

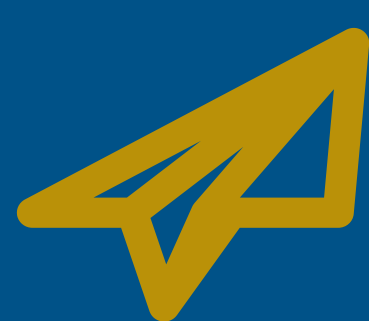
HIGHWAY 78

RED LODGE TO LUTHER

**WE WANT TO HEAR
FROM YOU!**

**If you have ideas about what you would like to see for the
MT Highway 78 project, please share them with us!**

STAY IN THE KNOW



Email: Contact Takami at
takami@bigskypublicrelations.com



SMS Text Updates: Text*
HIGHWAY78 to 41411 to subscribe



Mail: Highway 78 Project C/O BSPR,
PO Box 732, Bozeman MT 59771



Project Hotline: 406-207-4484
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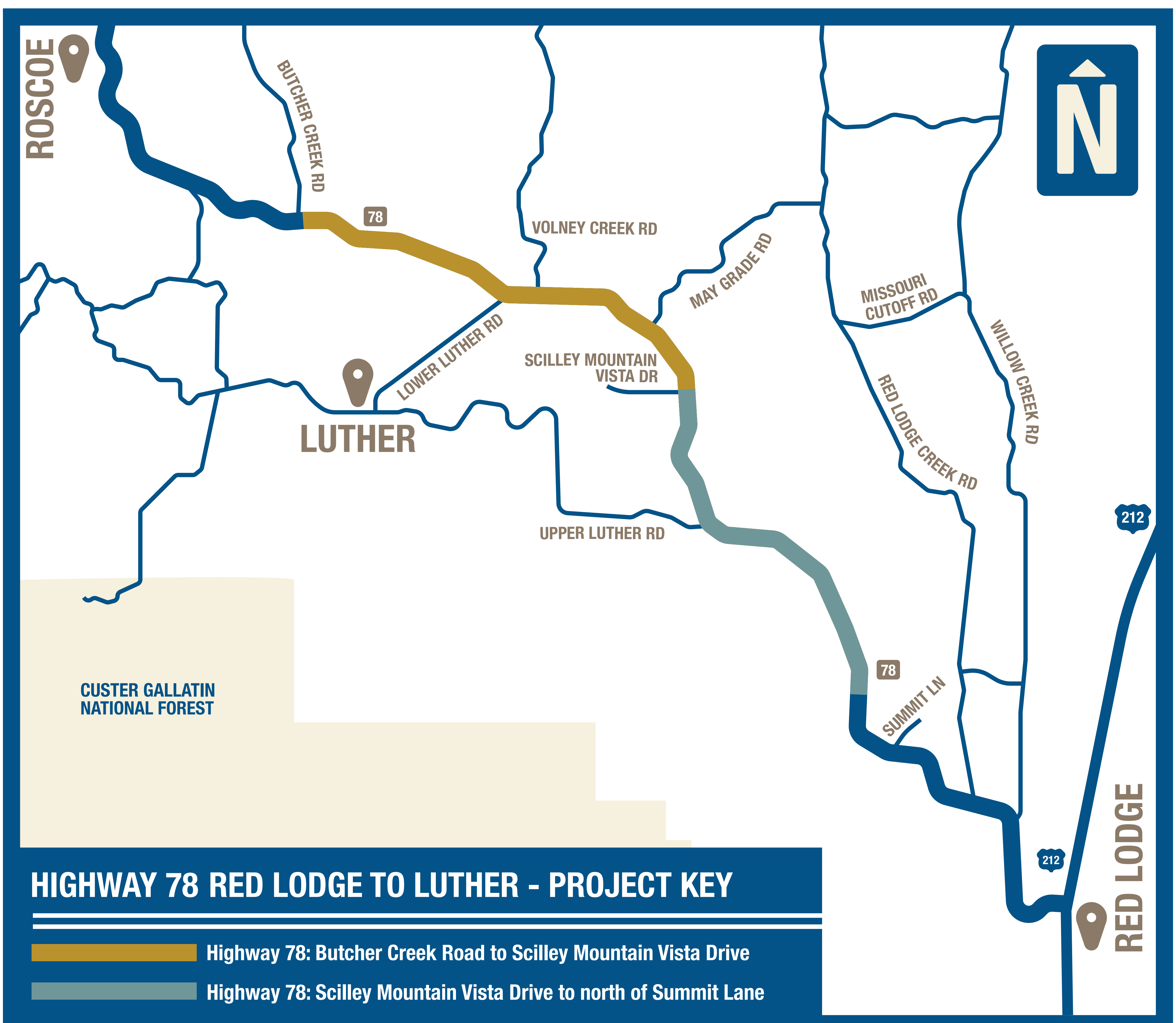
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IMPROVEMENTS FOR HIGHWAY 78

Montana is rich in miles of mountainous roadway. While beautiful and iconic, the MT Highway 78 corridor presents safety concerns.

To make this rural roadway safer for residents and visitors, the Montana Department of Transportation (MDT) is designing two adjacent projects known together as Highway 78 – Red Lodge to Luther. This work will reduce the roller coaster effect experienced when driving this roadway and increase sight distance.

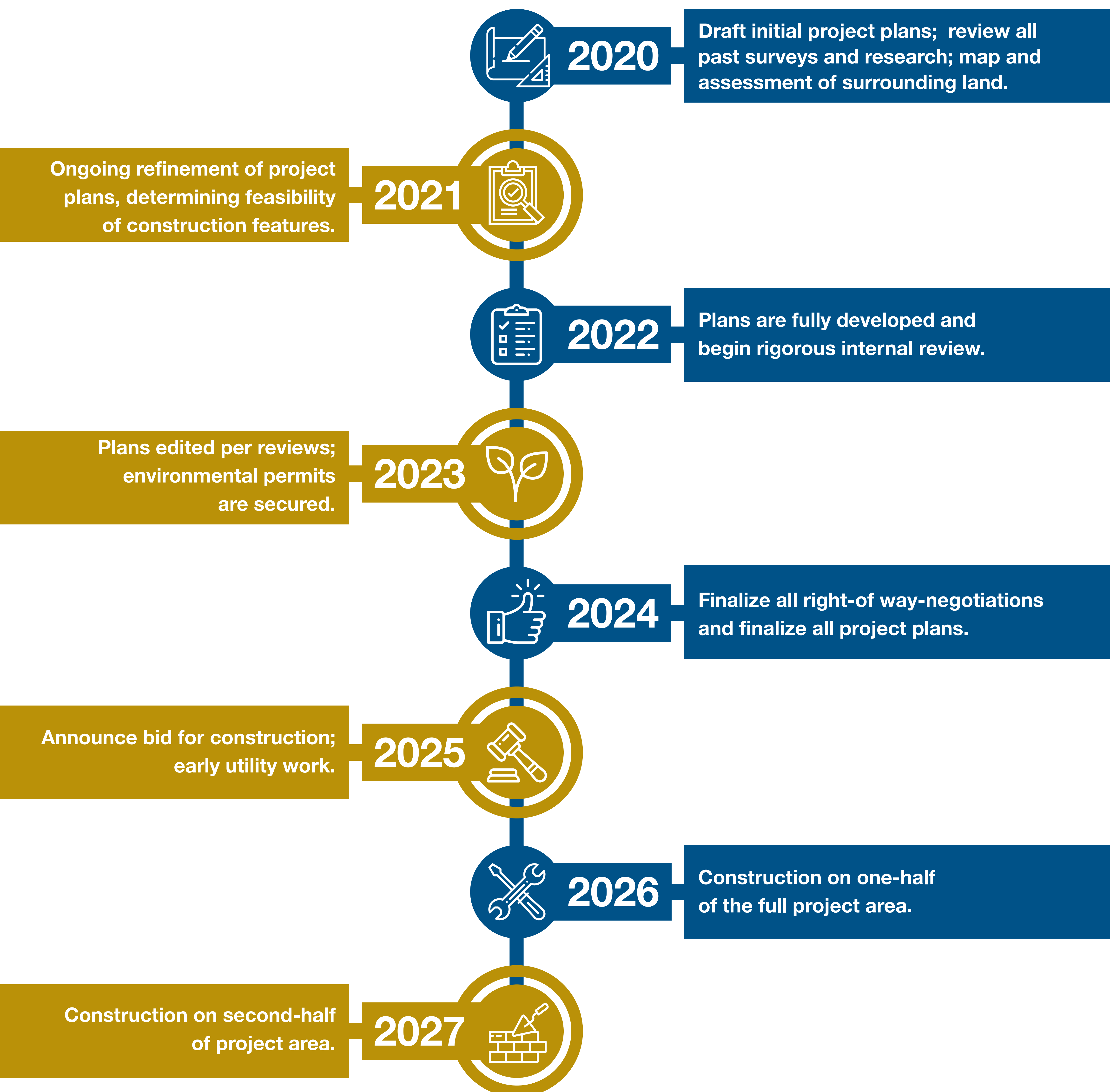
The projects begin five miles northwest of Red Lodge - past Summit Lane - and end east of Butcher Creek Road - near Luther, Montana. In total, nearly 11 miles of roadway will be improved.



ANTICIPATED PROJECT TIMELINE

Funding often plays one of the largest roles in determining when our projects go to construction. 87 percent of the funding for the MT Highway 78 project will come from the federal government. Those funds won't be available until 2025 at the soonest.

Because MDT cannot start construction until funding is secured and a contractor is in place, construction schedules could still change. As of 2020, MDT is projecting the following project milestones.



PHASES OF WORK

You may be familiar with the phrase “tip of the iceberg.” MDT project plans are similar. Road construction is just one part of what we do. Much of our work is done behind the scenes.

An iceberg diagram illustrating the phases of work. The tip of the iceberg, which is above the water line, represents the visible part of the project. The submerged part, which is below the water line, represents the hidden work. The phases are numbered 1 through 6, starting from the bottom of the submerged part and moving up to the tip.

6. COMPLETION!

5. CONSTRUCTION PHASE

4. ACQUIRING RIGHT OF WAY AND PERMITS

3. DESIGNING THE PROJECT

2. SURVEYING:
PRELIMINARY RESEARCH

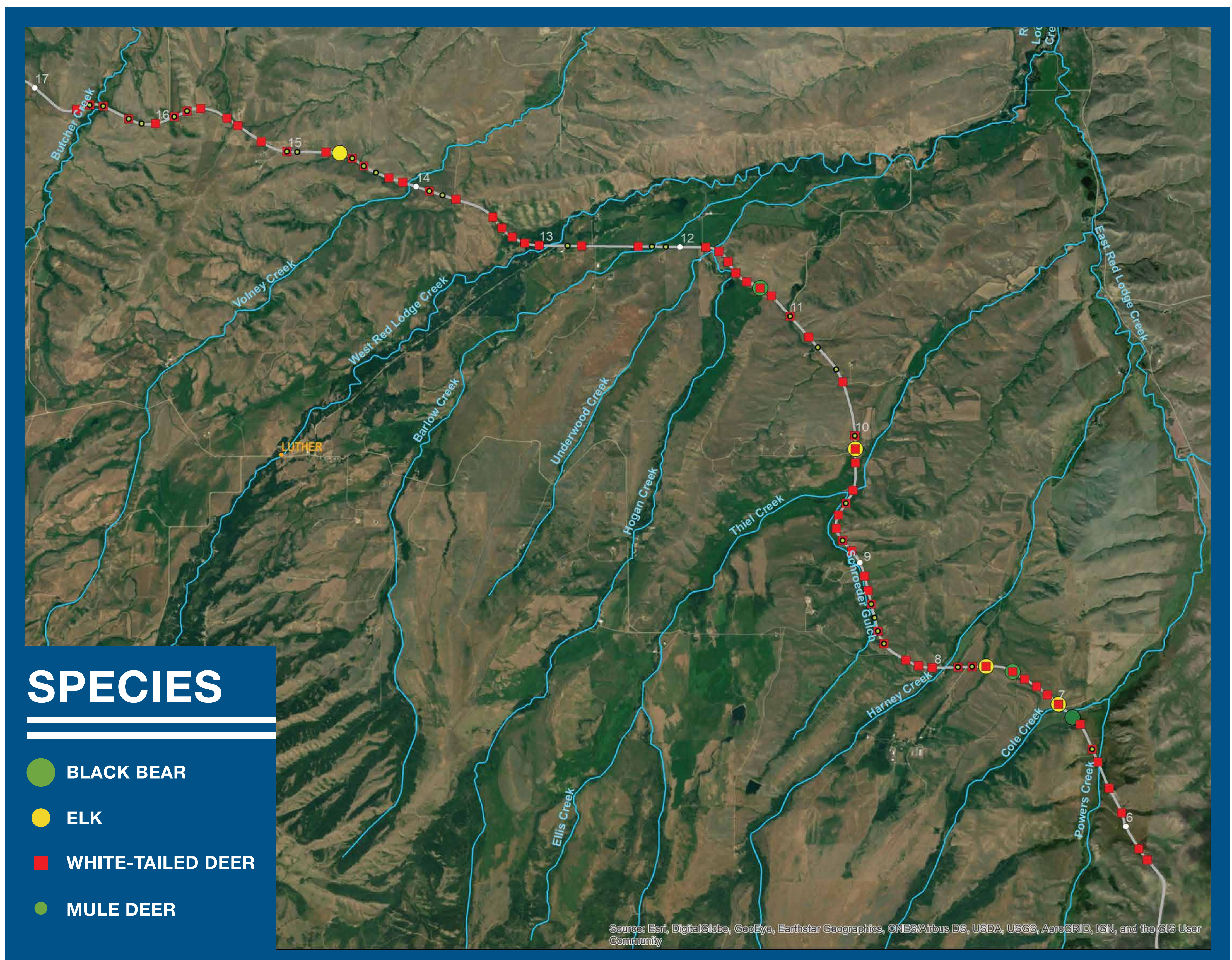
1. PLANNING/
DEVELOPING
THE PROJECT

WILDLIFE-VEHICLE COLLISIONS

Highway reconstruction offers the opportunity to consider ways of reducing wildlife-vehicle collisions. Drainage bottoms are travel corridors for some wildlife species (bear, moose, elk, and deer) while elk also have the tendency to cross at elevated points along the roadway. Safety considerations related to wildlife-vehicle collisions can be addressed through improved fencing, signing, and increased culvert sizes to accommodate wildlife passage. Identifying the best locations and methods to reduce impacts to wildlife and improve safety of the roadway is best achieved through agency and public coordination.

While wildlife can be anticipated to cross throughout the project corridor, areas of noted of higher use include: Powers Creek • Cole Creek • West Red Lodge Creek • Butcher Creek

MDT Carcass COLLECTION DATA per Every 1/10th Mile 1999 to 2019

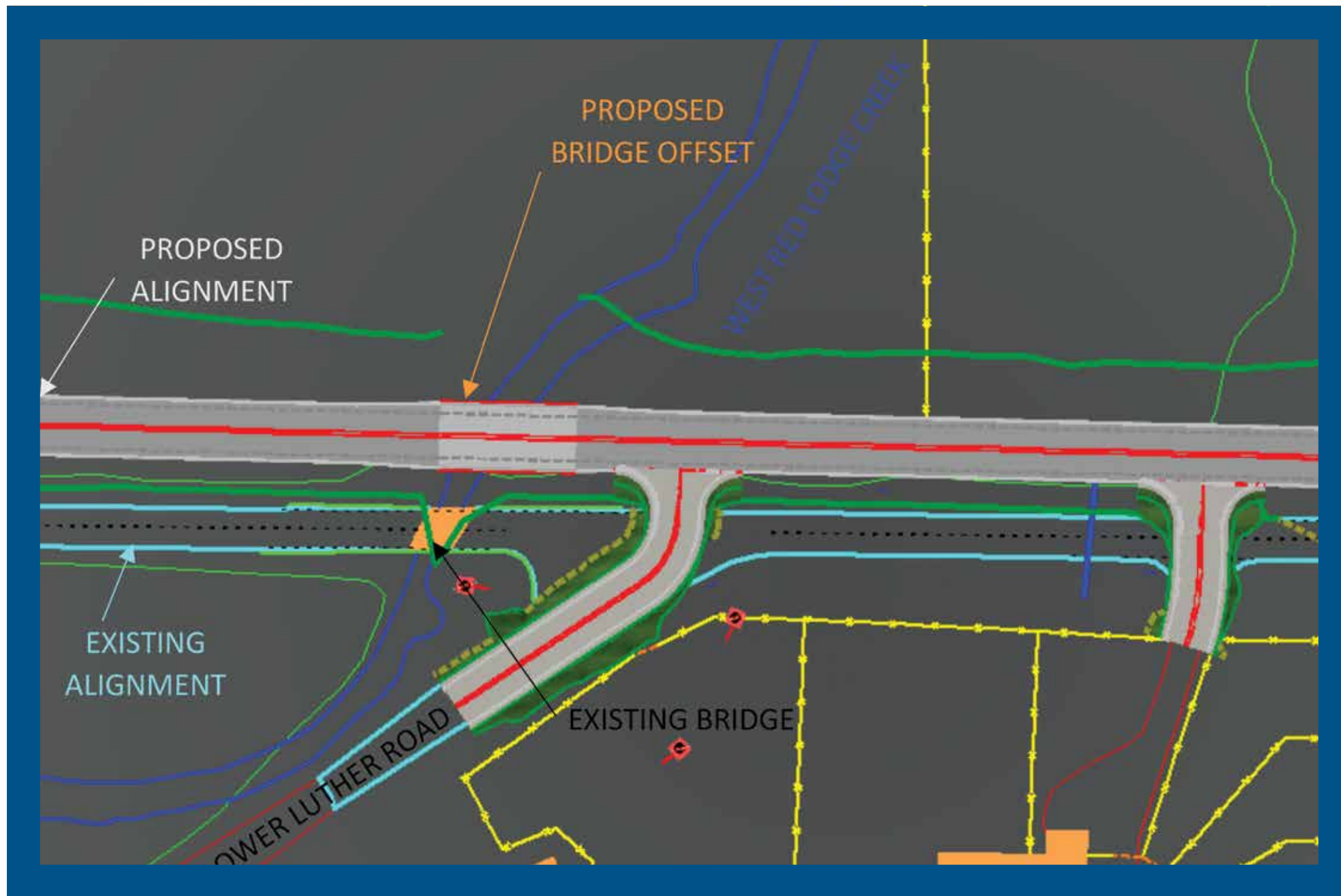


The information presented on this map does not represent all mortality of wildlife along the length of highway for the time-frame indicated. The data only presents those carcasses collected and recorded by MDT Maintenance personnel.

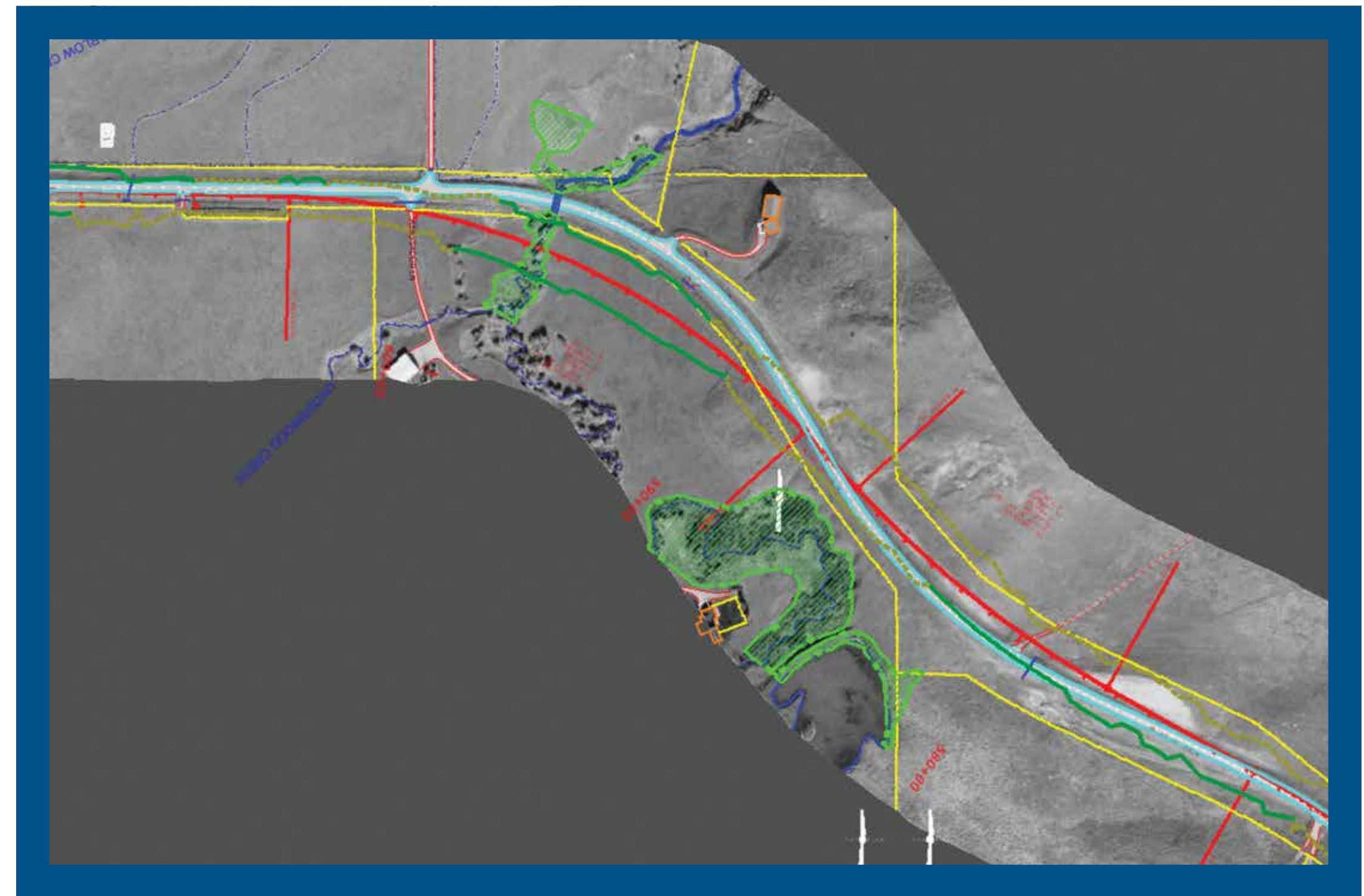
ROAD REALIGNMENT

Certain parts of the project area could be improved by realigning the road – changing the alignment and repaving so the curves aren't as sharp. See below for a few key areas where we will be slightly changing the path of the road.

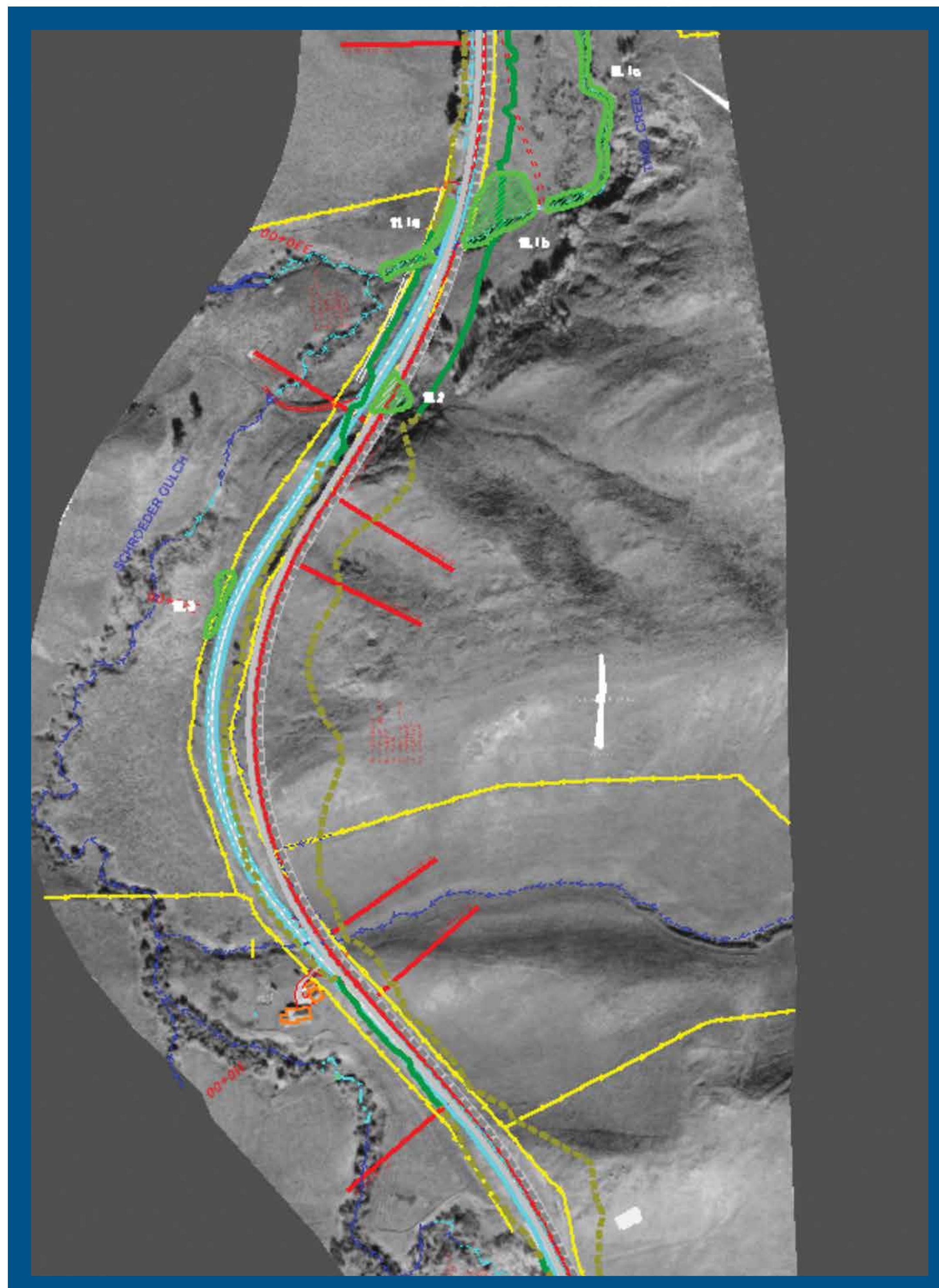
WEST RED LODGE CREEK BRIDGE BY LOWER LUTHER ROAD



CURVES NORTHWEST OF MAY GRADE ROAD



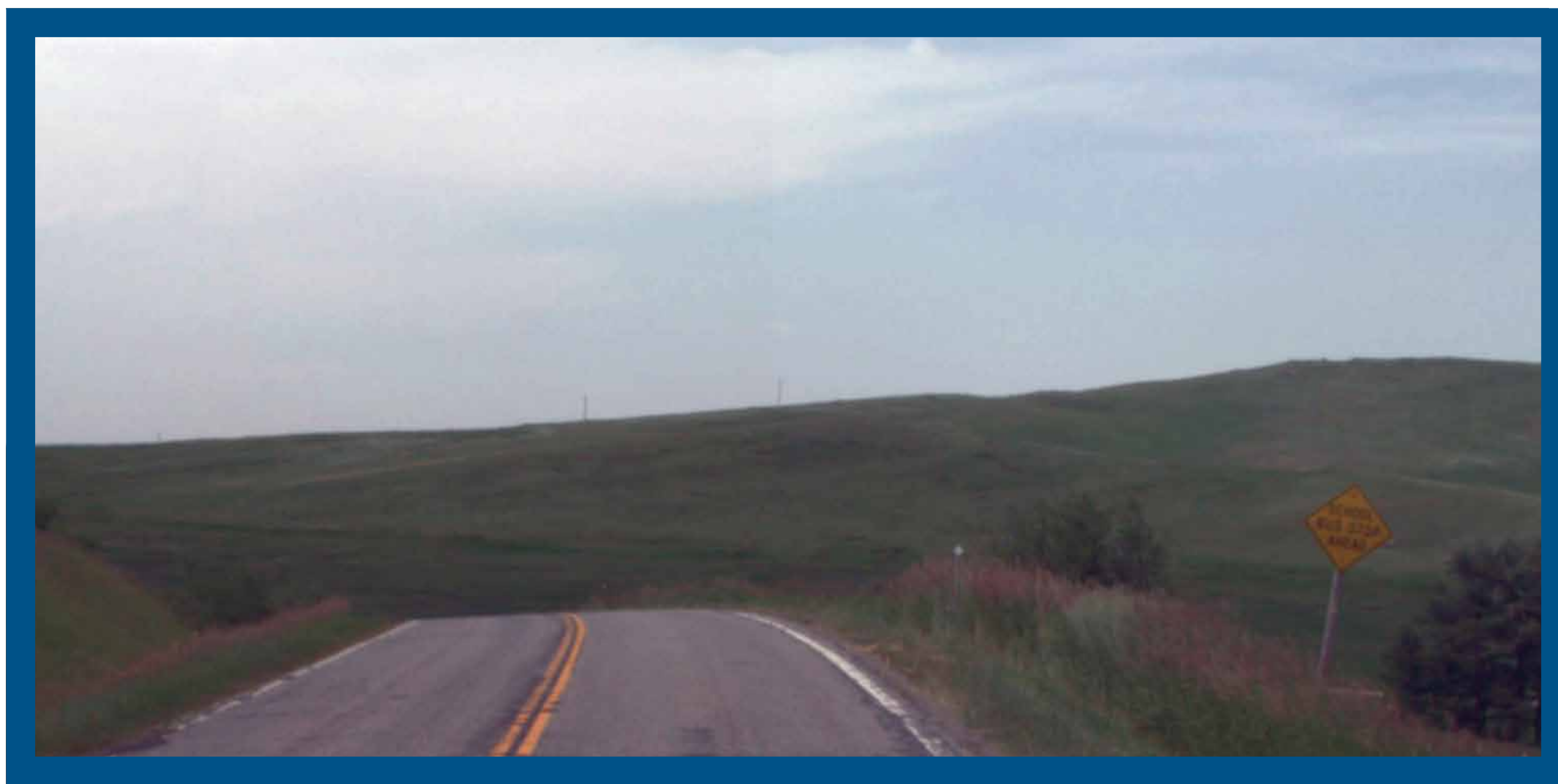
CURVES NORTH OF UPPER LUTHER ROAD



SIGHT DISTANCE

Sight distance – the amount of roadway visible to a driver – is limited in this corridor. MT Highway 78 can be made much safer by increasing this distance, allowing drivers to see and react to cars or animals further along the roadway. The pictures below, a before and after of the same location, demonstrate how much further drivers will be able to see on the road once the project is complete.

BEFORE



AFTER

