



# Q & A

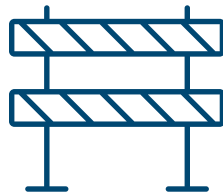


## CURVES SOUTH OF • ROSCOE •

### What improvements will be made with the project?

The roadway curves on Highway 78, southeast of Roscoe near Butcher Creek Road, will be changed, making curves gentler and improving drivability.

Shoulders will be widened to four feet on both sides of the highway and will connect to the Highway 78 – Red Lodge to Luther projects.



### What are the project limits?

The Curves South of Roscoe project will improve one mile of Highway 78 from east of Metcalf Road to east of Butcher Creek Road.

### Why is this project needed?

Between 2006 and 2015, 13 crashes occurred on this stretch of the highway, with 9 determined to be addressable by reconstructing the curves, adding 4-foot shoulder width for vehicle recovery and flattening slopes for vehicles that leave the pavement.

The Montana Department of Transportation (MDT) has a responsibility to look at the crashes and found that changing the curves will reduce both the number of off-road crashes occurring in this area and the severity of crashes.

### What about other areas on Highway 78? Will those areas be improved?

Yes. MDT is currently in the design stage for Highway 78 – Red Lodge to Luther, two projects that will fully reconstruct the highway from approximately five miles west of Red Lodge to Butcher Creek Road.

These projects will connect to Curves South of Roscoe. However, Curves South of Roscoe will be completed earlier than the Highway 78 – Red Lodge to Luther projects. This is because funding for construction on Curves South of Roscoe has been tentatively identified for 2024, whereas funding for Highway 78 – Red Lodge to Luther has not been identified within MDT's five-year construction plan. The earliest Highway 78 – Red Lodge to Luther might be considered for construction is 2026.

To learn more about this work, visit [bitly.com/highway78](https://bitly.com/highway78).



## Will this project remove all of the curves?

No. In this area specifically, there are wetlands and the surrounding landscape is hilly. This limits the options of what MDT can do. It is costly in a number of ways to significantly impact the environment and attempt to construct a completely straight road.

A final alignment has not been identified, but it is unlikely that the project would be able to completely eliminate curves and create a straight road.



## Will the road be significantly realigned?

As of 2021, it is still too early to tell how significantly the road may change.

In making this decision, engineers will analyze the landscape and surrounding geology, determine how much right-of-way might be needed, review environmental impacts, talk with residents, and more.

It will be a balancing act between impacts and improving safety. The option that is least impactful to the area while best improving safety is likely to proceed.



## What environmental considerations are you taking?

MDT takes environmental impacts seriously. Our team of biologists weigh in on every project, reviewing plans and highlighting areas where engineers may be able to adjust, ensuring the least amount of environmental impact. This involves researching the area so that biologists have an in-depth knowledge of habitats and ecosystems, animals and their migration patterns, and plant life.

Any time roads change, some impacts are expected. MDT has a number of ways to keep impacts as minimal as possible, including altering plans for the benefit of plants and animals, changing construction techniques, or adjusting construction timing to avoid migratory or mating seasons.

All of these items will be taken into consideration and incorporated in the Curves South of Roscoe plans.

# OTHER CONSIDERATIONS

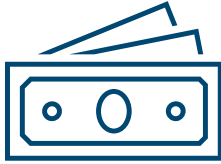


## How are you making things safer for bicyclists?

MDT has a consistent vision across the Curves South of Roscoe project and the Highway 78 – Red Lodge to Luther projects. Four-foot shoulders are being added to this project and will connect to the shoulders for the Highway 78 – Red Lodge to Luther projects.

This is a great improvement for bicyclists as currently, there is no shoulder on this section of highway and bicyclists share space with fast moving vehicles.

## FUNDING



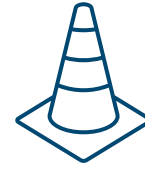
### Who is paying for this project?

This project is funded entirely by the Highway Safety Improvement Program (HSIP), a federal program that provides funding to states for projects that directly work to improve safety. This funding is highly selective and restrictive, and improvements that do not directly address crashes often cannot be included.

As this project is federally funded, your property taxes will not increase in order to pay for this work.

### How much will this project cost?

Curves South of Roscoe is anticipated to cost \$2 million.



### What will travel on Highway 78 look like during construction?

MDT is not able to provide an accurate idea of traffic control until a construction contractor has been chosen.

That said, full closures of the highway are not anticipated. Most work is expected to be done under single-lane closures, with one lane of travel flowing at a time.

To stay up-to-date on how travel patterns may change, sign up for updates on this project by emailing Takami at [takami@bigskypublicrelations.com](mailto:takami@bigskypublicrelations.com) or calling 406-207-4484.

### When will construction start and how long will it last?

As construction gets closer, MDT will be able to provide more accurate timeline estimates.

As of 2021, project engineers anticipate this work taking one construction season. One season is typically defined as the period of time from spring to fall.

### Which contractor will be doing construction?

A contractor has not been chosen. MDT currently anticipates choosing a contractor around 2024.

## How can I stay up to date on this project?

Quarterly updates on this project will be sent while it is in the early design stage. Once the project reaches construction, updates are expected to be sent weekly. To sign up for updates, use any of the methods below:

**Call the Project Hotline:** 406-207-4484; answered by a staff member of Big Sky Public Relations from 9 AM to 5 PM.

**Email:** [takami@bigskypublicrelations.com](mailto:takami@bigskypublicrelations.com).

**More information on the project is also available online at** [bitly.com/roscoecurves](http://bitly.com/roscoecurves).



## I still have questions. Who should I contact?

Takami Clark of Big Sky Public Relations is the main point of contact for this project. She will get you connected to the right project staff at MDT or relay information on their behalf. Use the following methods to reach her:

**Project Hotline:** 406-207-4484; answered by a staff member of Big Sky Public Relations from 9 AM to 5 PM.

**Email:** [takami@bigskypublicrelations.com](mailto:takami@bigskypublicrelations.com).

**More information on the project is also available online at** [bitly.com/roscoecurves](http://bitly.com/roscoecurves).



**VISION ZERO**  
zero deaths · zero serious injuries

**MONTANA DEPARTMENT  
OF TRANSPORTATION**

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Office of Civil Rights, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena MT 59620. Telephone 406-444-5416 or Montana Relay Service at 711.