

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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FILE NO.

RECONNAISSANCE REPORT

ON

BLACKFEET HIGHWAY
Glacier National Park

By

Harry Langley
District Landscape Architect

October 2, 1936

BRANCH OF PLANS & DESIGN	
MAY 18 1937	
RECEIVED	
VINT	
RAYLIS	
GARNES	
THOMPSON	
TAGGART	
ANSWERED	

*Retain pending settlement of
Blackfoot Hwy problems
UH 6/28/01*

Branch of Plans & Design, Region 4

IMPORTANT

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ARNO B. CAMMERER,
Director.

SCANNED 7/21/00

Reconnaissance Report

on

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The existing Blackfeet Highway, extending from the town of Glacier Park to the Canadian line, a distance of approximately fifty-three miles through the Blackfeet Indian Reservation, is of very low standard in regards to alignment in certain sections and in order to improve these sections, the entire route is now being surveyed with the idea of using only those sections of the existing road when the alignment is of a satisfactory standard.

Ample topography is being taken for study purposes and in some sections alternate lines are being studied and plotted.

On September 28, in the company of Locating Engineer M. L. Marshberger, Resident Engineer A. W. Emery and Resident Landscape Architect Donald Van Ryper a review was made of the proposed line changes between Glacier Park and the town of Babb, approximately forty-two miles.

At this stage of the survey only general comments can be made due to the preliminary status of the studies.

Immediately upon leaving Glacier Park (vicinity station 65) a tangent line was projected cutting through a knoll and it was suggested that flat curvature be introduced to skirt around the side instead of cutting through the top.

At station 522 a deep gully has to be crossed and it was suggested that a bridge be considered as against a very high fill.

In the vicinity of the Browning Wye (station 588) where the new line projected is about one hundred feet right of the existing road both routes cut through a ridge and the cut of the existing road will be in view from the new line therefore should be entirely obliterated as part of the project.

This particular change includes the elimination of a bridge which is not of very good architectural design.

An alternate line is being laid out between stations 650 to 740 which will leave the existing road between these points.

In the vicinity of station 875 the new line projected is on a six degree curve necessitating a thirty-five foot cut which should be given further study.

Commencing one mile south of Milk River Ridge and extending to the Hudson Bay Divide, approximately six and one half miles, an alternate line is being projected entirely away from the existing road.

Another alternate line separate from the existing road is being projected from a point three and one half miles north of Hudson Bay Divide to a point one mile south of St. Mary's Junction.

The present east approach to St. Mary's bridge near Babb is poor and it is proposed to improve it by excavating deeper into a bank

for a flatter curve.

The above comments are a few of the highlights only and for the general route it is intended to show, in all cases a line which will raise the standard of alignment of the existing road by eliminating sharp curves without leaving the existing road to any great extent with alternate lines shown where a decided improvement can be gained by leaving the existing road entirely.

Unquestionably there are certain sections of the existing road which are dangerous to travel and should be corrected, but the higher standards as proposed by alternates are subject to further study and controversy.

This route is a through highway entirely outside the boundary of Glacier National Park which fact should influence the standards to be adopted and the alternate routes as projected will provide the same scenic views as the existing road therefore are well worthy of consideration.

It is intended to work on the survey in the Portland office this winter and I expect to be able to keep in close touch with the work as it progresses.