was limited until the completion of the Montana Central Railroad in 1887. Both Meriwether Lewis and William Clark noted the presence of aboriginal trails along the river through the canyon in 1805. John Mullan, however, avoided the arduous route through the canyon because of the difficulty of constructing a wagon road there and because the easier accessed aboriginal trails to the west of the canyon and Adel Mountains functioned more efficiently as a wagon road. Consequently, the development of the Benton Road between Fort Benton and Helena utilized the Mullan Road rather than the rugged and narrow canyon. By 1886, only one community was located in the canyon. Warren Craig established a small settlement near where Wegner Creek empties into the Missouri River. The community had one road and it accessed the Benton Road to the northwest. Settlers in the Craig area raised cattle for sale on the Benton Road. In 1888, Craig became a station on the Montana Central Railroad as did a new community twenty miles to the north called Hardy. While the Montana Highway Commission established a state highway system in 1915, its first map does not show a road through the Missouri River Canyon. It was not until the establishment of U.S. Highway 91 in 1929 and the construction of the highway in the late 1920s and early 1930s that there was a direct route between Helena and Great Falls that encompassed the Missouri River Canyon.[11]

U.S. Highway 91

Beginning in 1928, delegations of Great Falls, Cascade, and Helena businessmen appeared before the Montana State Highway Commission requesting that a more direct route between Helena and Great Falls be built through the Missouri River Canyon. Although the Great Northern Railway's Montana Central branch line provided a direct route between the cities, north-bound motorists had to take a more circuitous route through the Prickly Pear Canyon to Wolf Creek and then over a route approximating the old Benton Road to Great Falls. The commissioners from both Cascade and Lewis and Clark counties contributed $20,000 toward the construction of the new road, which the highway commissioners accepted. Their lobbying efforts proved successful and in January 1929 the highway commissioners designated a new route between Cascade and Wolf Creek as Federal Aid Project No. 172, a component of U.S. Highway 91. The Bureau of Public Roads and American Association of State Highway Officials designated U.S. Highway 91 in 1926. The highway stretched from Sweetgrass, Montana on the Canadian border to Long Beach, California. The commissioners awarded the first contract on the new road, a 5-mile section in Lewis and Clark County, to the Morrison-Knudsen Company in November 1929. Over the course of the next three years, the commissioners awarded seven contracts for the construction of the road.

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[10] Hanchett, *Benton Road*, 43, 154; Andrew F. Rolle, ed., *The Road to Virginia City: The Diary of James Knox Polk Miller*, (Norman: University of Oklahoma Press, 1960), 113-14; "Prickly Pear Canyon," *The Helena Weekly Herald*, 16 July 1876; M. A. Leeson, *History of Montana, 1739-1885*, (Chicago: Warner, Beers and Co., 1885), 1209.

[11] Moulton, *Journals of the Lewis & Clark Expedition*, 396, 399; *Montana Places Names: From Alzada to Zortman*, (Helena: Montana Historical Society Press, 2009), 57, 117; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press Publishing, 1990), 64, 129; Montana State Highway Commission Road Map, 1915.

The commissioners funded the projects first under the 1931 state debenture and then through emergency relief projects. None of the projects were funded under federal New Deal legislation.[12]

Sieben-Wolf Creek (Segment 1)

During discussions over the routing of the Wolf Creek – Sieben section of the road through the Prickly Pear Canyon in September 1932, the highway commissioners and Construction Engineer George Poore determined that the new road could not pass through the community of Wolf Creek "at any reasonable cost." Consequently, the new road was placed on the south side of the town on the opposite side of Little Prickly Pear Creek and the railroad. Businesses that had been located in the community, quickly moved to the outskirts of the town along the new road, including a gas station and two tourist cabin camps. In 1939, Wolf Creek was described as "something of a summer resort, with good fishing and beautiful mountain scenery." The relocation changed the character of Wolf Creek and eventually resulted in the near obliteration of the community's old business district by Interstate 15 in the 1960s.[13]

Routing a modern highway through Prickly Pear Canyon was a difficult task for the Montana Highway Department's engineers. In addition to the rugged character of the canyon that had caused road builders problems since 1865, the department also had to contend with the Great Northern Railway's Montana Central branch through the canyon. When the railroad constructed its line through the canyon in 1887, it occupied the best alignment that required the least amount of blasting and other rock work. Coincidentally, that alignment largely obliterated the old Benton Road and Lewis and Clark County was forced to construct a new road adjacent to the railroad right-of-way. Any road improvements in the canyon would require easements from the railroad in addition to the blasting and rock work that would be necessary to carve a modern road through the defile. The Montana Highway Department began negotiations with the railroad in October 1932, but did not obtain an agreement with it until well after the highway commissioners had let the project. Unfortunately, the Great Northern assigned Assistant Engineer Carl Hensel to act as liaison between the Montana Highway Department and the railroad. Hensel was difficult to work with, "of that unfortunate type who cannot stand to be disagreed with on any item without immediately seeking some means of reprisal." Indeed, during the course of the project, Project Engineer F. A. Small caught Hensel red-handed stealing rock that belonged to the highway department.[14]

Along with the railroad, there was also a strong disagreement between the Montana Highway Department and Bureau of Public Roads district engineer William H. Lynch about the design of the retaining walls to be used on the project. The Montana Highway Department engineers designed dry-laid rubblestone walls for the project. Lynch insisted that cement rubble walls would be better. Initially, the department's engineers wouldn't back down, but because the Bureau of Public Roads was in charge of the purse strings, the engineers eventually acceded to Lynch's demands.[15]

On 4 November 1932, the Montana State Highway Commission awarded a contract to Spokane, Washington contractor Sam Orino to "grade and base course [surface] 10.231 miles of the Wolf Creek-Sieben section of US Highway 91 . . . in Lewis and Clark County." Orino began work on the project eleven days later. While the Orino

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[12] Enacted by the Montana Legislature in 1931, the debenture was bond issue voted on by Montana citizens to provide matching money specifically for road construction projects. The highway commission relied on debentures through the 1930s and 1940s. The Montana State Highway Commission used the debenture money to match emergency funds allocated to the states by the federal government under the Hoover Administration. The conditions for the money was similar to those imposed by the New Deal, including limited hours for workers, a federally-determined wage scale, and a minimal amount of heavy equipment to maximize the amount of labor needed to construct the road. Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, (Seattle: University of Washington, 1991), 296; MSHC, book 4, p. 76; Ibid, p. 102; Ibid, p. 280; Jon Axline, "Highway Through History: Montana's Scenic U.S. Highway 91," *SCA: Journal Society for Commercial Archeology* Volume 16, No. 2 (Fall 1998), 13-14.

[13] MSHC, book 5, p. 192; Axline, "Highway Through History," 16-17; Federal Writers' Project, *Montana: A State Guide Book*, (Helena: Montana Department of Agriculture, Labor, and Industry, 1939), 267.

[14] Construction File: Emergency Construction Highway Project No. E 269-A, Unit 1, Sieben-Wolf Creek, Montana Department of Transportation, Helena, Montana.

[15] Ibid.

company was based in Washington State, many of his relatives claimed residency in Missoula and found their way onto his payroll for the Sieben-Wolf Creek project. Unfortunately, stringent employment regulations attached to the federal relief money caused Orino, the highway department and the local relief committee headaches that persisted through the project.[16]

In 1931, the Hoover Administration enacted new requirements for Federally-funded projects to counter the high unemployment of the Great Depression. The requirements specified that labor must be obtained locally or from in-state, they could only work 30 hours per week, and the men had to be paid in cash in each week. A minimum amount of machinery could be used on the project, which meant that more laborers would be needed to do the pick and shovel work. Only Orino's top foremen, steam shovel operators, and timekeeper could be out-of-staters. The rest had to come from Montana. The Lewis and Clark County Relief Committee sent men on its unemployment rolls to Orino. If the men could prove residency in Montana, the contractor was obligated to hire them – regardless of their skill level. By early 1933, complaints surfaced about Orino's employment policies and the way he conducted the work. In November 1932, Orino sub-contracted with the Comerford and House Company to operate steam shovels near a quarry adjacent to the road just south of Wolf Creek. Railroad liaison Hensel soon filed a complaint that the company's shovels were knocking rocks and other debris down onto the tracks and into Little Prickly Pear Creek, which threatened the integrity of a railroad bridge just downstream.[17]

In March 1933, labor inspector H. C. Shaffroth filed a report with the highway commission complaining about Orino's employment practices on the project. Orino employed 58 men on the project, all ostensibly from Montana as the Federal government required. Residents of Wolf Creek, however, groused that not all the men on the job were Montanans and that quite a few were friends of Orino. The contractor denied the charges, to which Shaffroth replied "the contractor claims that he has only the word of the employees themselves as to their legal residence, which of course is only an alibi, as most of the employees in question have been with the contractor for several years, and their legal residence must be known by the contractor." The report mandated that each of Orino's employees had to provide documentation that they were, indeed, residents of Montana. Of those 58 men, four resigned and three were fired because they were residents of Washington state. Shaffroth also heard complaints that men who were not employed on the project were allowed to eat in the company mess tent and those who were employed on the project were required to eat there. Ultimately, the highway commission fined Orino $500 for violating the provisions of the Federal labor laws.[18]

Despite the labor problems and the difficulties with the Great Northern Railway, work on the project proceeded relatively smoothly. The alignment of the new road closely followed that of the county road through the canyon, incorporating as much of the old route into the new road as possible given the design standards of the day. Considerable blasting took place in the rocks to straighten the highway and eliminate four at-grade railroad crossings. The railroad eventually dismissed Hensel from the project, but his successor also proved a thorn in the side of the contractor. The railroad complained that dust kicked up by the contractor coated the line's passenger cars and obstructed the view of the locomotive engineers. Fortunately for Orino, he obtained permission from the highway commissioners to close the highway to traffic in the winter of 1933, thus facilitating the completion of the project. In July 1933, the commission accepted the project, which was nearly a month behind schedule, but refused to waive the Liquidated Damages clause of the contract based on Division Engineer R. C. Willcomb's recommendation that it was "almost impossible for us to disassociate our troubles in connection enforcing the labor provisions of this contract and its engineering problems. We do not feel that we have received the cooperation of the contractor in spite of his numerous protestations to the contrary."[19]

[16] Ibid.

[17] Ibid.

[18] Ibid.

[19] Ibid.

Wolf Creek to Hardy (Segments 2 and 3)

The records for the construction of the Wolf Creek to Hardy section of U.S. Highway 91 have not survived. The highway commission awarded the Wolf Creek to Craig segment of the highway to Missoula contractors Edward Powell and Buck Helean for the construction of 8.3 miles of highway for $81,268. The Craig to the Cascade County line segment was the first of the segments to be constructed. The commissioners awarded the contract to the Morrison-Knudsen Company in November 1929 for nearly $100,000. The next segment built was constructed by the Leo T. Lawler Company of Butte in 1931. In August 1932, the commissioners awarded a contract to the Summit Construction Company of Summit, South Dakota to place a "plant mix oiled crushed gravel surface on . . . the Missouri River Canyon section of the Helena-Great Falls Road."[20]

The completion of U.S. Highway 91 through the Missouri and Prickly Pear canyons provided a direct route between Helena and Great Falls and changed the character of the area through which it passed. Although it was one of the more scenic routes in the state, no mention of it occurred in the promotional brochures produced by the Montana Highway Department at the time. Indeed, Lewis and Clark provided the best description of the route in 1805 and it was, thereafter, ignored by succeeding travel writers. In April 1941, the Montana State Highway Commission and Public Roads Administration (formerly the Bureau of Public Roads) designated U.S. Highway 91 between Butte and Helena as a Priority One facility on the newly-created Strategic System of Military Defense Highways. The federal government intended highways on the designated strategic system would be given priority in receiving funding and materials for construction and maintenance. U.S. Highway 91 was important because it provided a connection between the mines at Butte, the state's capital city, and the copper refinery and hydroelectric facilities in Great Falls. When the United States entered World War II in December 1941, the War Department had to approve any projects on the strategic highway system. The highway commissioners requested no funds for U.S. Highway 91 for the duration of the war. Indeed, it programmed no projects on U.S. Highway 91 until 1960 when it awarded a contract to the consulting firm of Morrison-Maierle to design Interstate 15 through Prickly Pear Canyon. In 1962, the highway commission let a contract for the construction of the Interstate in the canyon. Between 1962 and 1967, the highway department completed construction of Interstate 15 between Sieben and Hardy, thereby bypassing Old U.S. Highway 91. The interstate parallels much of the route of U.S. Highway 91, which became a frontage road known locally as the Recreation Road. In August 1969, the State Highway Commission, at the request of the Fish and Game Commission (now Montana Department of Fish, Wildlife and Parks), renamed Old U.S. Highway 91 through Prickly Pear Canyon the "Canyon Recreation Road." Currently, the road is a state-maintained facility, but is not on the federal primary system.[21]

The Road Builders

Four contracting companies constructed U.S. Highway 91 between Milepost 0.0 and 31.6 over a four-year period beginning in 1929.

Powell and Helean

In October 1932, Edward Powell and Thomas "Buck" Helean obtained the contract from the Montana State Highway Commission to construct eight miles of U.S. Highway 91 between the communities of Wolf Creek and Craig in Lewis and Clark County. Born in Iowa in 1873, Helean moved to Missoula, Montana in 1921. He obtained his first Montana Highway Department contract in 1926. Over the course of the next thirteen years, until 1939, he received twelve Montana Highway Department contracts under his own name. He partnered with Edward Powell on three contracts in 1932, including the Wolf Creek to Craig section of U.S. Highway 91. Powell was born in Iowa in 1865 and worked for the U.S. Reclamation Service there in the early twentieth century. By

[20] MSHC, book 5, p. 210; Ibid, book 4, p. 280; Ibid, book 4, p. 440; Ibid, book 5, p. 189.

[21] MSHC, book 8, pp. 242-43, 298-99, 295; Ibid, book 15, p. 91; "Men, Machines Move Canyon Walls," *Great Falls Tribune*, 15 July 1962; MSHC, book 20, p. 273.

1930, he was a section foreman for the Northern Pacific Railway's branch line to Polson, Montana. Buck Helean died in 1959 and Edward Powell in 1951.[22]

Sam Orino

Based in Spokane, Washington, Orino was an active road and bridge contractor in Montana from 1927 to 1940. He obtained his first road contract from the Montana State Highway Commission in October 1926 and over the next thirteen years won eleven highway and bridge contracts from the highway commission, including the 10.2-mile segment of U.S. Highway 91 through Prickly Pear Canyon in Lewis and Clark County in 1932. Unfortunately for Orino, he had a difficult time adapting to the new federal regulations in regards to the employment of local residents on his construction crews.[23]

Leo T. Lawler Corporation

Born in Minnesota in 1888, Leo Lawler moved to Butte in 1916 and worked as a general contractor with Charles Carmichael until July 1927 when he obtained his first road contract from the state highway commission. From 1927 to 1936, the highway commission awarded Lawler 34 contracts, making him one of the most prolific highway contractors in Montana during that time.[24]

Morrison-Knudsen Company

Based in Boise, Idaho, the Morrison-Knudsen Company built twelve highway projects in Montana between 1929 and 1936, including the Beartooth Highway in south central Montana.

The Bridge Builders

William P. Roscoe

Few men had as big an impact on Montana's construction industry as William P. Roscoe. For thirty years, from 1926 to 1956, Roscoe built more bridges in Montana than any other contractor employed by the Montana Highway Department. Although he specialized in the construction of large steel bridges, Roscoe also built reinforced concrete and timber bridges all over the state. Bridges built by his company include the Missouri River Bridge near Wolf Creek (24LC0131) and Yellowstone River bridges at Reed Point, Forsyth, and Glendive.[25]

Born in Wadena, Minnesota in February 1886, William P. Roscoe dropped out of school in 1902 and worked in South Dakota as a cowboy for several years. In 1905, he returned to Minnesota and went to work for William and Arthur Hewett's Security Bridge Company. Unlike Montana's bridge engineers, who learned their trade in colleges and universities, Montana's most successful bridge contractors learned their craft in the field from other bridge-builders. Roscoe went to work for the Hewetts as a laborer. Within a few years, he worked his way up to foreman and, by October 1915, served as the company's vice president when the Hewetts moved Security's headquarters to Billings. Roscoe continued his association with the Security Bridge Company until 1925, when he formed the W. P. Roscoe Company in Billings. William and Arthur Hewett dissolved the Security Bridge Company in 1926.[26]

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[22] MSHC, book 5, pp. 211, 212; U.S. Census Records, 1900-1940; R. L. Polk and Co., *Missoula City and Missoula County Directory*, (Helena: R. L. Polk and Co., of Montana, 1922-23).
[23] MSHC, book 3, pp. 66, 67; Ibid, book 5, pp. 231-32, 307.

[24] U.S. Census Records, 1900-1940; MSHC, book 3, pp. 182, 184; R. L. Polk and Co., *Butte City Directory*, (Helena: R. L. Polk and Co., of Montana, 1916).

[25] Axline, *Conveniences Sorely Needed*, 113-114.

[26] Tom Stout, *Montana: Its Story and Biography*, Volume 2 (Chicago: American Historical Society, 1921), 221-222; Fredric Quivik, *Historic Bridges of Montana*, (Washington DC: National Park Service, 1982), 43.

During his thirty-year career, the Roscoe company built bridges throughout Montana and was the only contractor from which the Montana Highway Department's bridge engineers sought advice on construction problems. Bill Roscoe died in 1956. Soon after his death, Roscoe's family reorganized the company and formed Roscoe Steel and Culvert Company (now TruNorth). Although the company no longer builds bridges, it still provides components for steel bridges in Montana and United States.[27]

Evarts Blakeslee, Robert Boomer, and Angus McGuire

Born in 1883 in Lake Geneva, Wisconsin, Evarts H. "Blake" Blakeslee was long associated with the Montana Highway Department, both as an employee and as an independent contractor. After obtaining a degree in engineering from the University of Wisconsin about 1906, Blakeslee relocated to the Bitterroot Valley of western Montana in 1906 or 1907. There, he worked as a surveyor and contractor on the Bitterroot Valley Irrigation District, a reclamation project designed to promote the cultivation of apple orchards in the valley. After the Apple Boom collapsed in 1917, Blakeslee moved to Helena and began work as a Resident Engineer for the Montana State Highway Commission in 1918. Between 1915 and 1926, the Commission assigned Resident Engineers to supervise the construction of large bridge projects in the state. In 1919, the Commission assigned Blakeslee to supervise the construction of the First Avenue North and Tenth Street (HAER no. MT-8) bridge projects in Great Falls. New job opportunities in the Electric City, however, compelled Blakeslee to permanently relocate to Great Falls after the bridge projects were completed in 1921. He resigned from the highway commission in 1921 and began work as an independent bridge contractor. Blakeslee's experience with the use of reinforced concrete on the two Great Falls bridges had a profound impact on his subsequent career as an independent contractor.[28]

While still employed by the highway commission in 1920, Blakeslee purchased the seven truss spans of the old First Avenue North Bridge in Great Falls for use at other sites. By 1922, went into business with Angus McGuire, whom he met in the Bitterroot Valley when both men were employed on an irrigation project. McGuire relocated to Great Falls around 1921 and went into business with Blakeslee. The McGuire and Blakeslee company hit the ground running in 1922: that year, the highway commission awarded them contracts to build a bridge in the Gallatin Canyon south of Bozeman, and pave one-half mile of city street in Glendive with a roller leased from the commission. The projects established McGuire and Blakeslee as reliable contractors who completed their projects by the deadline specified in the contracts. Between 1921 and 1933 when McGuire left the company, the men built bridges throughout Montana and Wyoming, including the Yellowstone River at Glendive (24DW0290) in 1926 and the Missouri River at the community of Hardy (24CA0389) in 1931. Both structures are substantial through truss bridges. For the most part, however, the company built small reinforced concrete slab and T-beam bridges. In 1933, McGuire left Montana for parts unknown.[29]

From 1933 until 1936, Blakeslee was in partnership with Anaconda Copper Mining Company employee Robert Boomer. The company operated under the name of Boomer & Blakeslee. The company built bridges on U.S. Highway 91 between Great Falls and Helena, including the Sheep Creek Bridge (24LC1157) in 1934 and the Prewitt Creek Bridge (24CA0642) in 1931. In 1936, Blakeslee dissolved his association with Robert Boomer and formed a partnership with Great Falls area rancher Thomas Staunton to construct road and bridge projects in Montana. The partnership endured as Staunton & Blakeslee until about 1945 when Staunton retired to devote full-time attention to his cattle ranch. In all his incarnations, Blakeslee was best known for his knowledge and use

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[27] Interview with Jim Roscoe, grandson of William P. Roscoe, by author, April 2004; Quivik, *Historic Bridges*, 43.

[28] "Great Falls Contractor E. H. Blakeslee Dies," *Great Falls Tribune*, 18 October 1967; Robert Blakeslee Interview by Mitzi Rossillon, 3 March 1992; *Polk Directory for Helena and Lewis and Clark County*, (Helena: R.L. Polk, 1918); *Water Resources Survey: Ravalli County, Montana*, (Helena: State Engineers Office 1958), 45.

[29] There is no record of McGuire in Montana after his departure from Great Falls in the U.S. Census Records. "$6842 Offered for Iron in Old Bridge Across Missouri," *Great Falls Tribune*, 11 September 1920; *Polk Directory for Great Falls*, (Great Falls: R.L. Polk, 1918-1967); *Third Biennial Report State Highway Commission of Montana, 1921-1922*, (Helena: State Highway Commission, 1923), 54-55, 56-57, 58-59, 62; Butte City Directories, 1900 – 1921; "T. Staunton, Rancher and Businessman, Dies," *Great Falls Tribune*, 9 April 1956.

of reinforced concrete for bridge construction. After the Second World War ended in 1945, Blakeslee formed the Utility Builders Company, a family business that specialized in the construction of curbs, gutters, and pavement in the Great Falls area. Blakeslee remained active in the business until his death in October, 1967 at the age of 84.[30]

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[30] Although Boomer formed a partnership with Blakeslee in 1933, he kept his job at the Anaconda Company plant in Great Falls throughout the period he was associated with Blakeslee. "Great Falls Contractor," *Great Falls Tribune*, 18 October 1967; Blakeslee Interview; *Great Falls City Directories* 1949-1967; "T Staunton," 9 April 1956.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
_x__ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: Montana Department of Transporation___

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property ___97_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: Longitude:
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or

UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

A Zone: 12	Easting: 414689	Northing: 5196787
B Zone: 12	Easting: 414528	Northing: 5197280
C Zone: 12	Easting: 414826	Northing: 5197775
D Zone: 12	Easting: 414388	Northing: 5198081
E Zone: 12	Easting: 414270	Northing: 5198748
F Zone: 12	Easting: 414640	Northing: 5198982
G Zone: 12	Easting: 415397	Northing: 5199981
H Zone: 12	Easting: 416801	Northing: 5201781
I Zone: 12	Easting: 418296	Northing: 5204262
J Zone: 12	Easting: 417984	Northing: 5206305
K Zone: 12	Easting: 419479	Northing: 5206178
L Zone: 12	Easting: 424163	Northing: 5208949
M Zone: 12	Easting: 424513	Northing: 5210754
N Zone: 12	Easting: 246480	Northing: 5211507
O Zone: 12	Easting: 428233	Northing: 5215867
P Zone: 12	Easting: 427982	Northing: 5216959
Q Zone: 12	Easting: 428489	Northing: 5218794
R Zone: 12	Easting: 430847	Northing: 5219674
S Zone: 12	Easting: 432677	Northing: 5218840
T Zone: 12	Easting: 432917	Northing: 5220187
U Zone: 12	Easting: 434144	Northing: 5219905
V Zone: 12	Easting: 434847	Northing: 5221021
W Zone: 12	Easting: 435468	Northing: 5220816
X Zone: 12	Easting: 435827	Northing: 5221213
Y Zone: 12	Easting : 435816	Northing: 5222707
Z Zone: 12	Easting: 436765	Northing: 5222523
AA Zone: 12	Easting: 437660	Northing: 5223522
BB Zone: 12	Easting: 436650	Northing: 5224165
CC Zone: 12	Easting: 437076	Northing: 5224695
DD Zone: 12	Easting: 437706	Northing: 5224651
EE Zone: 12	Easting: 437775	Northing: 5225706
FF Zone: 12	Easting : 439209	Northing: 5226848

Verbal Boundary Description (Describe the boundaries of the property.)

The Old U.S. Highway 91 Historic District is seperated into three segments. Numerous UTM points are presented above providing a detailed plot of the nominated property; however, because of the winding nature of the property the verbal boundary description describes the property location in more general terms focusing on a description based on the beginning and end points of the individual segments. The beginning and ending segment points are referenced as UTM Reference points A (beginning of Segment 1), K (end of Segment 1/beginning of Segment 2), Y (end of Segment 2/beginning of Segment 3), and FF (end of Segment 3) and serve as the following general property description. The entire length of the Old US Highway 91 Historic District proceeds in a northeast direction. It begins in Lewis and Clark County at UTM 12: 414689/5196787 (SW¼ SW¼ of Section 33, T14N, R4W) where it intersects Interstate 15 Interchange No. 219 (Milepost 0.0). From this point it proceeds northeast to UTM 12: 419479E/5206178N (NW¼ NW¼ of Section 1, T14N, R4W), the end point of Segment 1 and the start (south end) of Segment 2 (Milepost 8.1). The highway closely parallels Little Prickly Pear Creek from it's

beginning at UTM 12: 414698/5196787 (SW¼ SW¼ of Section 33, T14N, R4W) to UTM 12: 423094/5207781 (NE¼ NW¼ of Section 32, T15N, R3W) where it intersects the Missouri River.

Segment 2 begins at UTM 12: 419479E/5206178N (NW¼ NW¼ of Section 1, T14N, R4W) and procedes northeasterly to UTM 12: 435816E/5222707N (Milepost 27.0), the end point of the segment and the beginning (south end) of Segment 3.

Segment 3 begins at UTM 12: 435816E/5222707N (mile post 27), and continues to run in a northeast direction to UTM 12: 439209E/5226848N (Milepost 31.6), the end of the segment and the termination of the National Register boundary of this property.

From UTM 12: 423094/5207781 (NE¼ NW¼ of Section 32, T15N, R3W) to UTM 12: 439209E/5226848N (SW¼ SE¼ of Section 25, T17N, R2W) the Old US Highway 91 Historic District closely parallels the Missouri River.

Further UTM points tied to resources associated the Old US Highway 91 Historic District are found throughout the text of Section 7 and highlighted on the maps under "Additional Documentation" of the Continuation Sheets. These resource UTMs provide additional locational information for Old US Highway 91 Historic District.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is drawn, based on the existing alignment of U.S Highway 91 and the Right-of-Way on either side of it for a distance of 60 feet. The boundary allows the property to retain its historic setting. The boundary includes only that part of Highway 91 owned by the Montana Department of Transportation. That ownership area is delineated by barbed wire fences, the BNSF Railroad Company grade, Interstate 15, and the Little Prickly Pear Creek and the Missouri River.

11. Form Prepared By

name/title: Jon Axline
organization: Montana Department of Transporation
street & number: 2701 Prospect Avenue
city or town: Helena state: MT zip code: 59620-1001
e-mail jaxline@mt.gov
telephone: (406) 444-6258
date: 5/23/2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

(See Continuation Sheets)

Property Owner:

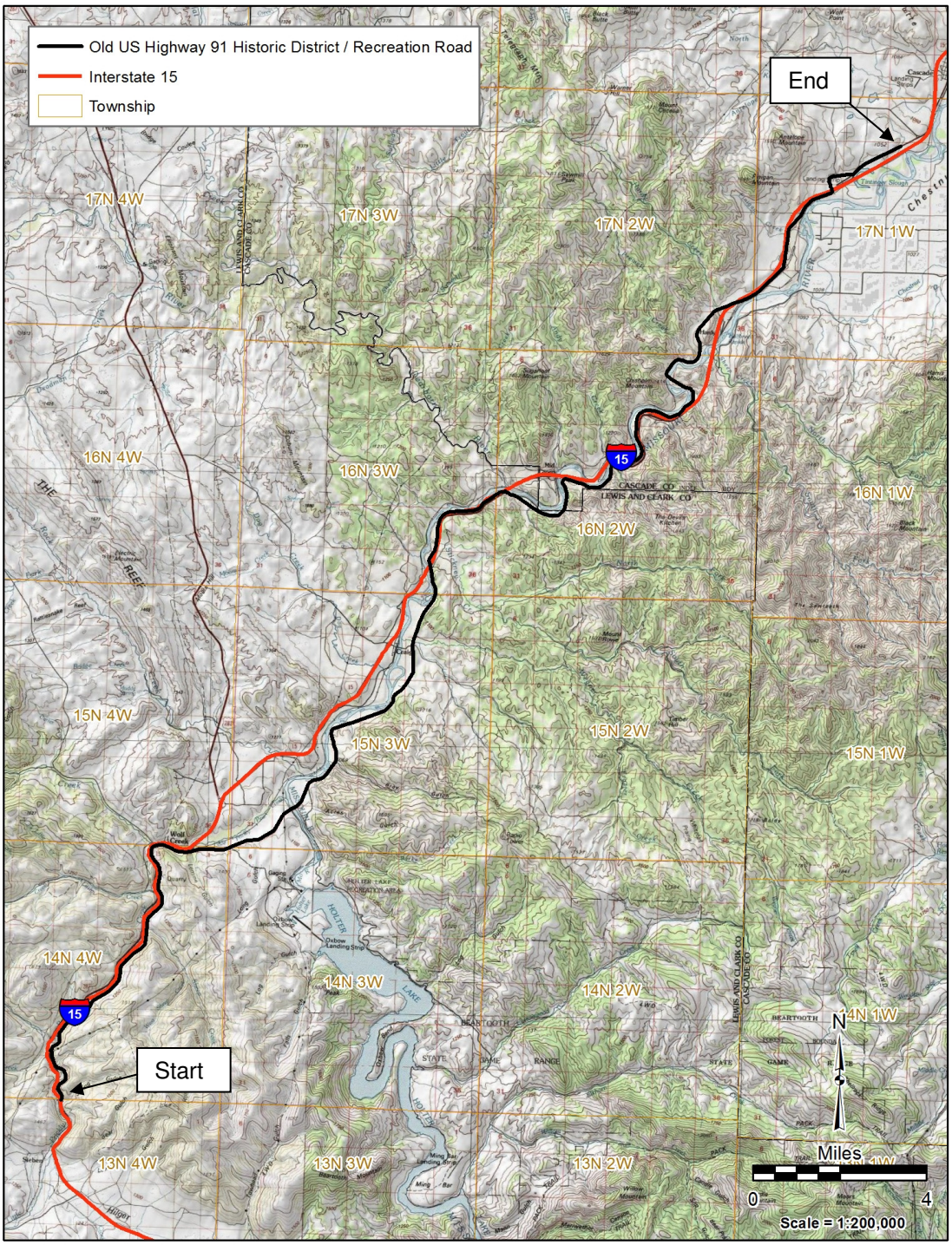
(Complete this item at the request of the SHPO or FPO.)

name Montana Department of Transportation

street & number 2701 Prospect telephone (406) 444-6200

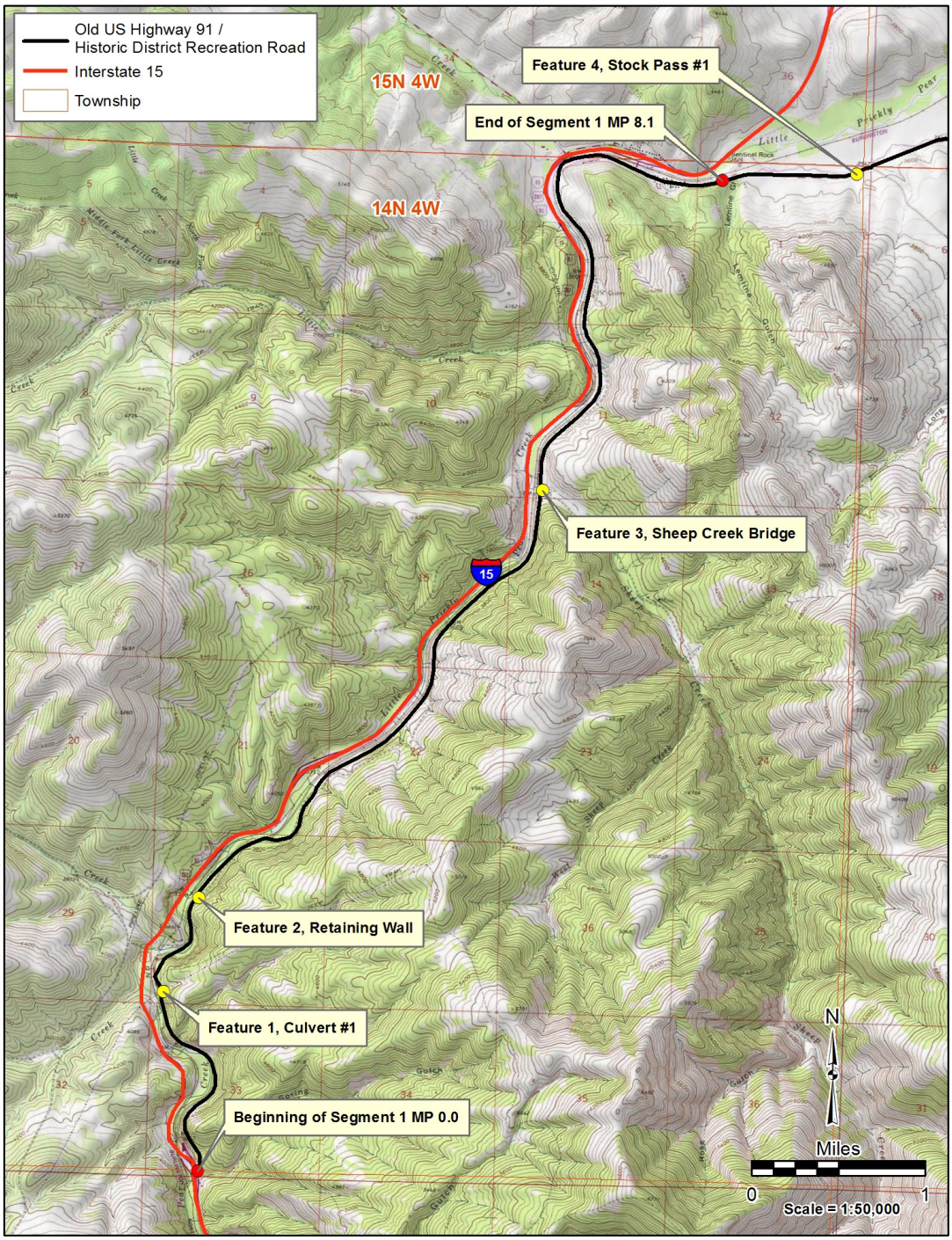
city or town Helena state MT zip code 59620-1001

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.



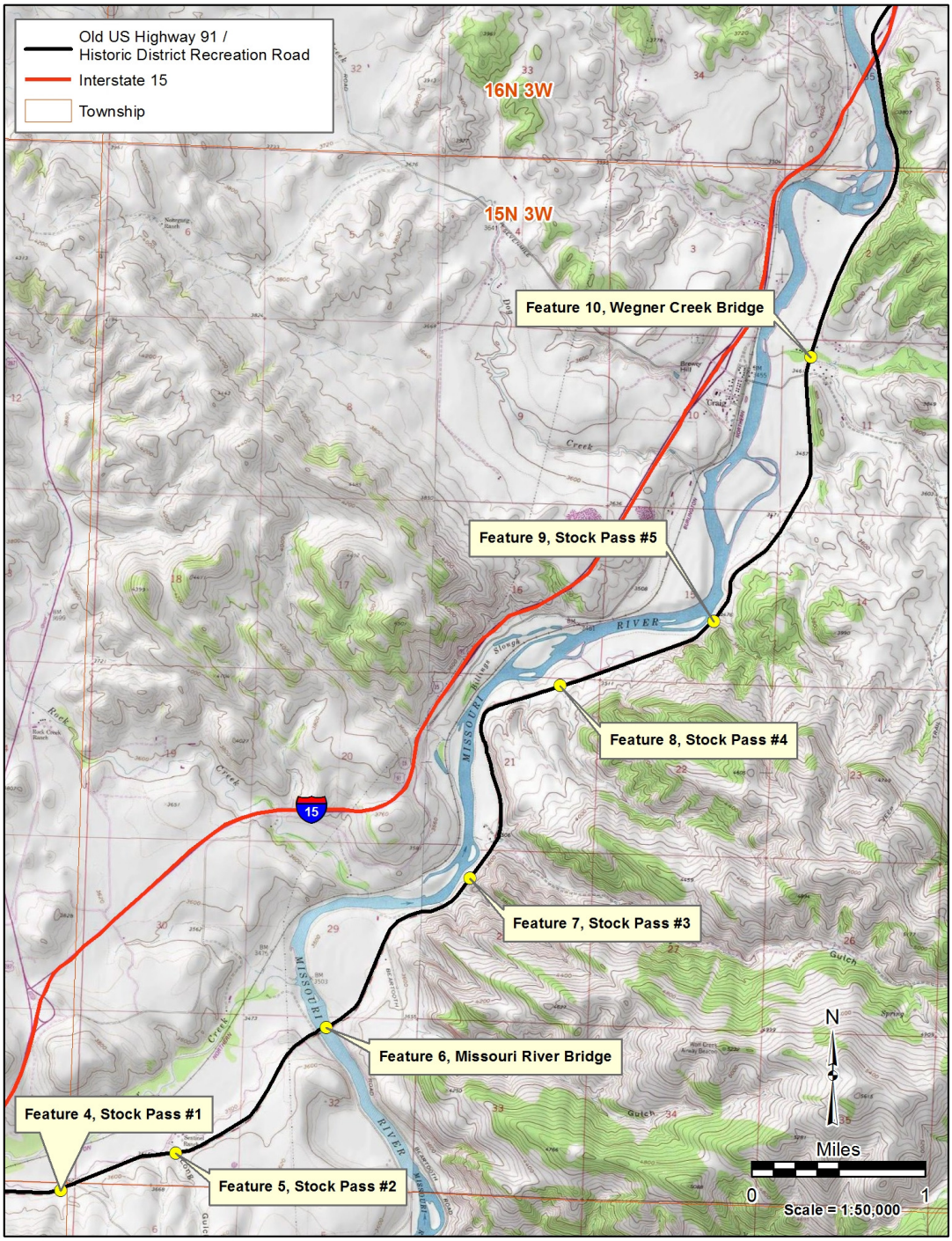
Map Source: ESRI Online USGS Topographic Maps

Map Showing the entire length of the Old Highway 91 Historic District



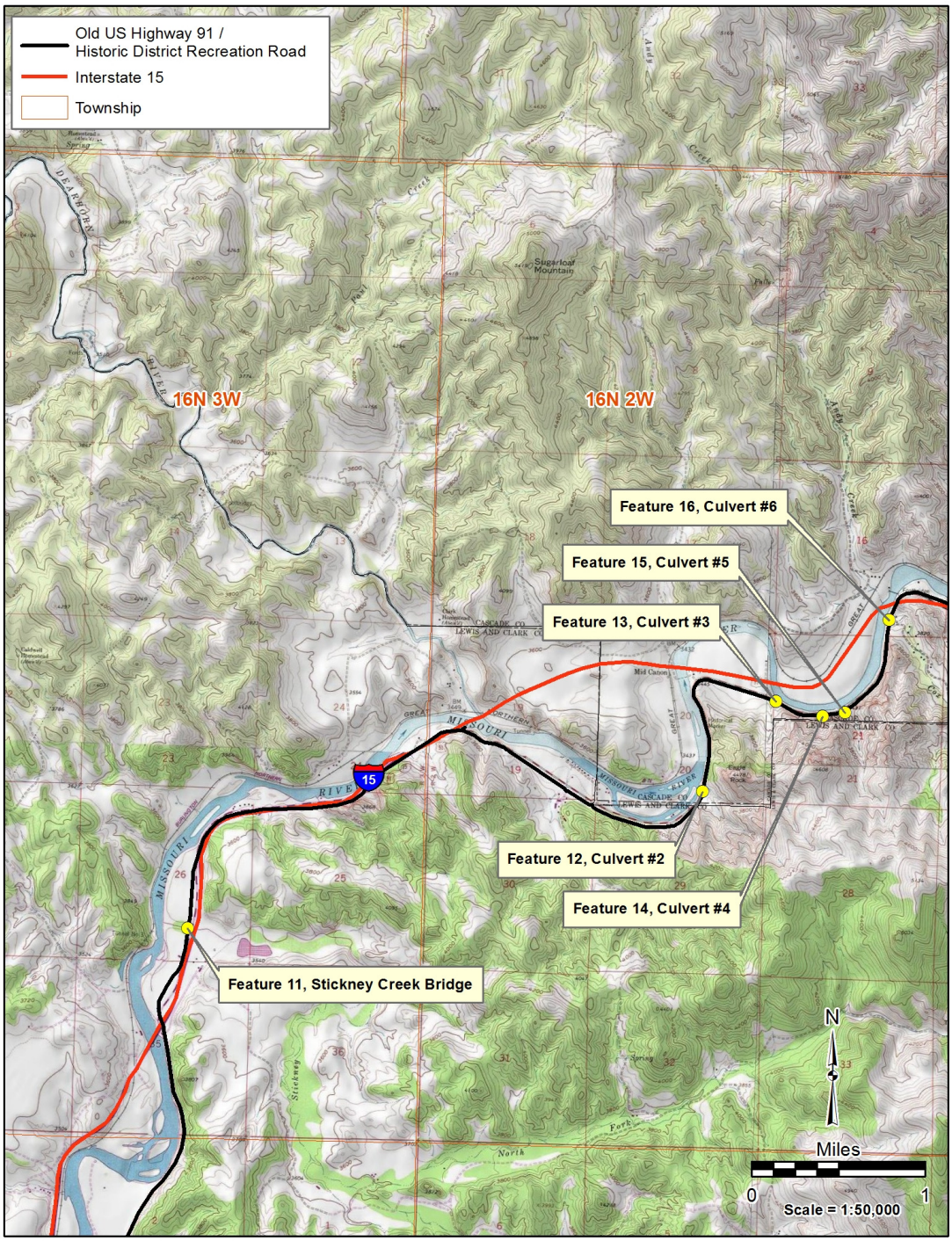
Map Source: ESRI Online USGS Topographic Maps

Location of Old U.S Highway 91 Historic District showing location of associated features. Found on Sheep Creek and Mitchell Mountain, MT (both 1962) 7.5' Topographic Maps.



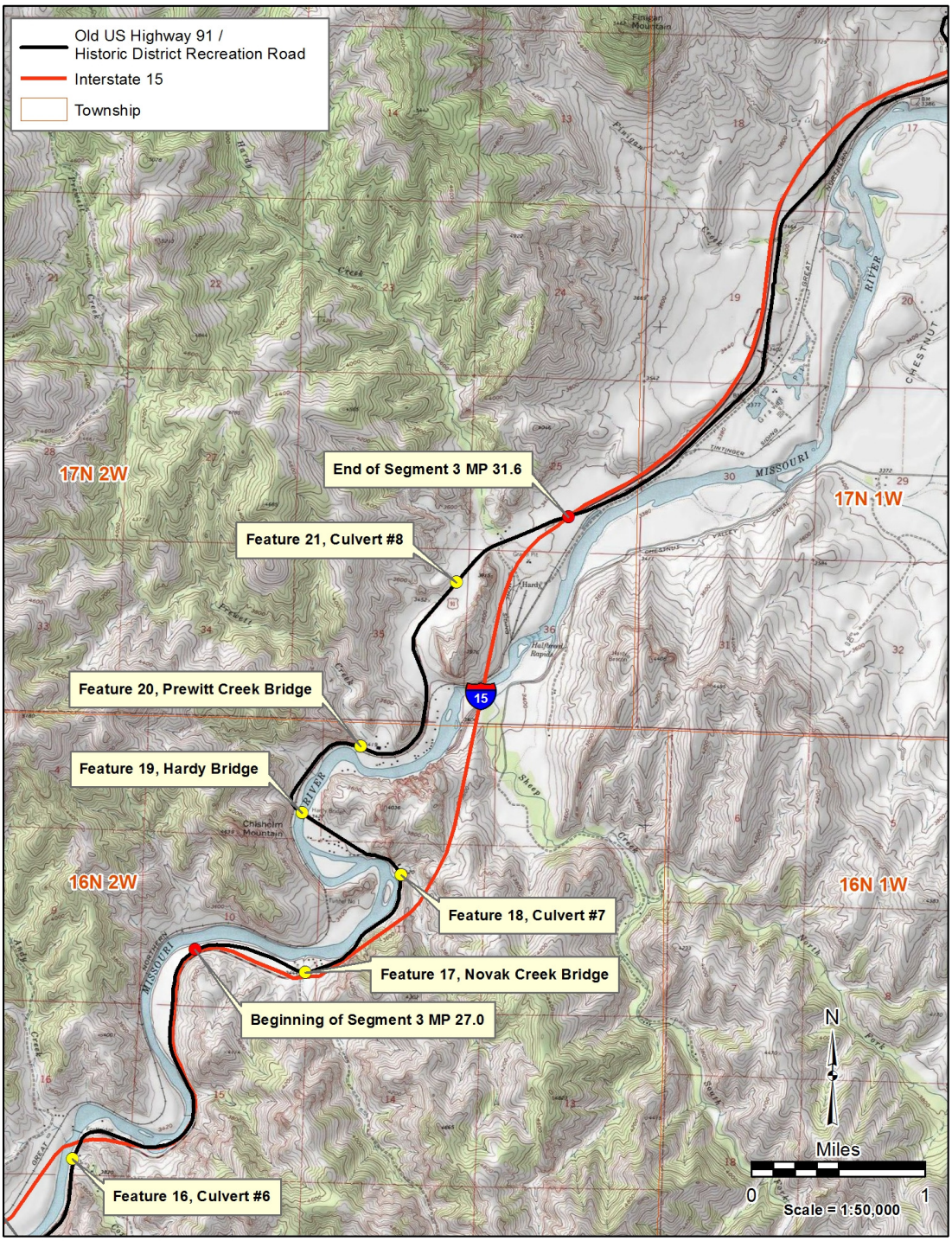
Map Source: ESRI Online USGS Topographic Maps

Location of Old U.S Highway 91 Historic District showing location of associated features. Found on Wolf Creek and Craig, MT (both 1961, Photrevised 1979) 7.5 Topographic Maps.



Map Source: ESRI Online USGS Topographic Maps

Location of Old U.S Highway 91 Historic District showing location of associated features. Found on Mid Canon and Hardy, MT (both 1961), 7.5' Topographic Maps.



Map Source: ESRI Online USGS Topographic Maps

Location of Old U.S Highway 91 Historic District showing location of associated features. Found on Hardy, MT (1961) 7.5' Topographic Map

Photograph Log

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana
Photographer: Unknown
Date of Photograph: circa 1935
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Postcard view of U.S. Highway 91 Historic District at MP 23.3. View to the southeast.
Photograph: 0001
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0001

Name: Old USU.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Unknown
Date of Photograph: Circa 1940
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 8. View to the west.
Photograph: 0002
MT_CascadeLewisandClarkCounties_USHighway91HistoricDistrict_0002

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Unknown
Date of Photograph: circa 1960
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Unknown location. U.S. Highway 91 Historic District. View to the northwest.
Photograph: 0003
MT_CascadeLewisandClarkCounties_USHighway91HistoricDistrict_0003

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Beginning of Old U.S. Highway 91 Historic District at MP 0.0. View looking north-northwest.
Photograph: 0004
MT_CascadeLewisandClarkCounties_USHighway91HistoricDistrict_0004

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert outlet (Feature 1) at MP 0.75. View to the east-northeast.
Photograph: 0005
MT_CascadeLewisandClarkCounties_USHighway91HistoricDistrict_0005

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 1.5. View to the south.
Photograph: 0006
MT_CascadeLewisandClarkCounties_USHighway91HistoricDistrict_0006

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Retaining wall (Feature 2) at MP 1.75. View to the south-southwest.
Photograph: 0007
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0007

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Retaining wall (Feature 2) at MP 1.75. View to the southwest.
Photograph: 0008
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0008

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Sheep Creek Bridge (24LC1157) at MP 5. View to the east-northeast.
Photograph: 0009
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0009

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Community of Wolf Creek at MP 7.8. View to the west-northwest.
Photograph: 0010
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0010

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Northt end of Segment 1 at MP 8.1. View to the west.
Photograph: 0011
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0011

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District (beginning of Segment 2) at MP 8.1. View to the northeast.
Photograph: 0012
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0012

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Stockpass (Feature 5) at MP 9.9. View to the north-northwest.
Photograph: 0013
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0013

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Missouri River Bridge northeast of Wolf Creek (24LC0131) at MP 11. View to the south.
Photograph: 0014
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0014

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 12. View to the north.
Photograph: 0015
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0015

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Stockpass (Feature 7) at MP 12.3. View to the northeast.
Photograph: 0016
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0016

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Stockpass (Feature 9) at MP 14.8. View to the east-northeast.
Photograph: 0017
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0017

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Wegner Creek Bridge (24LC0133) at MP 16.5. View to the north-northeast.
Photograph: 0018
MT_CascadeLewisandClarkCounties_Old U.S. Highway91HistoricDistrict_0018

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Wegner Creek Bridge (profile). View to the northwest.
Photograph: 0019
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0019

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 17.9. View to the south.
Photograph: 0020
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0020

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 19.5. View to the north-northwest.
Photograph: 0021
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0021

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 21.2. View to the west-southwest.
Photograph: 0022
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0022

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 22.1. View to the north-northeast.
Photograph: 0023
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0023

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert inlet (Feature 12) at MP 22.6. View to the northwest.
Photograph: 0024
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0024

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 22.8. View to the northeast.
Photograph: 0025
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0025

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert inlet (Feature 13) at MP 23.2. View to the northeast.
Photograph: 0026
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0026

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert outlet (Feature 16) at MP 24.7. View to the northeast.
Photograph: 0027
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0027

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old US Highway 91 Historic District at MP 24.8. View to the south.
Photograph: 0028
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0028

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Beginning of Segment 3 at MP 27. View to the north-northwest.
Photograph: 0029
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0029

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Novak Creek Bridge (24CA0394) at MP 27.3. View to the southwest.
Photograph: 0030
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0030

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: April 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Novak Creek Bridge (24CA0394) profile. View to the northwest.
Photograph: 0031
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0031

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert inlet (Feature 18) at MP 28.5. View to the west-southwest.
Photograph: 0032
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0032

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at MP 28.6. View to the northwest.
Photograph: 0033
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0033

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Missouri River (Hardy) Bridge (24CA0389) at MP 28.8. View to south-southeast.
Photograph: 0034
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0034

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Prewett Creek Bridge (24CA0642) at MP 29.4. View to the east-southeast.
Photograph: 0035
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0035

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Prewett Creek Bridge (24CA0642) profile. View to the southeast.
Photograph: 0036
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0036

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Mary McCormick
Date of Photograph: May 2009
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Culvert outlet (Feature 21) at MP 31. View to the east-southeast.
Photograph: 0037
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0037

Name: Old U.S. Highway 91 Historic District (24CA1313/24LC2112)
County and State: Cascade and Lewis & Clark Counties, Montana, Montana
Photographer: Jon Axline
Date of Photograph: August 2012
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Old U.S. Highway 91 Historic District at north end of Segment 3 (MP 31.6). View to the west.
Photograph: 0038
MT_CascadeLewisandClarkCounties_OldUSHighway91HistoricDistrict_0038

Photo 0001. Postcard view of U.S. Highway 91 Historic District at MP 23.3. View to the southeast.

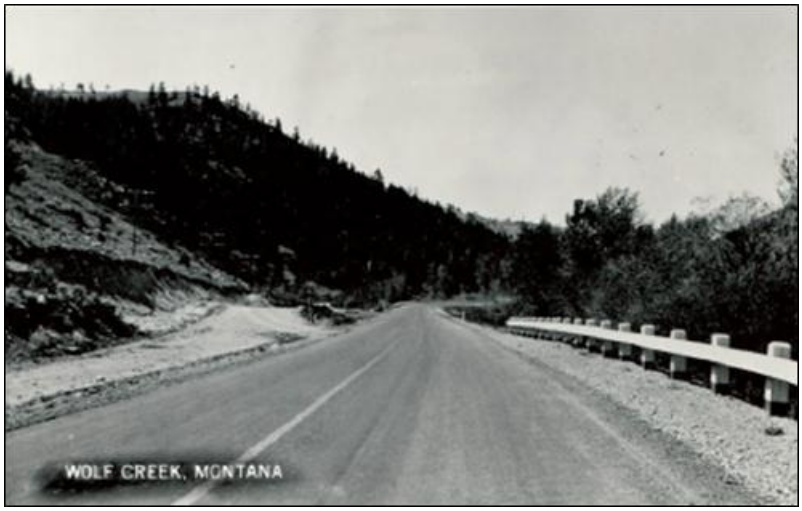


Photo 0002. Old U.S. Highway 91 Historic District at MP 8. View to the west.

Photo 0003. Unknown location. U.S. Highway 91 Historic District. View to the northwest.

Photo 0004. Beginning of Old U.S. Highway 91 Historic District at MP 0.0. View looking north-northwest.

Photo 0005. Culvert outlet (Feature 1) at MP 0.75. View to the east-northeast.

Photo 0006. Old U.S. Highway 91 Historic District at MP 1.5. View to the south.

Photo 0007. Retaining wall (Feature 2) at MP 1.75. View to the south-southwest.

Photo 0008. Retaining wall (Feature 2) at MP 1.75. View to the southwest.

Photo 0009. Sheep Creek Bridge (24LC1157) at MP 5. View to the east-northeast.

Photo 0010. Community of Wolf Creek at MP 7.8. View to the west-northwest.

Photo 0011. North end of Segment 1 at MP 8.1. View to the west.

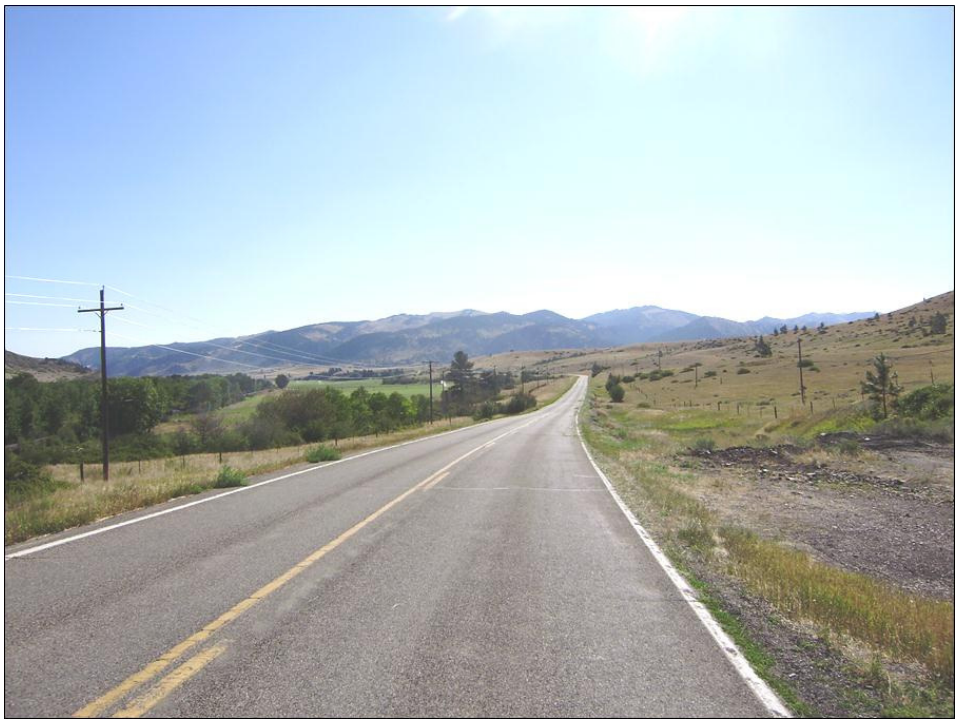


Photo 0012. Old U.S. Highway 91 Historic District (beginning of Segment 2) at MP 8.1. View to the northeast.

Photo 0013. Stockpass (Feature 5) at MP 9.9. View to the north-northwest.

Photo 0014. Missouri River Bridge northeast of Wolf Creek (24LC0131) at MP 11. View to the south.

Photo 0015. Old U.S. Highway 91 Historic District at MP 12. View to the north.

Photo 0016. Stockpass (Feature 7) at MP 12.3. View to the northeast.

Photo 0017. Stockpass (Feature 9) at MP 14.8. View to the east-northeast.

Photo 0018. Wegner Creek Bridge (24LC0133) at MP 16.5. View to the north-northeast.

Photo 0019. Wegner Creek Bridge (profile). View to the northwest.

Photo 0020. Old U.S. Highway 91 Historic District at MP 17.9. View to the south.

Photo 0021. Old U.S. Highway 91 Historic District at MP 19.5. View to the north-northwest.

Photo 0022. Old U.S. Highway 91 Historic District at MP 21.2. View to the west-southwest.

Photo 0023. Old U.S. Highway 91 Historic District at MP 22.1. View to the north-northeast.

Photo 0024. Culvert inlet (Feature 12) at MP 22.6. View to the northwest.

Photo 0025. Old U.S. Highway 91 Historic District at MP 22.8. View to the northeast.

Photo 0026. Culvert inlet (Feature 13) at MP 23.2. View to the northeast.

Photo 0027. Culvert outlet (Feature 16) at MP 24.7. View to the northeast.

Photo 0028. Old U.S. Highway 91 Historic District at MP 24.8. View to the south.

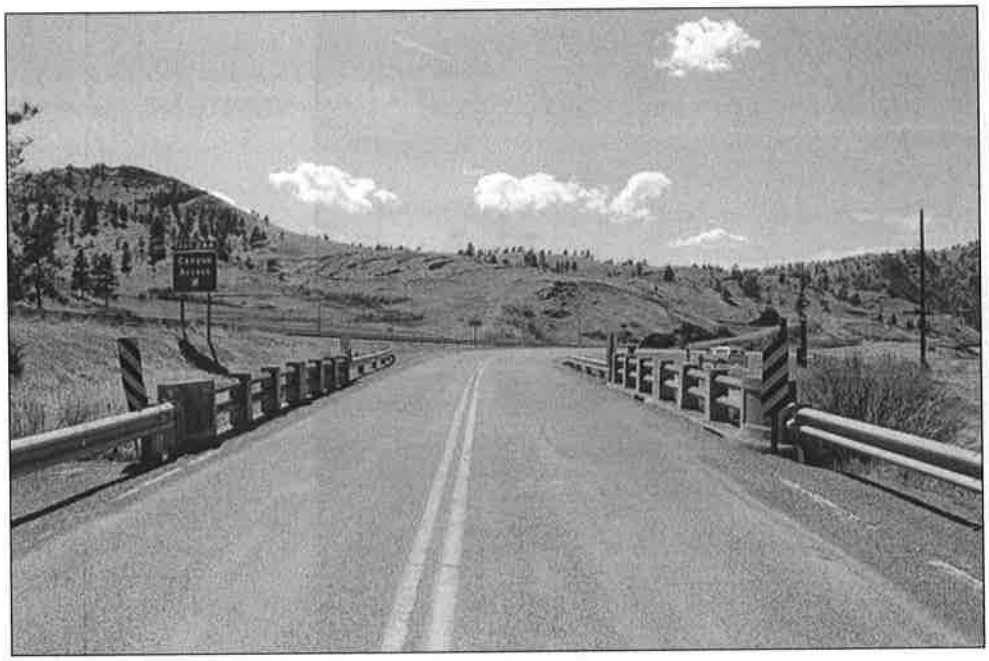


Photo 0030. Novak Creek Bridge (24CA0394) at MP 27.3. View to the southwest.

Photo 0031. Novak Creek Bridge (24CA0394) profile. View to the northwest.

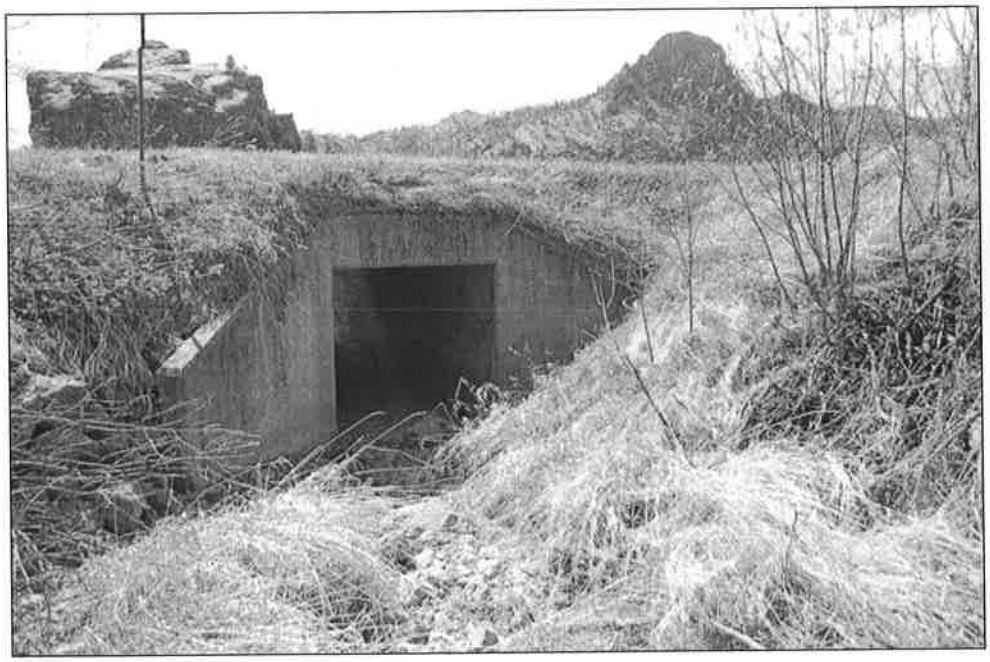


Photo 0032. Culvert inlet (Feature 18) at MP 28.5. View to the west-southwest.

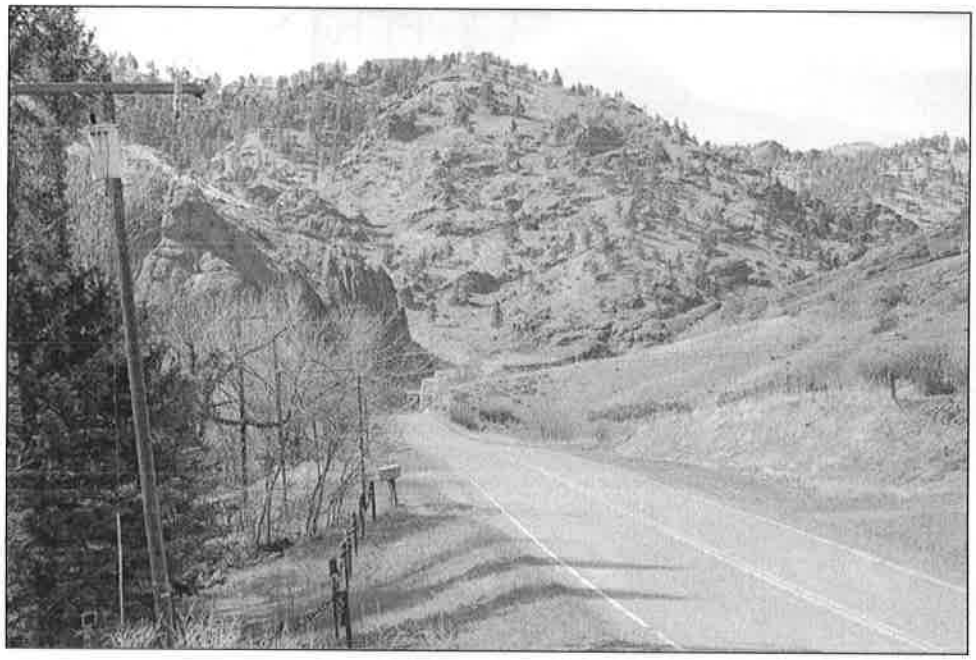


Photo 0033. Old U.S. Highway 91 Historic District at MP 28.6. View to the northwest.

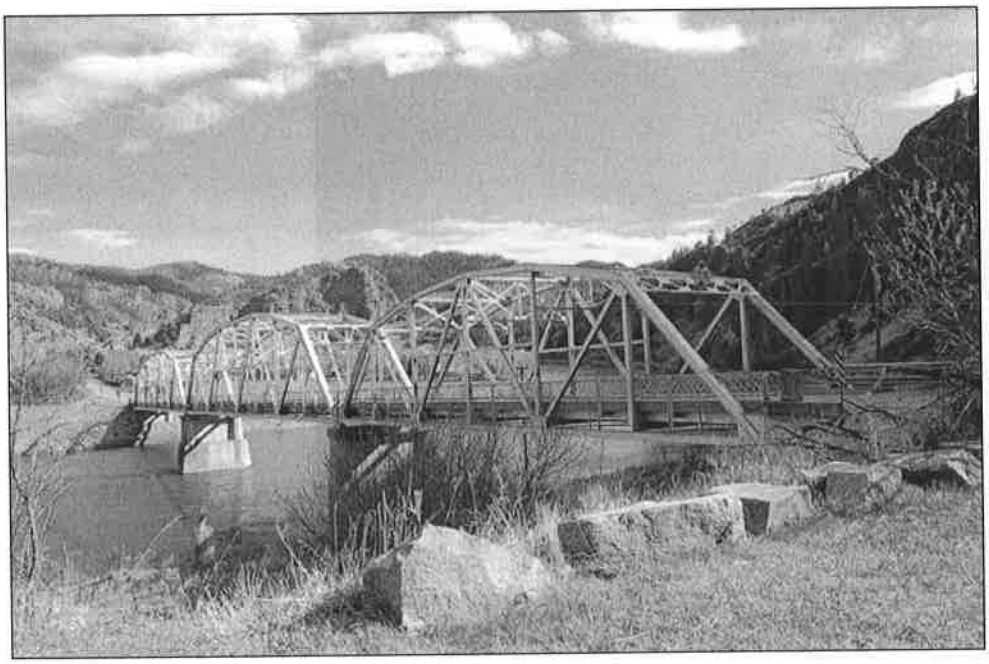


Photo 0034. Missouri River (Hardy) Bridge (24CA0389) at MP 28.8. View to the south-southeast.

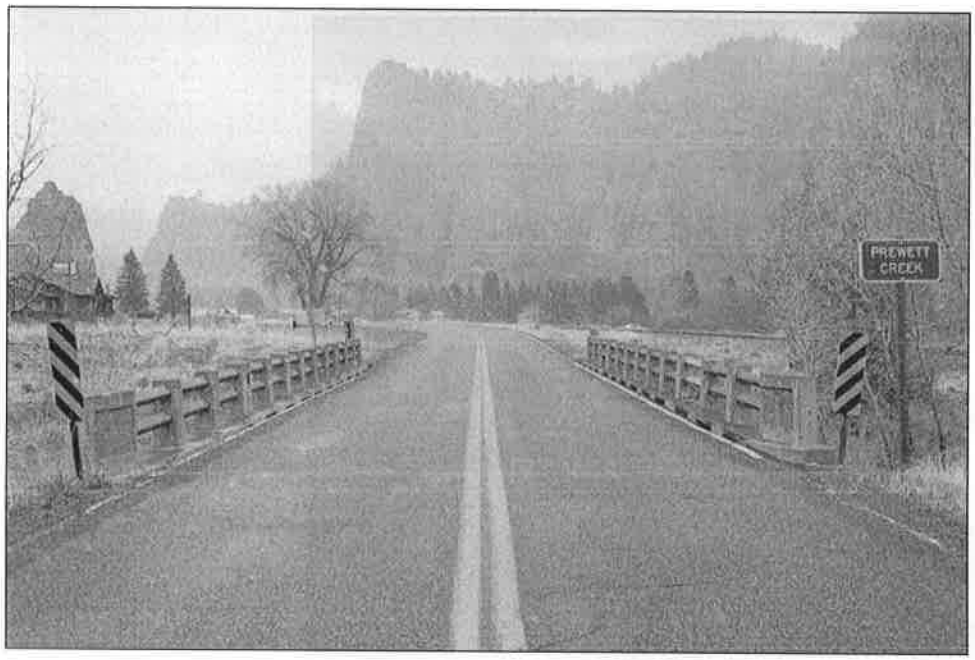


Photo 0035. Prewett Creek Bridge (24CA0642) at MP 29.4. View to the east-southeast.

Photo 0036. Prewett Creek Bridge (24CA0642) profile. View to the southeast.

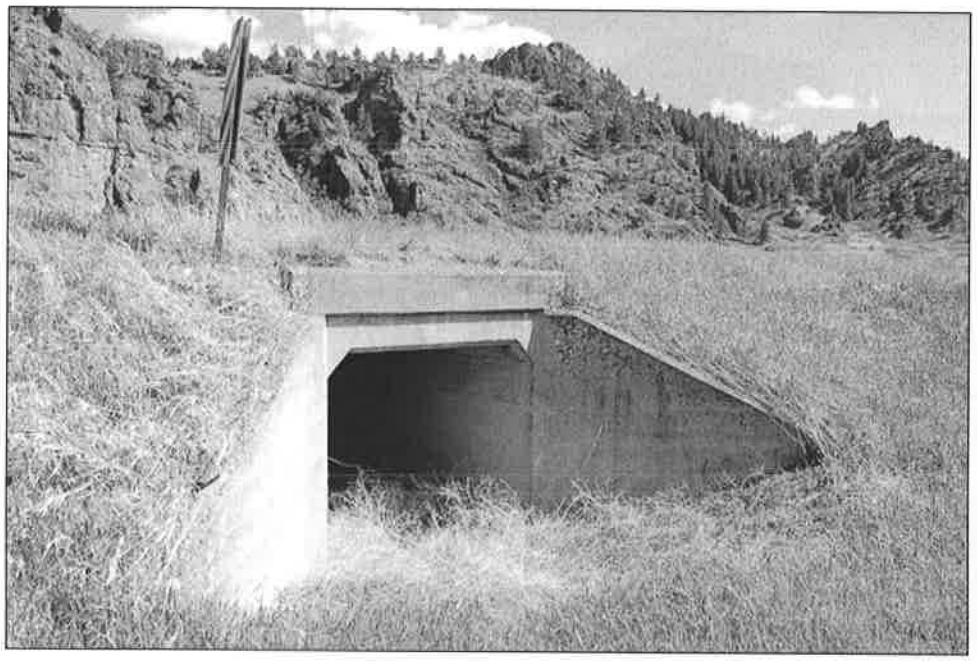


Photo 0037. Culvert outlet (Feature 21) at MP 31. View to the east-southeast.

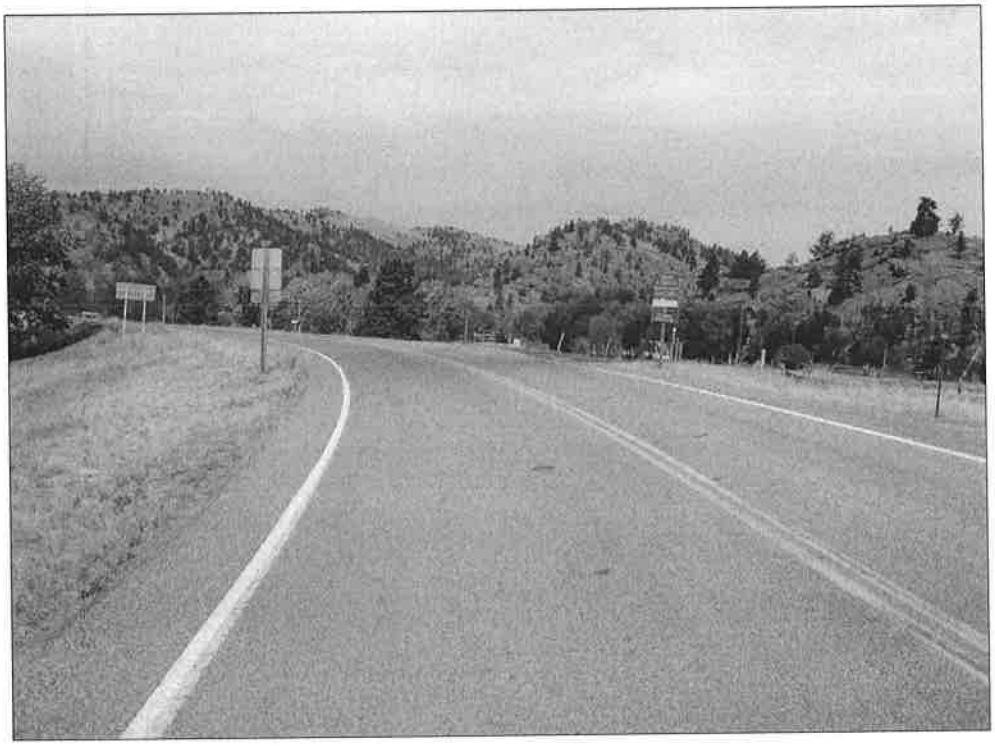
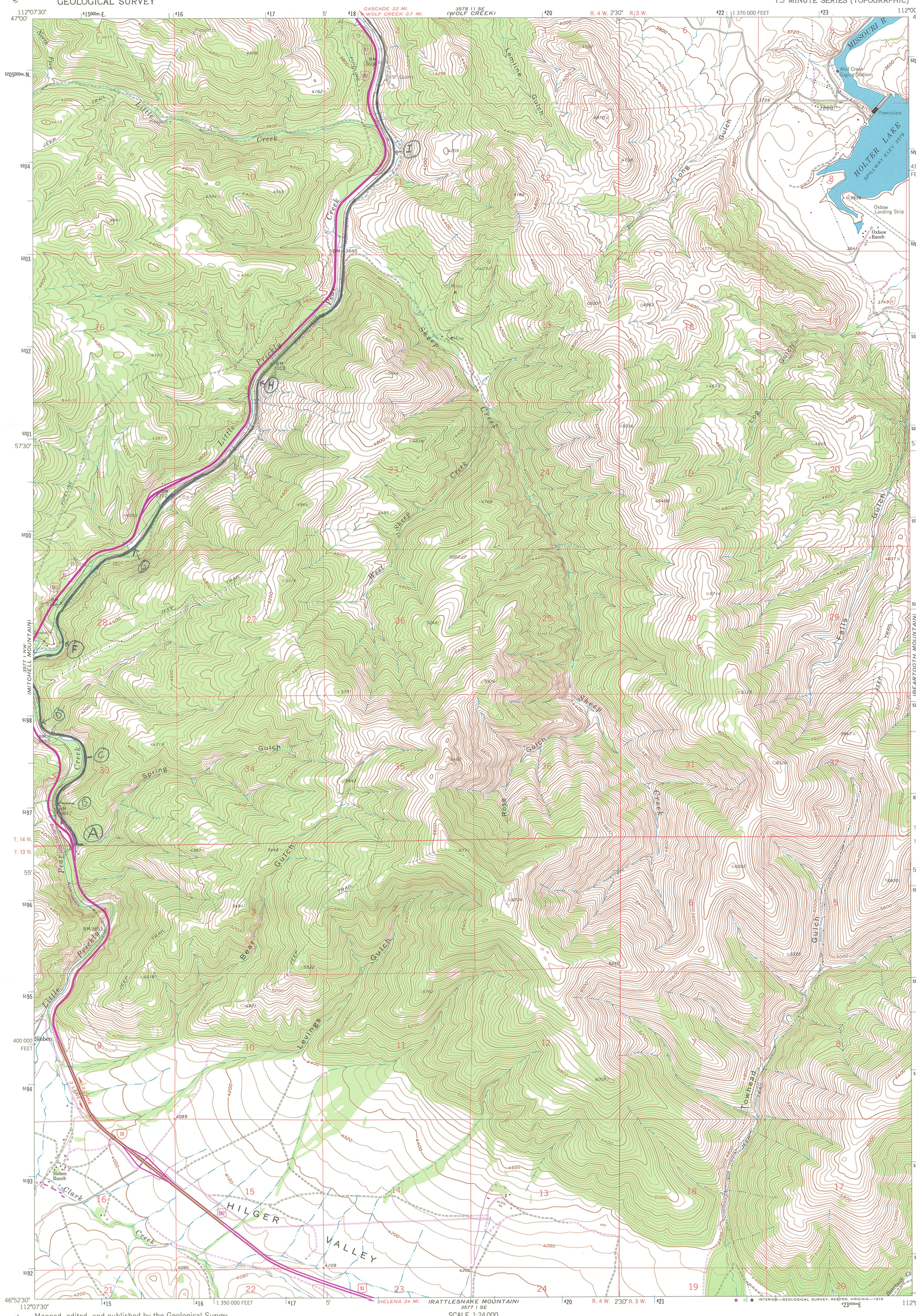


Photo 0038. Old U.S. Highway 91 Historic District at north end of Segment 3 (MP 31.6). View to the west.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SHEEP CREEK QUADRANGLE

MONTANA–LEWIS AND CLARK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



(I) 2.12 418296 E 5204202 N

(H) 2.12 416801 E 5201781 N

(G) 2.12 415397 E 5199981 N

(F) = 2.12 414640 E 5198982 N

(D) 2.12 414388 E 5198081 N

(C) 2.12 414826 E 5197775 N

(B) 2.12 414528 E 5197280 N

(A) 2.12 414689 E 5196787 N
(Beginning of Segment 1)

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1962

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue

Revisions shown in purple compiled from aerial photographs taken 1976 and other source data. This information not field checked. Map edited 1979

UTM GRID-AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
(GN, MN; 0°47' / 14 MILS; 18° / 320 MILS)

SCALE 1:24 000

CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION (MONTANA)

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U.S. Route — State Route

SHEEP CREEK, MONT.
N4652.5–W11200/7.5
1962
PHOTOREVISED 1979
AMS 3577 I NE–SERIES V894

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

MITCHELL MOUNTAIN QUADRANGLE

MONTANA-LEWIS AND CLARK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1962

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-metre Universal Transverse Mercator grid ticks, zone 12, shown in blue

UTM GRID AND 1962 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN MN 0°52' 15 MILS 19° 338 MILS

SCALE 1:24 000
1 ½ 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETRE

CONTOUR INTERVAL 40 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MONTANA
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Medium-duty — Light-duty
Unimproved dirt
U.S. Route

MITCHELL MOUNTAIN, MONT.
N4652.5—W11207.5/7.5
1962
AMS 3577 I NW—SERIES V894

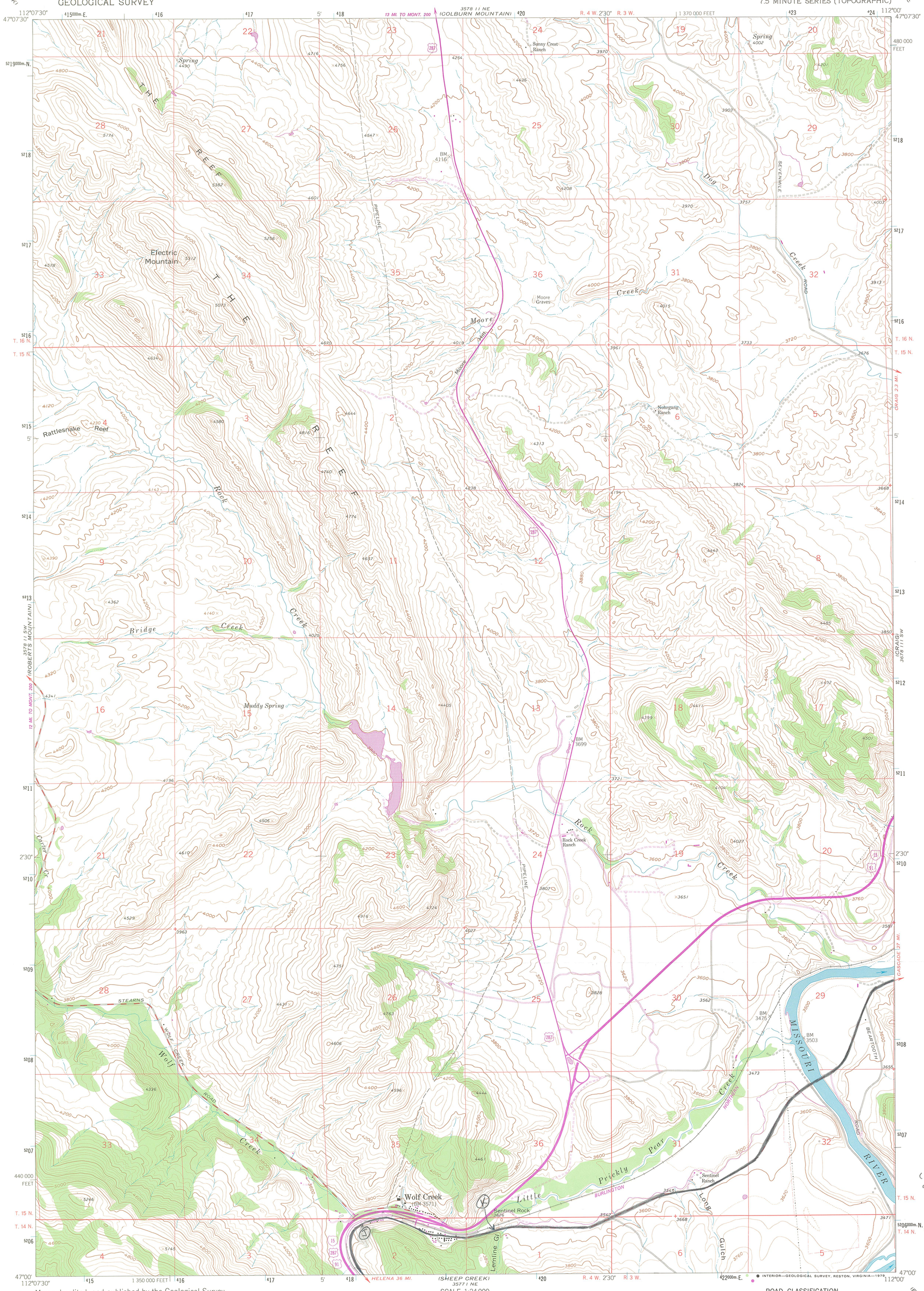
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

E
2.12
414270E
5198748N

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

WOLF CREEK QUADRANGLE

MONTANA-LEWIS AND CLARK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



K = Z.12 419479 E 5206178 N
(End of segment 1 / Beginning of segment 2)

J = Z12, 417984 E 5206305 N

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and Missouri River Commission

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1961

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue

Fine red dashed lines indicate selected fence lines

Revisions shown in purple and woodland compiled from aerial photographs taken 1976 and other source data
This information not field checked. Map edited 1979

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN MN 0°47' 14 MILS 18° 320 MILS

SCALE 1:24 000
1 ½ 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20 FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MONTANA
QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface
Unimproved road, fair or dry weather

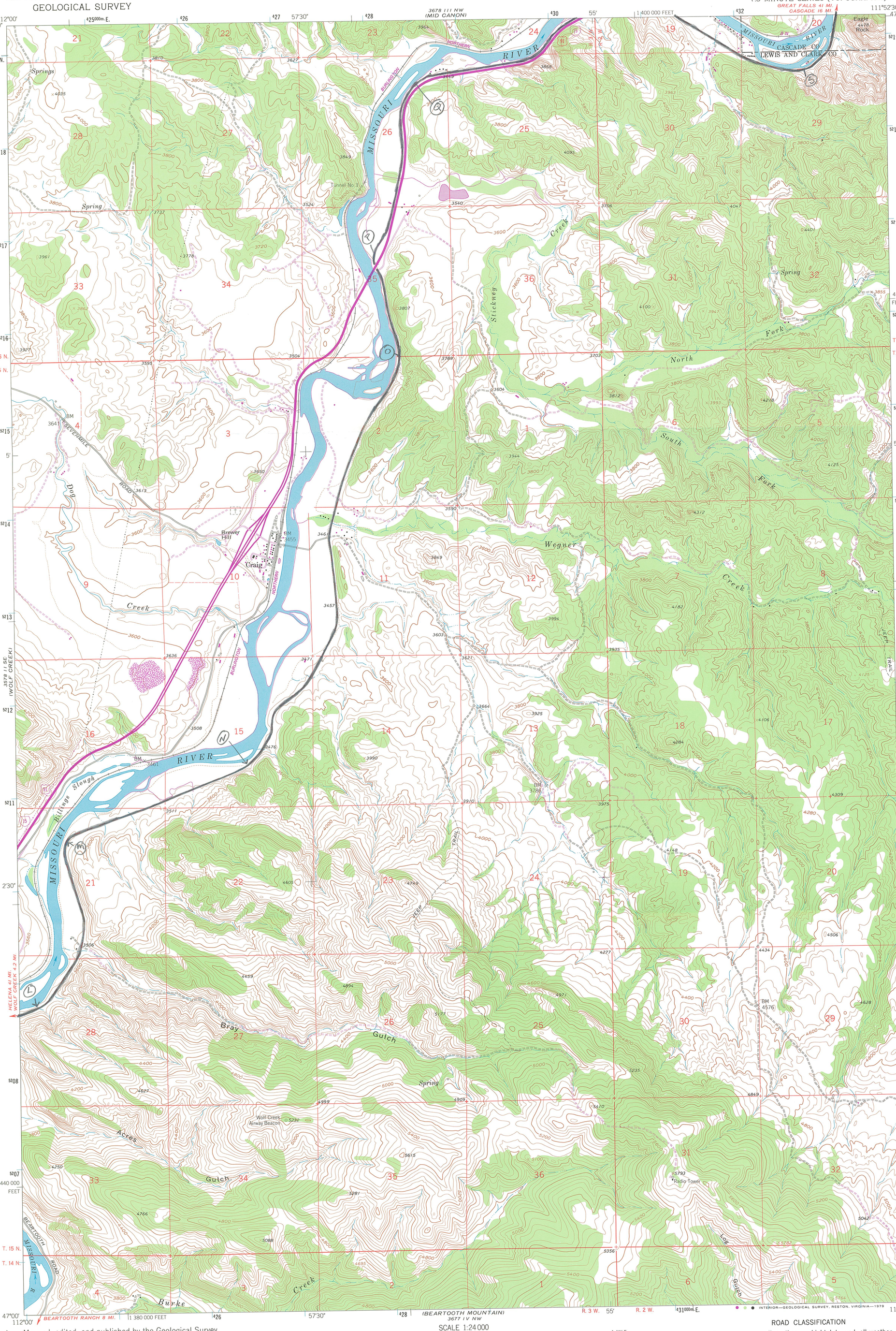
Interstate Route — U. S. Route — State Route

WOLF CREEK, MONT.
N4700—W11200/7.5

1961
PHOTOREVISED 1979
AMS 3578 II SE—SERIES V894

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CRAIG QUADRANGLE
MONTANA
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1961

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue

Fine red dashed lines indicate selected fence lines

Revisions shown in purple compiled from aerial photographs taken 1976 and other source data. This information not field checked. Map edited 1979

UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN MN 0°41' 12 MILS 18° 320 MILS

SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MONTANA
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface
Unimproved road, fair or dry weather
Interstate Route
U. S. Route
State Route

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1979

CRAIG, MONT.
N4700—W11152.5/7.5

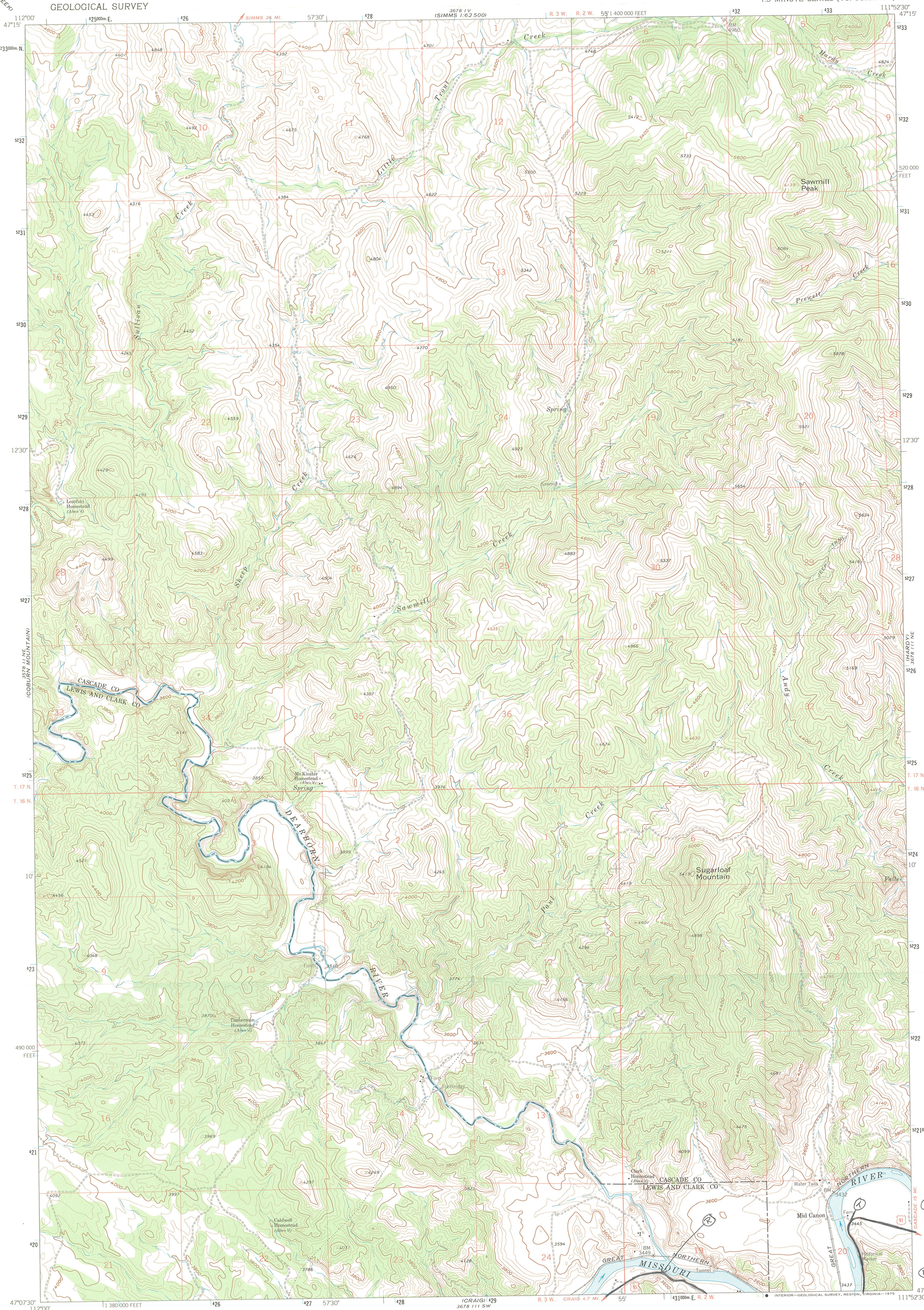
1961
PHOTOREVISED 1979
AMS 3678 III SW—SERIES V894

S = 2.12 432677 E 5218840 N
Q = 2.12 428489 E 5218794 N
P 2.12 427982 E 5216959 N
O 2.12 428233 E 5215867 N
N = 2.12 246480 E 5211507 N
M = 424513 E 5210754 N
L = 2.12 424163 E 5208949 N

CAPITAL SPORTS
$8.00
CRAIG MT TOPO
71550

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

MID CANON QUADRANGLE
MONTANA
7.5 MINUTE SERIES (TOPOGRAPHIC)



T = 2.12 432917E 5220187N

R = 2.12 430847E 5219674N

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1961

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-metre Universal Transverse Mercator grid ticks, zone 12, shown in blue

GN MN 0°41' 12 MILS 19° 338 MILS

UTM GRID AND 1961 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

1 MILE — 7000 FEET

1 KILOMETRE

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MONTANA
QUADRANGLE LOCATION

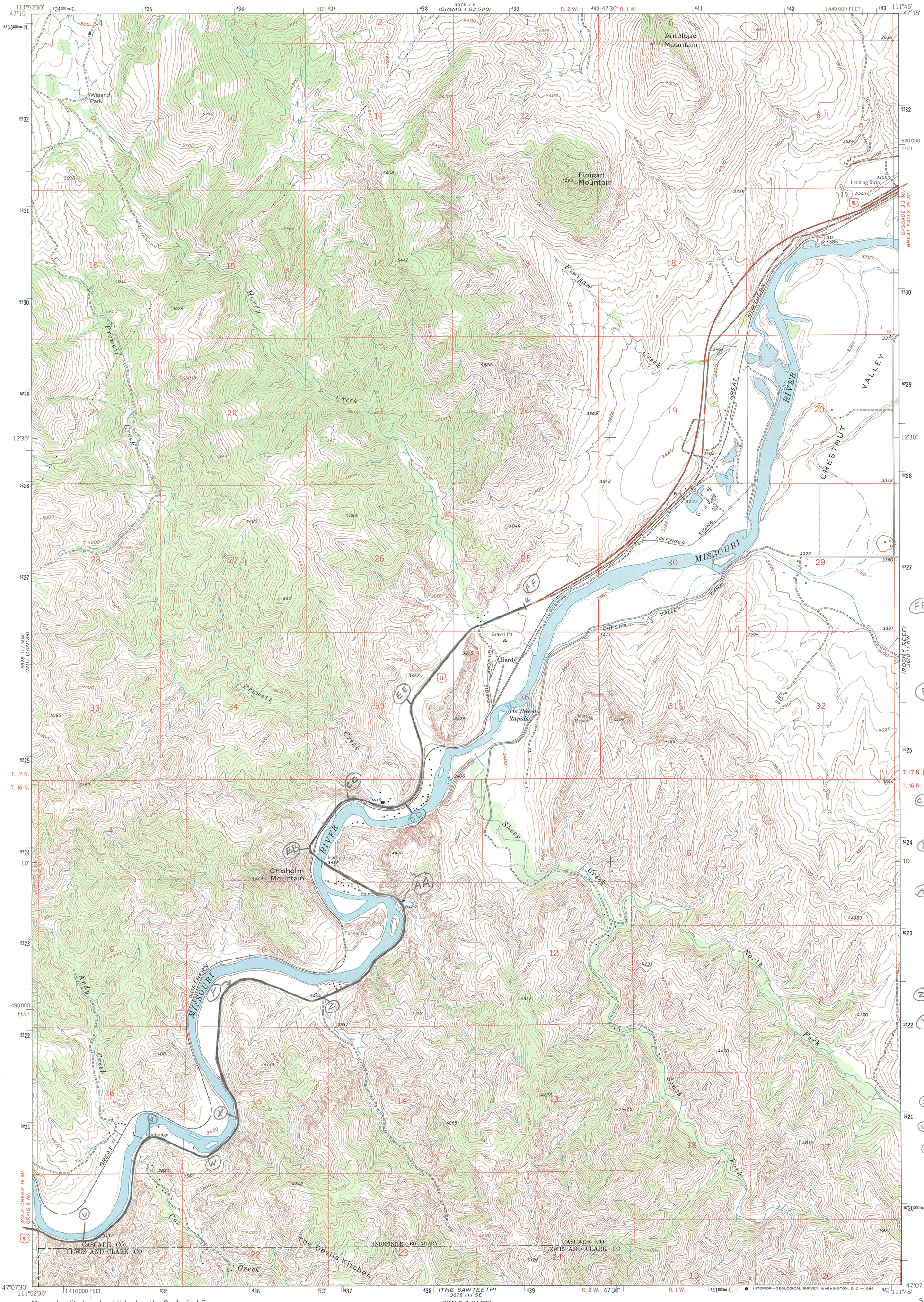
ROAD CLASSIFICATION
Medium-duty — Unimproved dirt
U.S. Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MID CANON, MONT.
N4707.5—W11152.5/7.5
1961
AMS 3678 III NW—SERIES V894

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

HARDY QUADRANGLE
MONTANA
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1956. Field checked 1961

Polyconic projection. 1927 North American datum
10,000-foot grid based on Montana coordinate system, central zone
1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue

Fine red dashed lines indicate selected fence lines

GN MN 0°36' 11 MILS 18½° 329 MILS
UTM GRID AND 1961 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 ½ 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20-FOOT CONTOURS
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MONTANA
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U.S. Route

HARDY, MONT.
N4707.5—W11145/7.5
1961
AMS 3678 III NE—SERIES V894

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1964

Missouri River Canyon, U. S. Highway 91, Montana

Between Great Falls and Helena

WOLF CREEK, MONTANA

HARDY
33
60
WOLF CREEK CANYON
RECREATION ROAD

MILE
8
SPEED
LIMIT
30

WOLF CREEK

EXIT 244
Canyon
Access

13-9

PREWETT
CREEK

Adopt
A Highway
Litter Control
Next 2 Miles
DEARBORN
GARDEN CLUB