

Welcome!



Mill Creek Highway

Rural Reconstruction

The Montana Department of Transportation (MDT) welcomes you to this open house to learn more about planned improvements to the Mill Creek Highway (State Highway 569) as part of the Rural Reconstruction project.



Project Overview

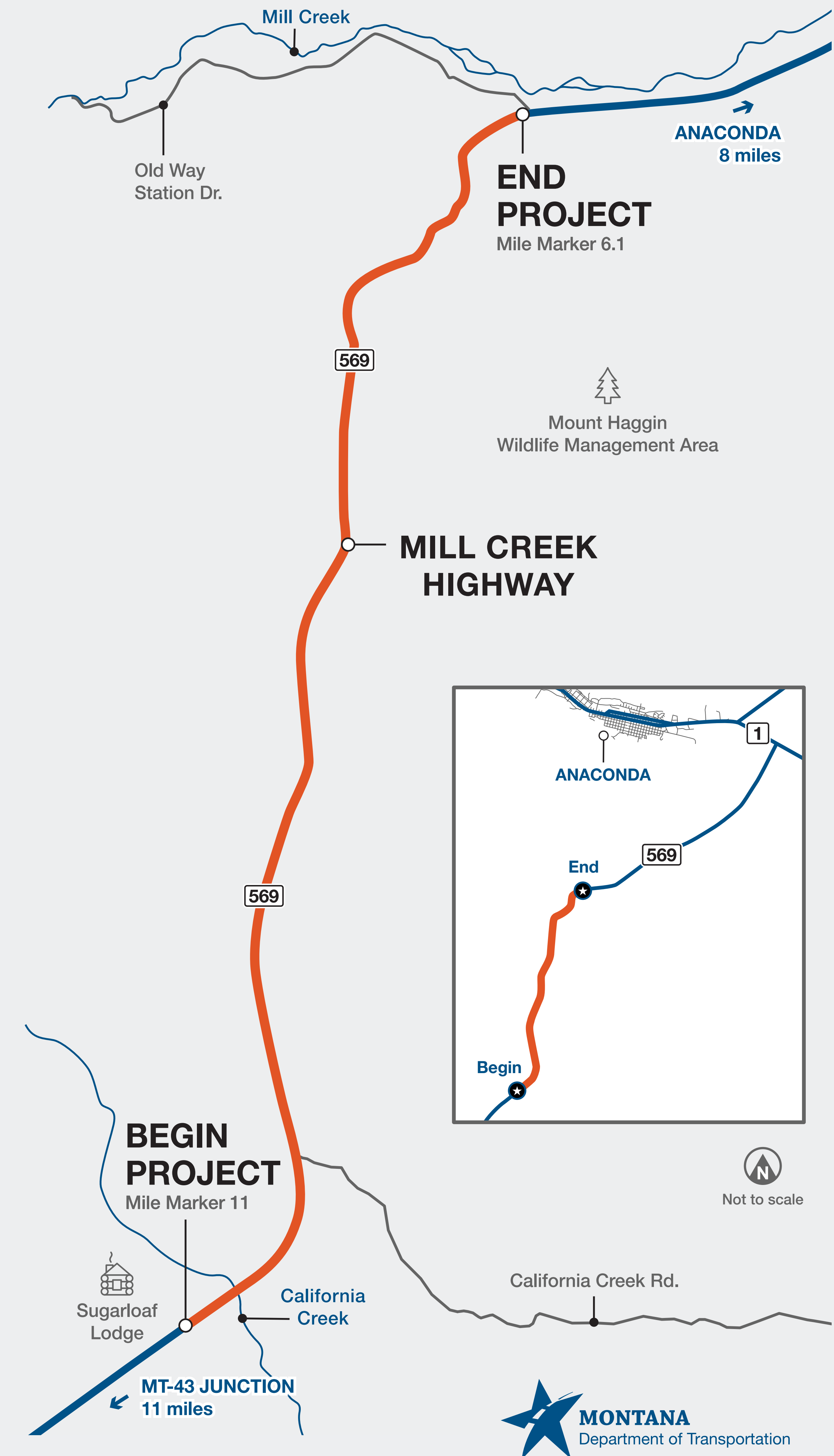
Why is the Project Needed?

The pavement on the Mill Creek Highway is in poor condition due to heavy traffic and ongoing deterioration. The project will address the tight, steep curves along the creek. Additionally, drainage problems along the road can affect driving conditions.

The Project

The upcoming Mill Creek Highway reconstruction will take place from just past mile marker 6 to mile marker 11. This section of the highway runs through mountainous terrain. The nearly 5-mile project will enhance safety by:

- » Widening the roadway and shoulders, and straightening curves.
- » Adding centerline rumble strips, pavement markings, signage, and guardrail.
- » Upgrading culverts and stormwater systems to improve drainage.





VISION ZERO

Eliminate all traffic
fatalities and
serious injuries.

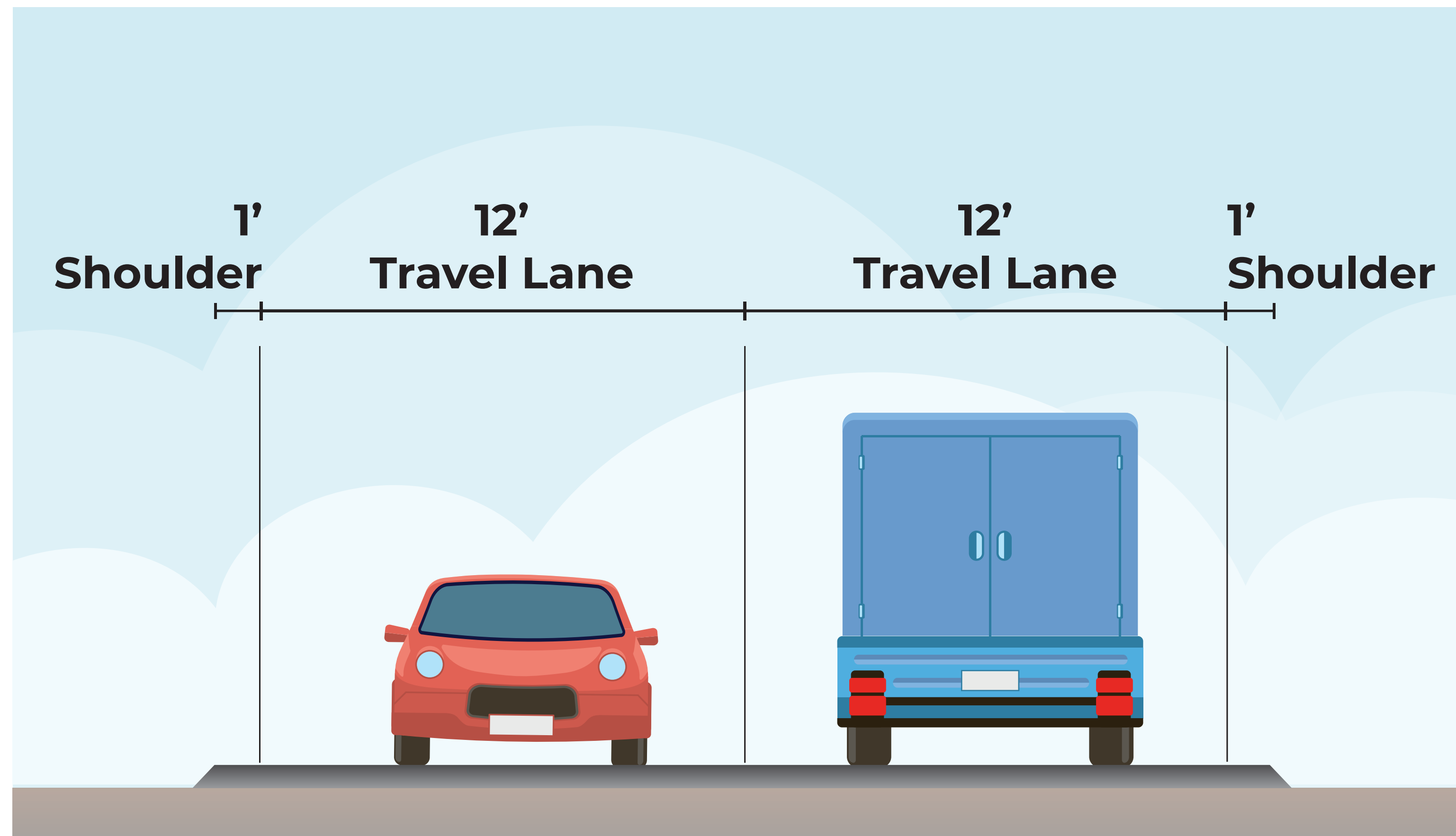
We need
EVERYONE
to do their part.

Increase safe
and healthy
mobility for all.

Drive attentive | Drive sober | Wear your seatbelt | Drive to the conditions and do not speed

Learn more about Vision Zero at mdt.mt.gov/visionzero

Project Details



Roadway Details

- » Roadway improvements will have two 12-foot-wide driving lanes and 1-foot shoulders on each side. It will also be improved to make curves safer and easier to drive.
- » The posted speed limits of 55 mph and 40 mph through mountainous terrain will remain unchanged.
- » Old pavement will be reused in some areas where it makes sense.
- » The three existing gravel turnarounds will be maintained and paved.

Hydraulics (Culverts and Stormwater Systems)

The project includes:

- » Twenty-three culvert crossings.
- » Structures and materials that protect against erosion and help slow the flow of water from pipes or culverts.



Project Details

Right of Way

Most proposed improvements will occur within existing right of way. Some areas of the roadway will need to be widened and straightened.

Environmental

- » Some wetland and stream impacts are expected to accommodate the wider roadway; these will be identified as the design progresses.
- » Two concrete box culverts will support aquatic organism passage.
- » The project lies within the Anaconda Smelter Site Superfund boundary and must comply with Deer Lodge County Institutional Controls program for ground-disturbing activities.
- » Preliminary biological assessment findings may affect Canada lynx, grizzly bear, and North American wolverine. A full biological assessment will be completed during final design in coordination with the U.S. Fish and Wildlife Service.
- » The design team has coordinated with the Big Hole Watershed Committee to identify slope issues. Future design phases should explore incorporating permanent erosion and sediment control (PESC) measures (e.g., hydroseeding) at these locations.



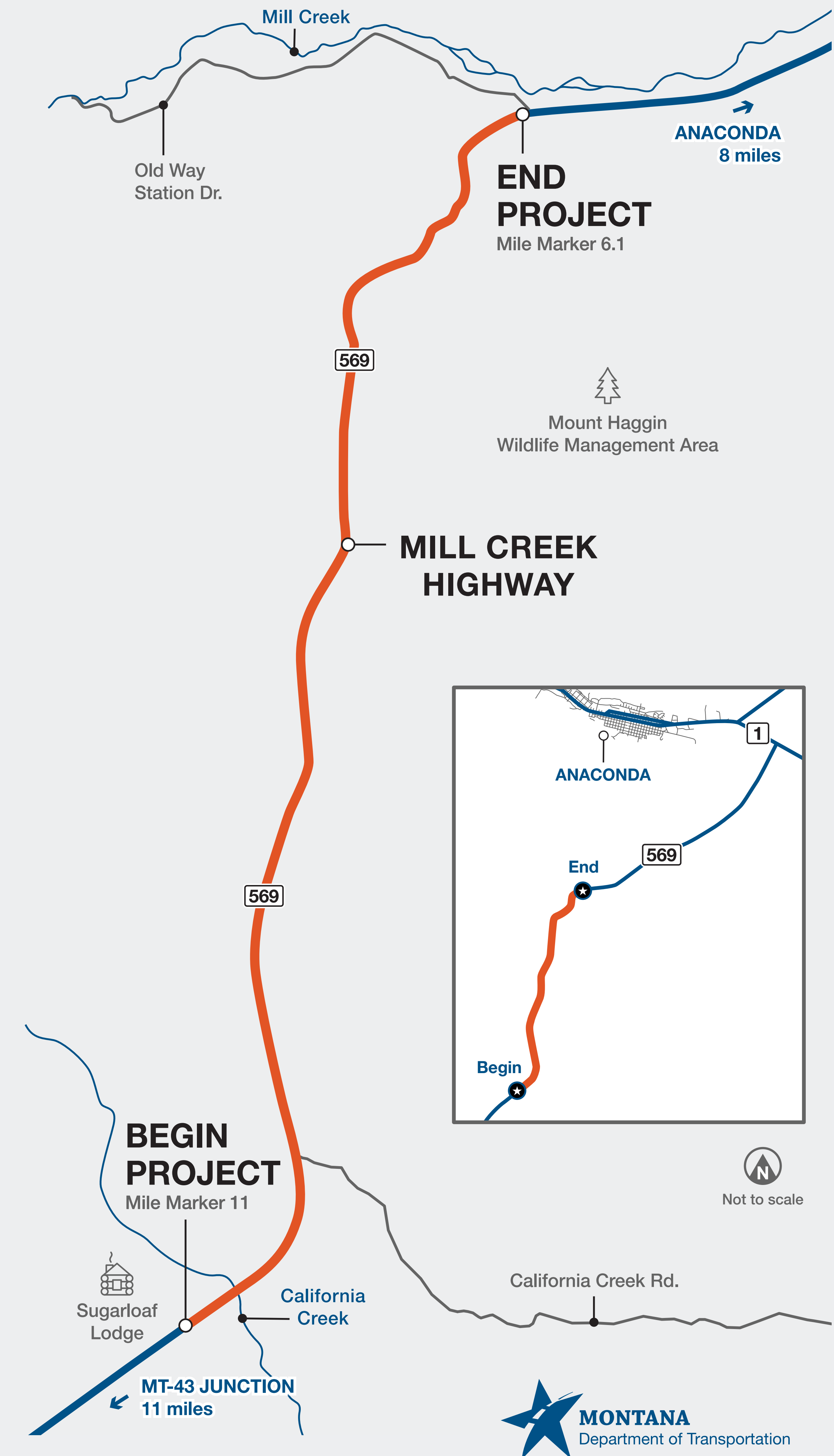
Aquatic Organism Passages are specially designed structures that allow fish or other water-dwelling animals to safely move through streams and beneath roads.

Examples of aquatic organisms include fish, frogs, and aquatic insects.

Project Details

Detour Plans and Traffic Control

- » Construction will likely involve a combination of lane shifts, phased construction, and lane closures. In the S Curve area between mile marker 6.1 and 7, work can occur with no traffic impacts. South of the S Curve, phased construction and lane closures will be required.
- » Detailed traffic control plans will be developed as the project moves into Phase II. Oversized and wide loads will be detoured when feasible. If detours are not practical, plans will be developed to stage and pilot wide loads through the construction zone at designated times.
- » Traffic control, including lane restrictions, may be in place during peak recreational periods, including summer weekends, holidays, and early hunting season.
- » Further details regarding traffic impacts and construction activities will be shared with the public and community members as they become available.

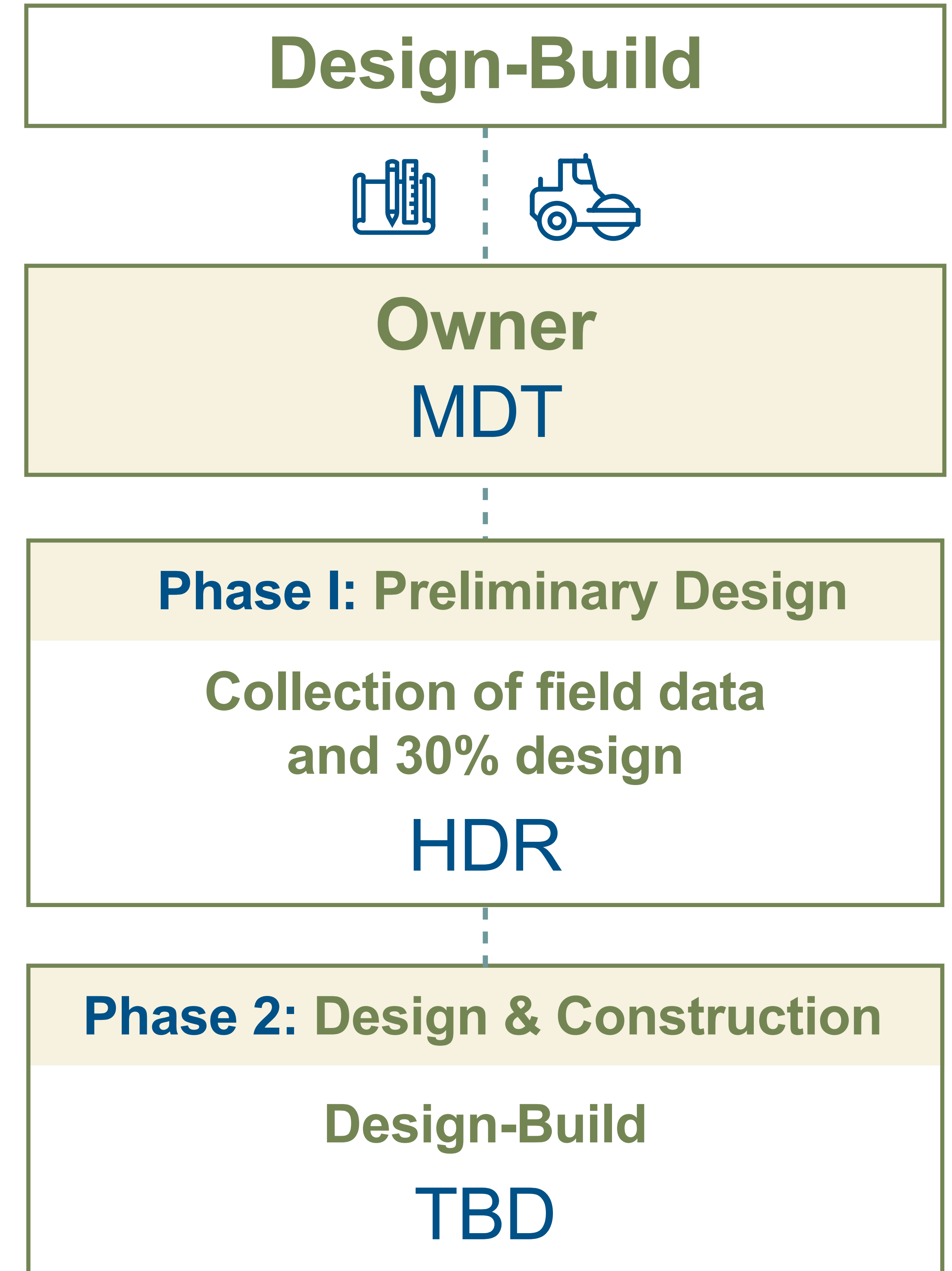


What is Design-Build

Design-Build Delivery

Design-build is a project delivery method in which one team is responsible for both designing and constructing the project. Instead of hiring separate firms for each phase, MDT selects a single team to manage the entire process. This approach can save time, improve coordination, and streamline delivery.

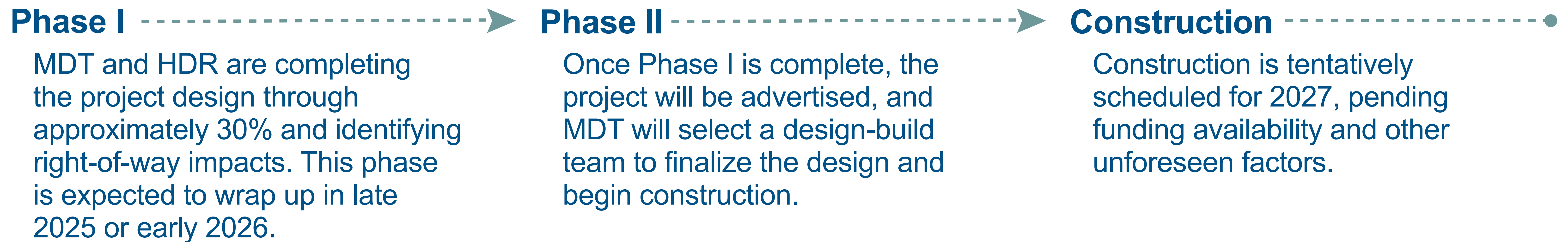
For this project, MDT hired HDR to design Phase I, which includes designing approximately 30% of the project. After Phase I, MDT will select a design-build team to complete the design and construct the project as part of Phase II.



Project Phases and Funding

Project Phases

The project is currently in the design phase and will be delivered through the MDT's Alternative Contracting program as a design-build.



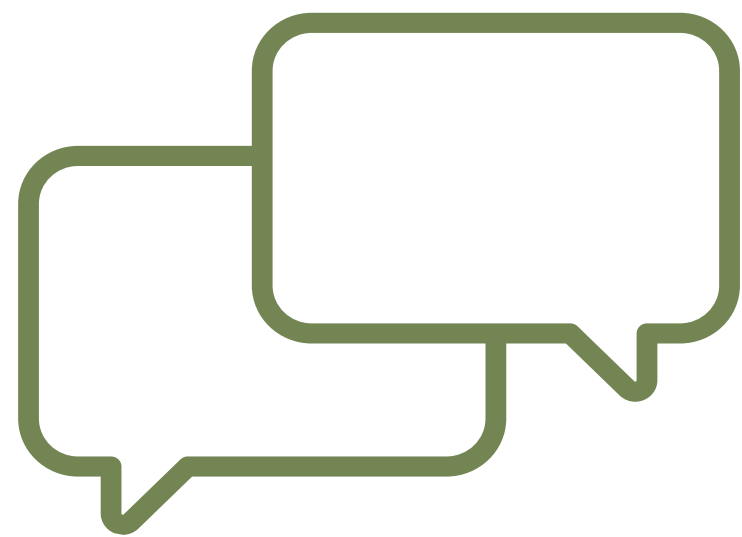
Project Funding

The project is funded by a \$19.3 million U.S. Department of Transportation RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant awarded to Anaconda/Deer Lodge County.





Comments Welcome



Scan QR code

We encourage you to share your input.

Please fill out a comment form and place your feedback in the comment box or scan the QR code (at left) to visit the project website to leave a comment digitally:

mdt.mt.gov/pubinvolve/millcreek



Thank you for participating!

Contact us for more info:



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Visit mdt.mt.gov/pubinvolve/millcreek
to stay updated on this project

Project Route Map

Feel free to write
your comments on
the map!



Note locations on the roadway where you have
concerns, questions, or comments.



Mill Creek Highway

Proposed Alignment

