



Welcome!

The Montana Department of Transportation (MDT) is sharing this information to educate the public and share design details about the project.

Thank you for joining us!





Vision Zero

- Eliminate all traffic fatalities and serious injuries
- Increasing safe and healthy mobility for all
- We need EVERYONE to do their part
 - Drive attentive
 - Drive sober
 - Drive to the conditions and do not speed
 - Wear your seatbelt
- Together, we can save lives

Learn more about Vision Zero at
WWW.MDT.MT.GOV/VISIONZERO





Project Overview

The road was originally built in the early 1950s and is being designed to improve safety features.

The design includes:

- Widen the highway and shoulders
- Straighten curves, flatten hills, and minor shifting of the current roadway, where possible
- Improve existing cut slopes (rock fall hazards)
- Create drainage improvements
- New signage and guardrail, as necessary





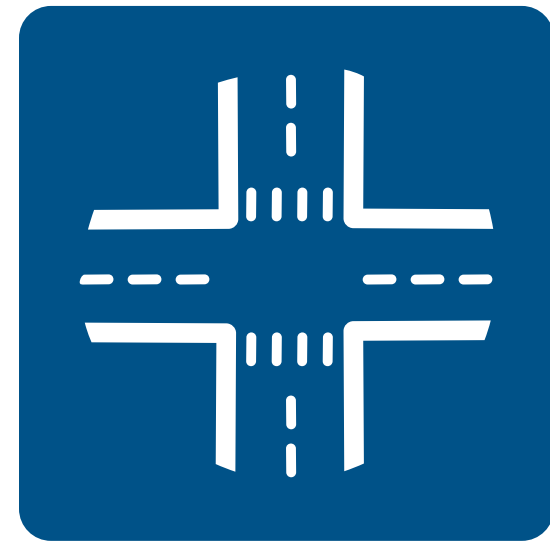
Roadway Details

- Generally the new roadway follows the old road
- Designed 2-12' travel lanes with 3-4' shoulders
- Roadway curves have been improved to meet current design standards

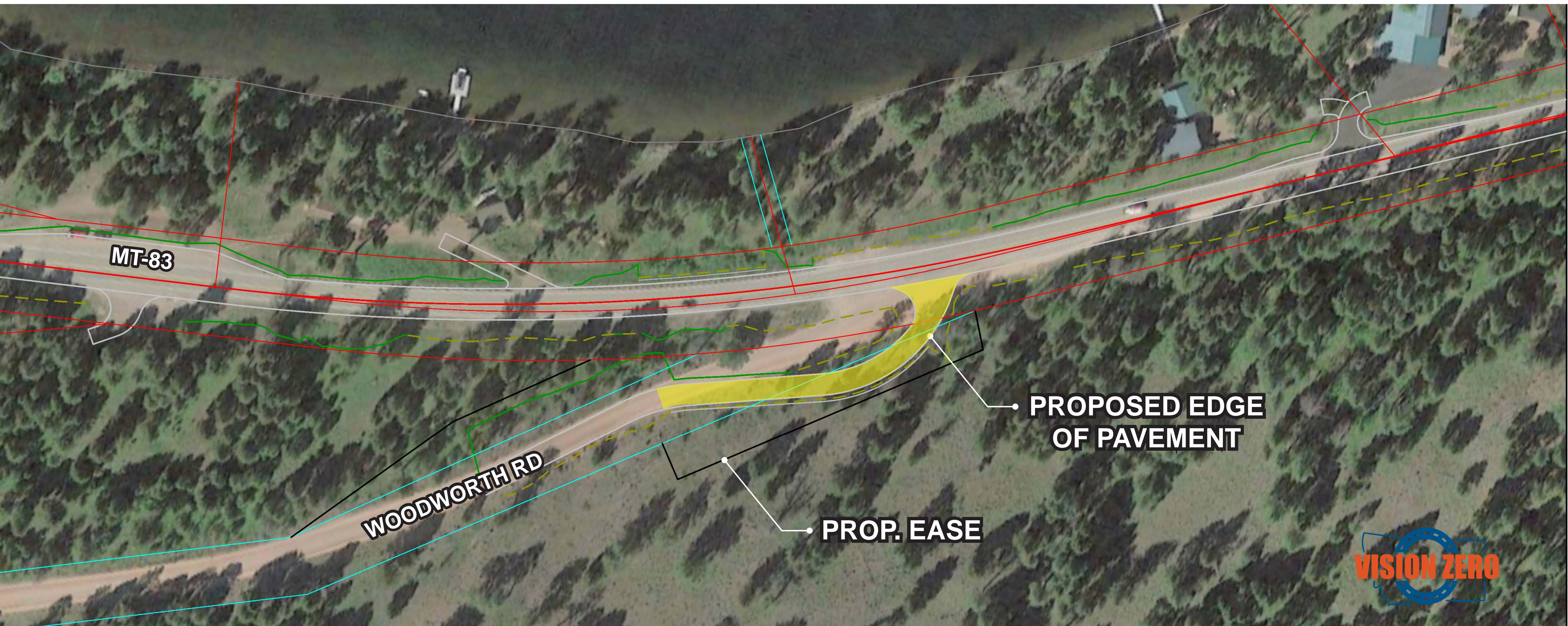




Woodworth Road and MT 83



Realign Woodworth Road at its intersection with MT 83, creating a more perpendicular intersection for improved sight distance

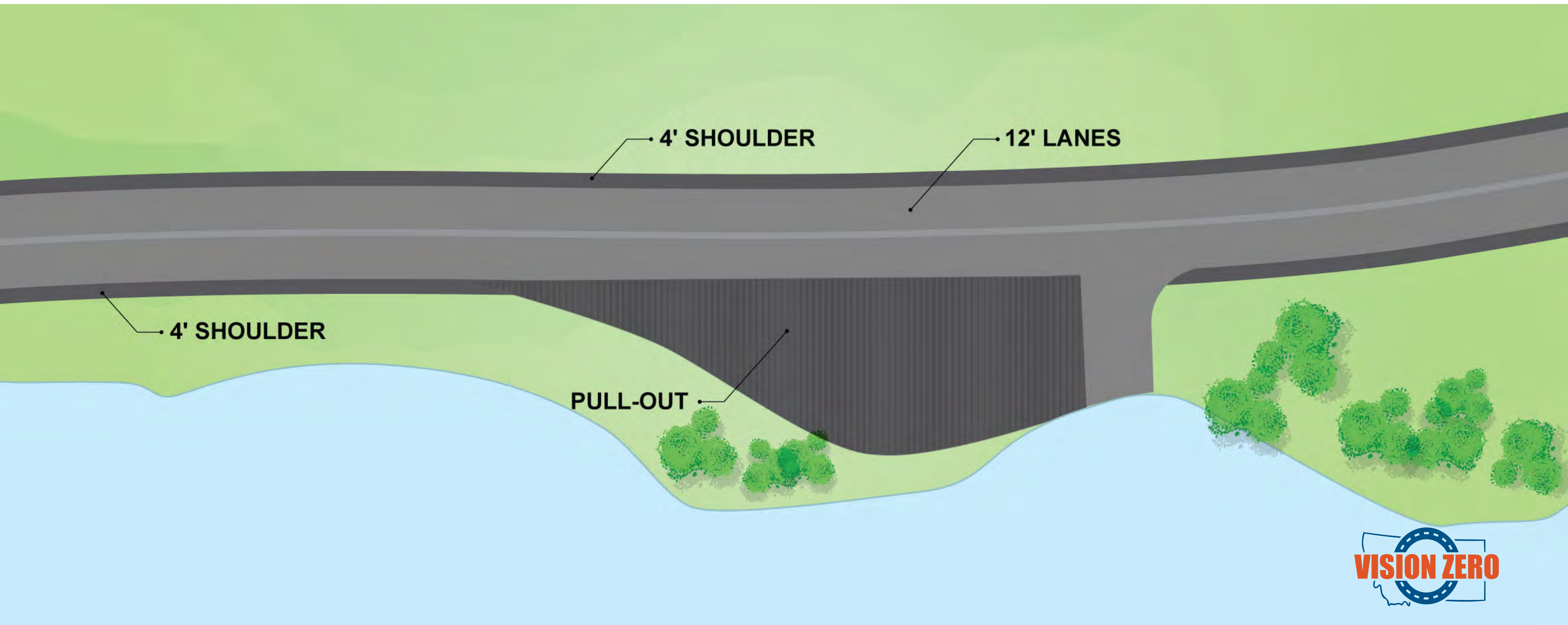




Pullout Information



- Existing pullouts will be maintained and paved to 24' width
- Special pullout near the boat ramp is shown below

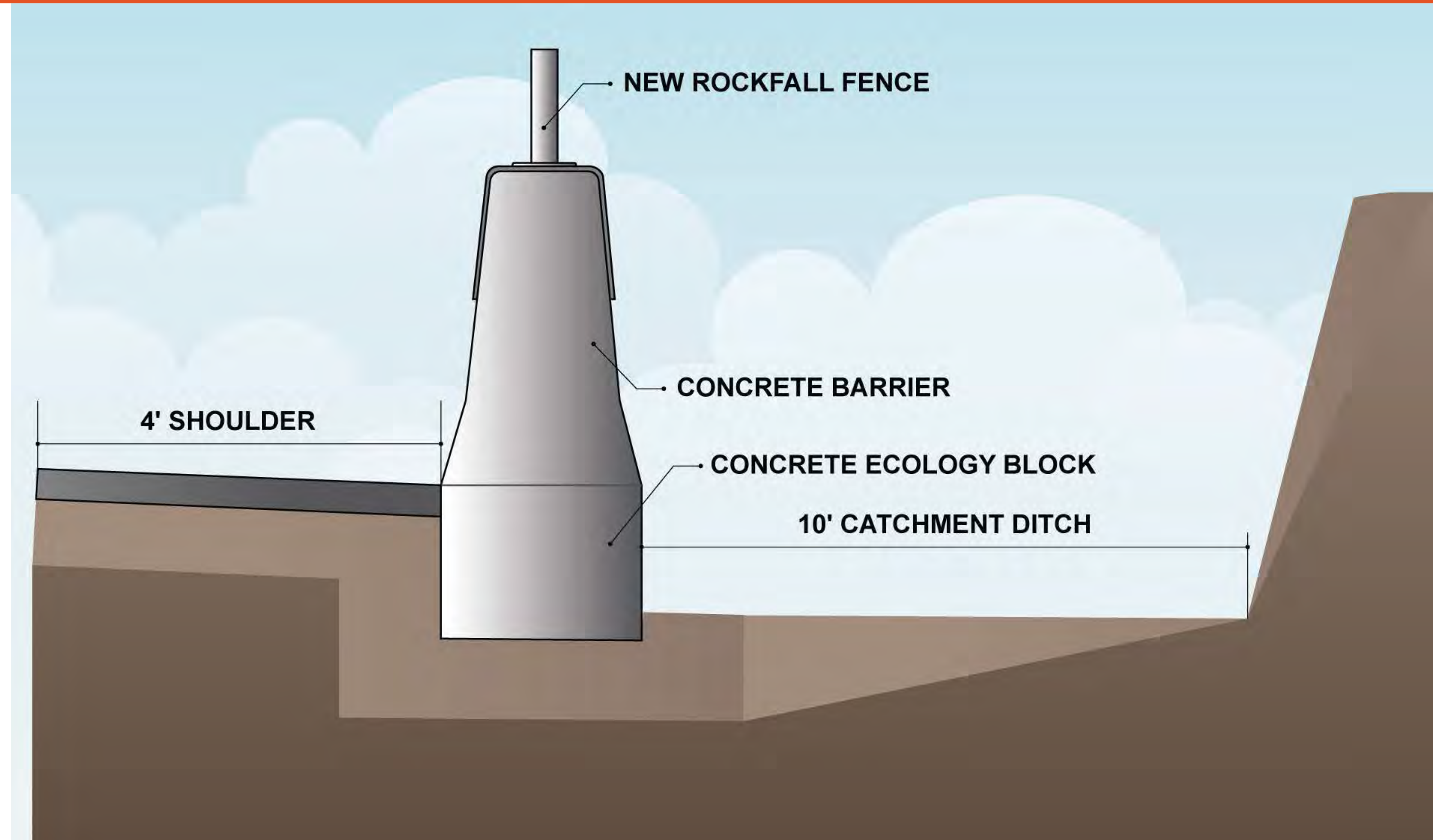


Cut Slopes Treatments/Catchment Ditch (aka keeping rocks off the road)



Cut Slope Treatment or Catchment Ditch:

- Treatments help keep rocks off the road and improve safety along the 3 large cut slopes



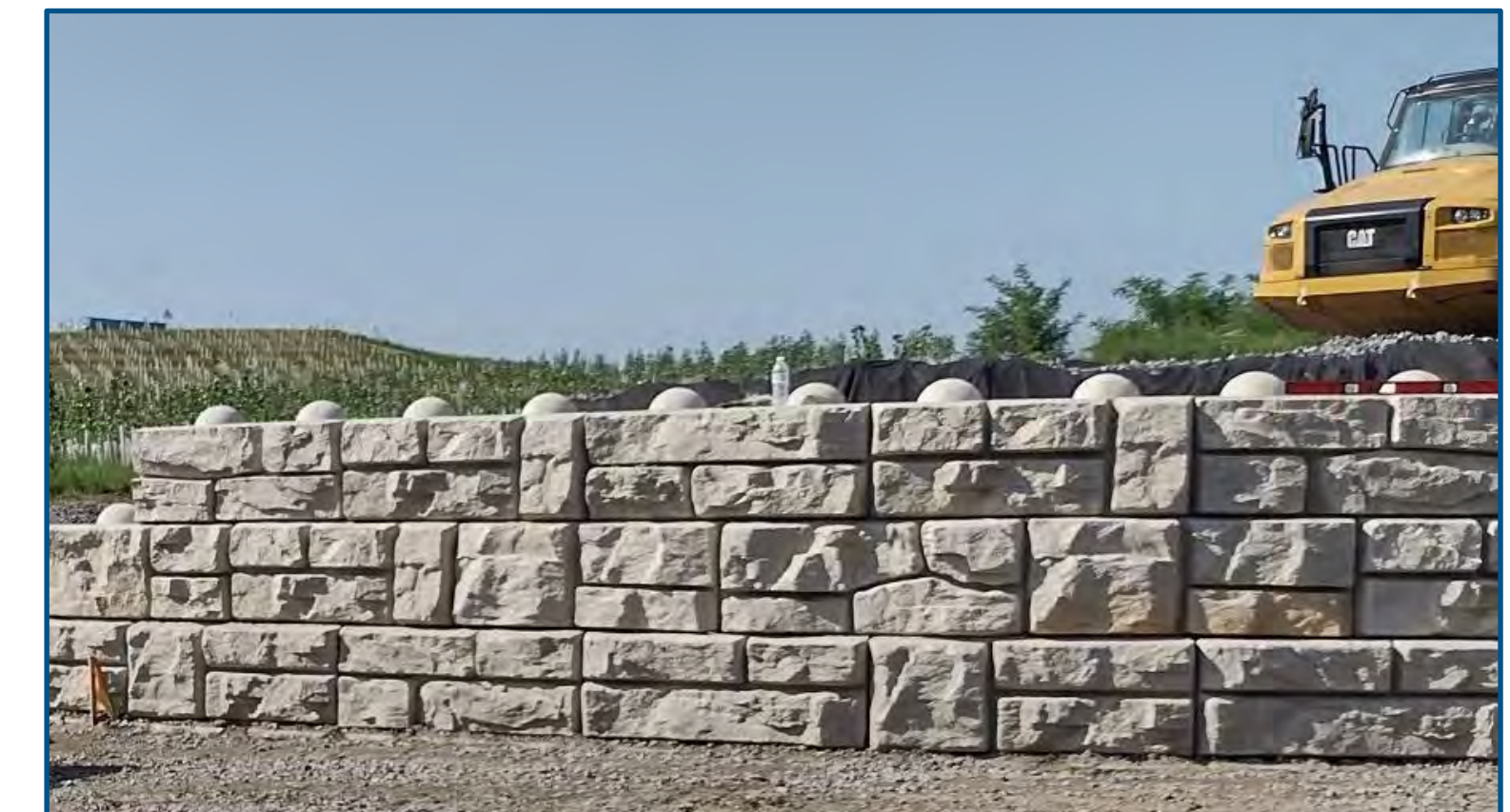
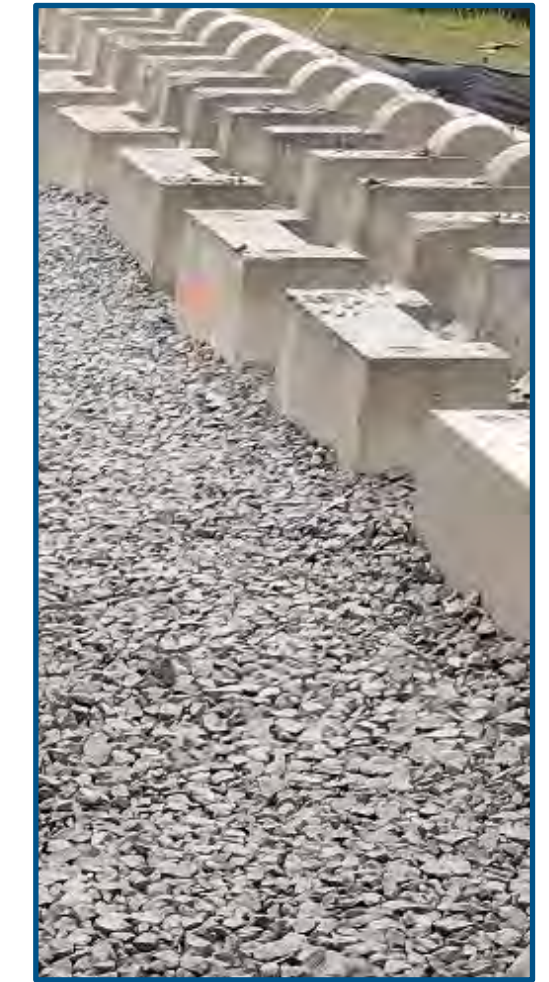
SALMON LAKE



**HIGHWAY
RECONSTRUCTION**

Retaining Walls

- Retaining Walls
- Used to widen the road along the lakeside
- Visible from the lake





Other Project Details



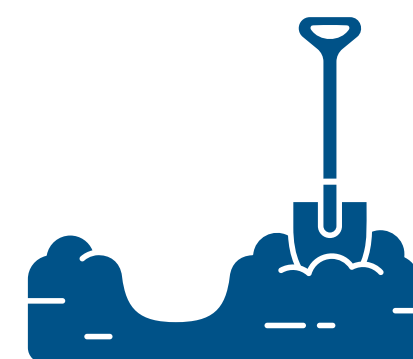
- A culvert will be sized to provide fish passage



- Vegetation will be removed near roadway



- Wider shoulders will help accommodate bicycles



- Roadside ditches will be improved by flattening adjacent slopes where possible to improve roadside safety

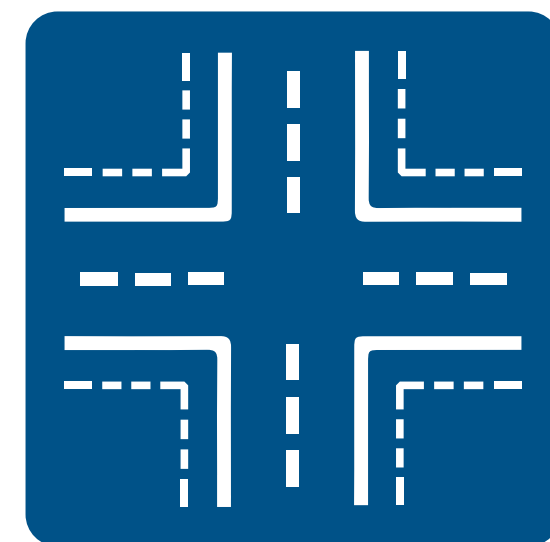


- Ditch sizes will be increased to better handle snow storage, drainage, and rockfall



- Construction cost is estimated at \$24M

Private Approaches and Right-of-Way

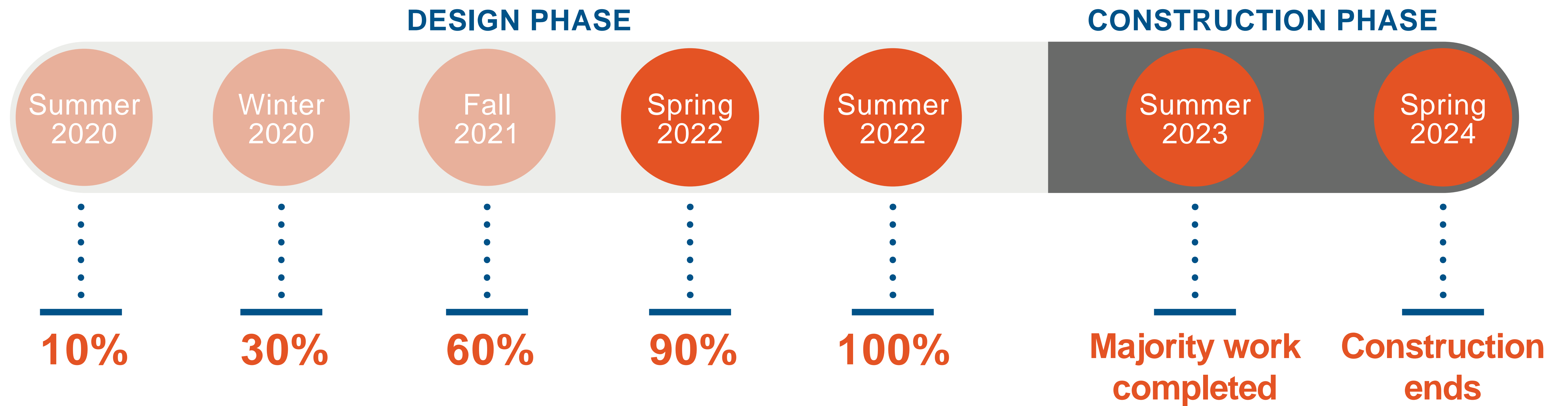


- Updated private approaches (or driveway) designs improve overall safety
- The Right-of-Way Team is currently meeting with landowners to discuss the proposed design of their approaches/driveways
- Redesigns of private approaches primarily include the following:
 - Better sight distance in both directions
 - Clearing of obstructions such as trees and small brush within the roadway right-of-way





Project Schedule





Comments Welcome

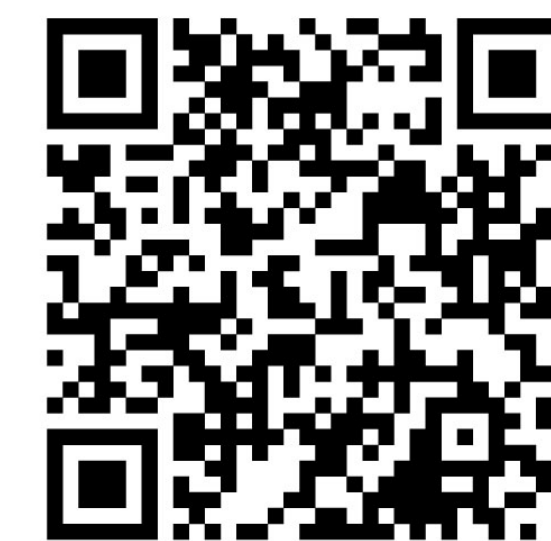
There will be several opportunities, including this open house meeting, to engage with the project team. We encourage you to get involved, share your input, and learn more about this important project.

Please fill out a comment form and place in the comment box. Or you can visit the project website and leave a comment:



website:

<https://www.mdt.mt.gov/pubinvolve/salmonlake/>



Scan to
learn more





Thank You for Participating!

Thank you for participating in the Salmon Lake project. MDT is working closely with nearby property owners and stakeholders during the project design, and we appreciate your input.

Contact Us:

For questions, comments or to reach the project team (visit or call):



website:

<https://www.mdt.mt.gov/pubinvolve/salmonlake/>



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