

SALMON LAKE



**HIGHWAY
RECONSTRUCTION**

Welcome!

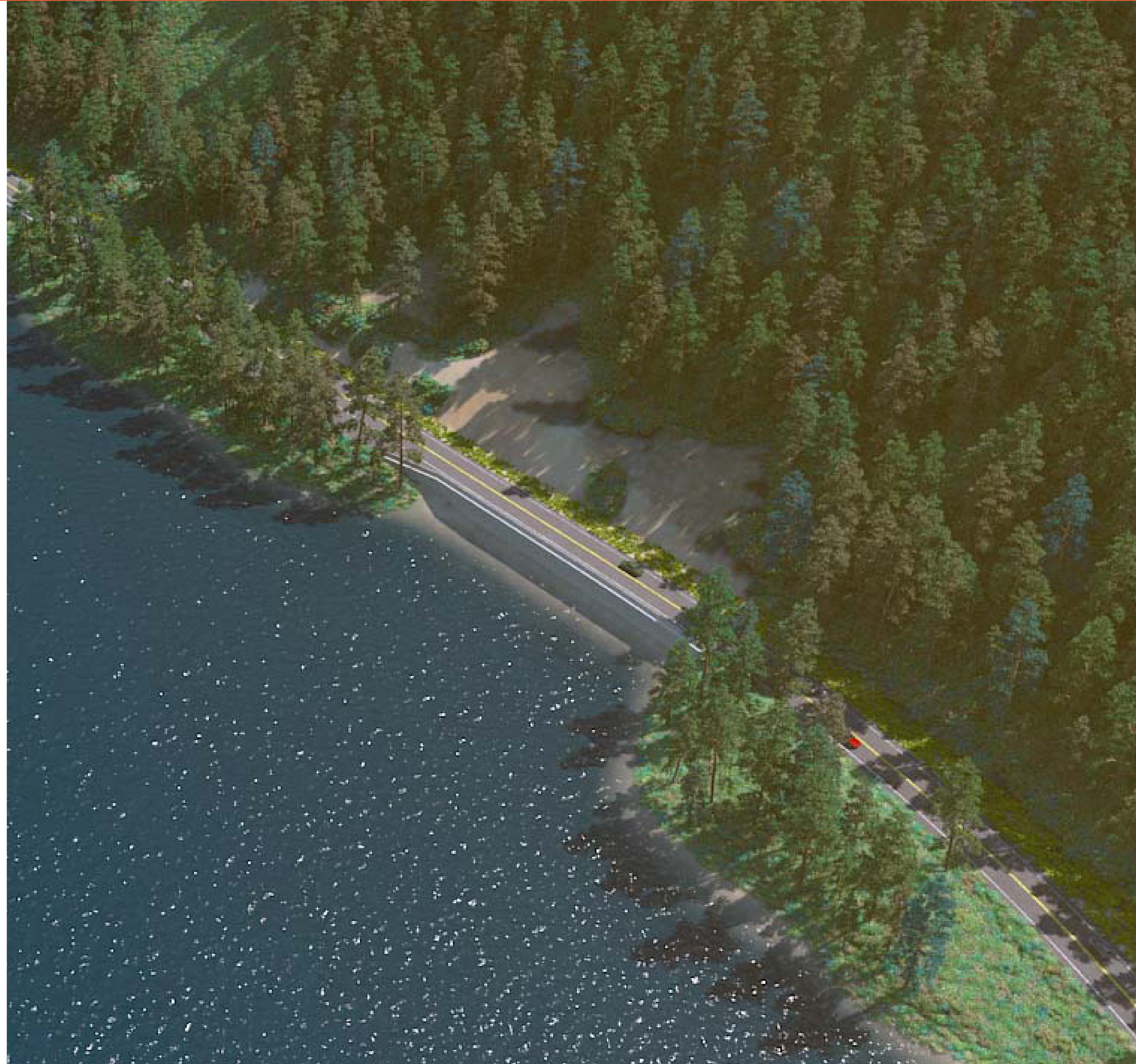
Project Overview



The Montana Department of Transportation (MDT) will reconstruct Highway 83 along the east side of Salmon Lake. The road was originally built in the early 1950s and is being designed to improve safety features. Roadway safety improvements will:

- Increase visibility
- Widen the highway to include 3-4 ft paved shoulders
- Straighten curves and flatten the roadway profile
- Improve existing cut slopes to reduce rockfall hazards
- Create drainage improvements
- Install new signage and guardrail

Tree clearing in the project area will begin in August of 2022. Most of the construction will occur in 2023 with final construction activities wrapping up in the spring of 2024.



General Design Features



ROADWAY DESIGN

- Generally, the new alignment follows the current roadway
- Design includes 2-12 ft travel lanes with 3-4 ft shoulders
- Roadway curves have been improved to meet current design standards
- Realign Woodworth Road at its intersection with MT 83, creating a more perpendicular intersection for improved sight distance
- Existing pullouts will be maintained and paved to 18-24 ft wide

CUT SLOPE TREATMENT OR CATCHMENT DITCH

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

RETAINING WALLS

- Used to widen the road along the lakeside

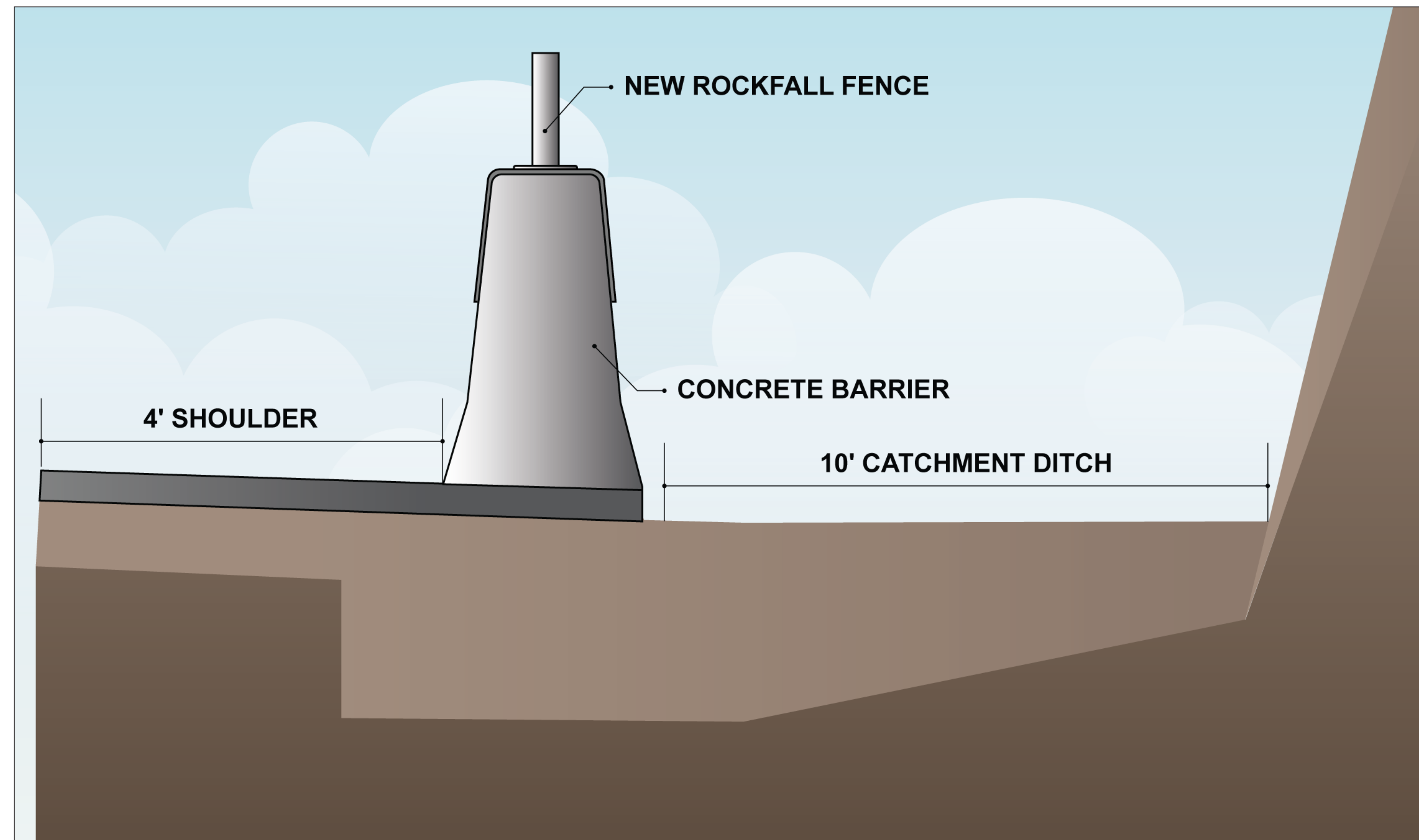
REDESIGNS of private approaches primarily includes:

- Better sight distance in both directions
- Clearing of obstructions such as trees and small brush within the roadway right-of-way

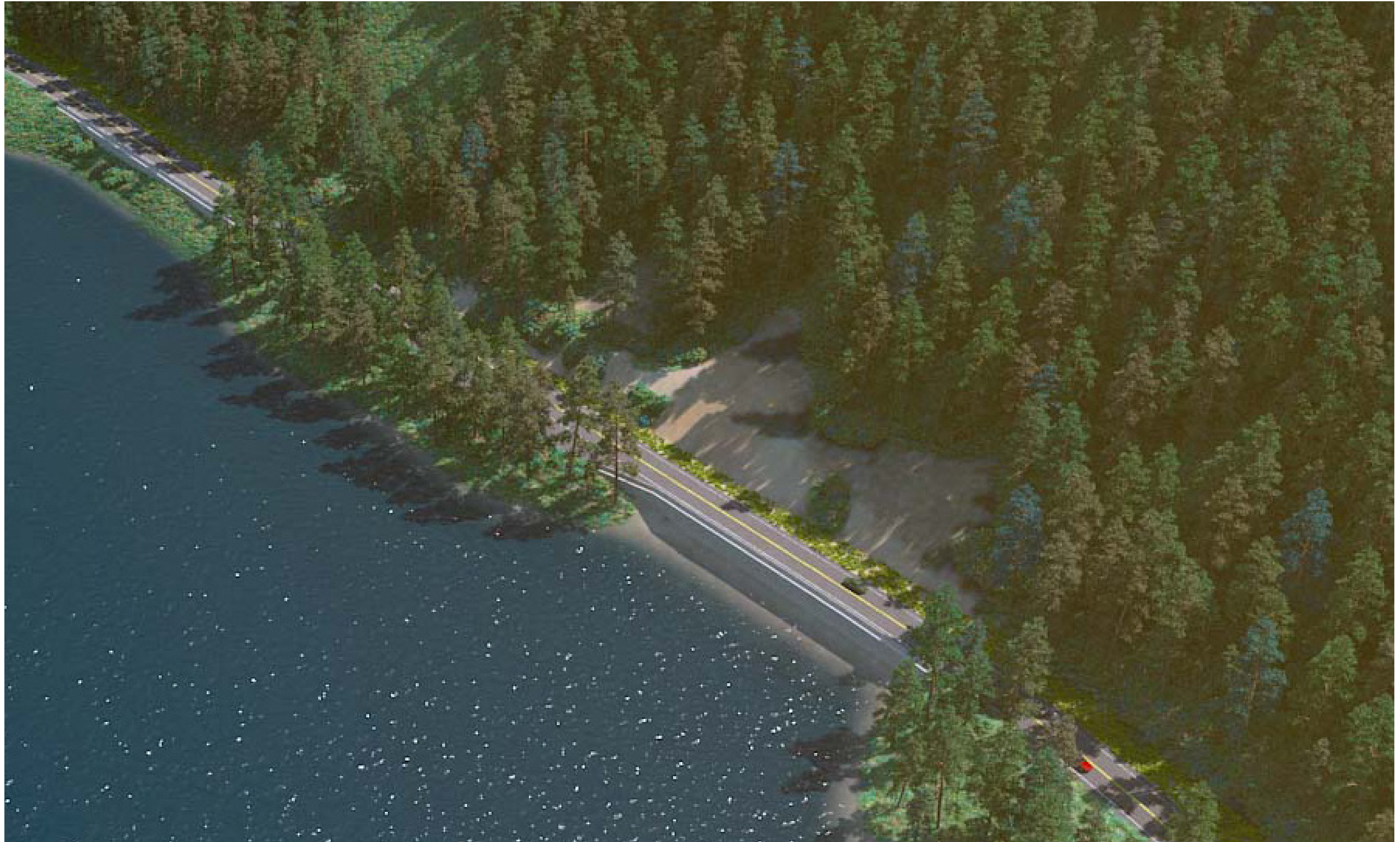
Cut Slopes Treatments/Catchment Ditch (aka keeping rocks off the road)

CUT SLOPE TREATMENT OR CATCHMENT DITCH

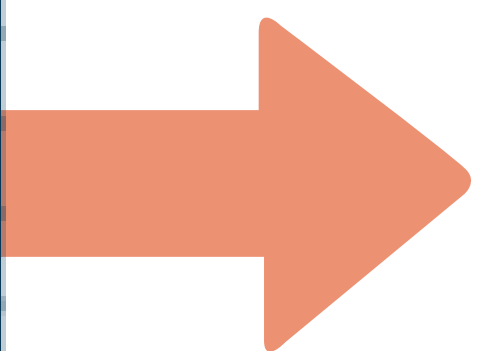
- Treatments help keep rocks off the road and improve safety along the 3 large cut slopes
- Place new concrete barrier adjacent to the roadway
- Grade 10 ft ditch behind barrier to provide additional space for rockfall and other debris



Project Animated Video

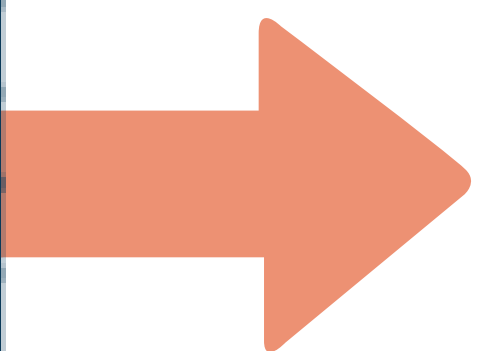


Construction Schedule



FALL 2022

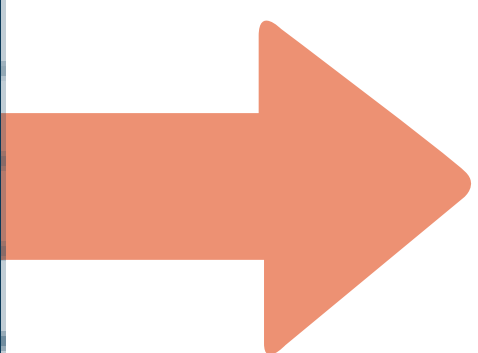
Tree clearing in the project area will begin August of 2022.



2023

Majority of Construction Including:

- Roadway widening and reconstruction
- Retaining walls
- Rockfall treatments to help keep rocks off the road and improve safety along the 3 large cut slopes
- Soil nail wall along Woodworth Road (blasting not anticipated)
- Install new culverts



SPRING/SUMMER 2024

Cleanup, pavement sealing, final signing and striping.

What to Expect During Construction



SPRING THROUGH SPRING/SUMMER 2024



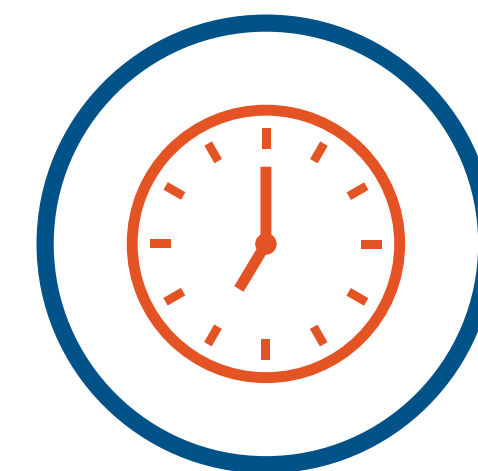
TEMPORARY LANE CLOSURES - Temporary traffic signals and/or pilot cars will be in place to provide two-way traffic on one travel lane during daytime construction. The temporary road will have limited shoulder because of the temporary concrete barrier in place for your safety and the safety of our work crews. Expect delays.



LAKE ACCESS - Recreational access to Salmon Lake will be maintained throughout construction.



WIDTH RESTRICTIONS will be in place for loads 11 ft and over. Wide load accommodations and a staging area will be provided, and trucks will be guided through the construction area Monday-Friday, 3:30-5:30 a.m.



WORK HOURS will primarily occur seven days/week from 7:00 a.m.-7:00 p.m. Nighttime work will be announced in advance.



SPEED LIMITS between 25 and 35 mph will be posted in construction zones. Please pay attention to changing speed limits for the safety of our workers!



DRIVERS ARE REMINDED to wear your seat belt, don't drive impaired, and put your phone down please. Please be alert to new traffic patterns, slow down, and expect short delays!

Roadway Construction Elements



REMOVE PAVEMENT

The existing pavement surface will be removed so new paving can be installed. The pavement removal will be completed on different sections of the project based on where the work is occurring during that specific time.



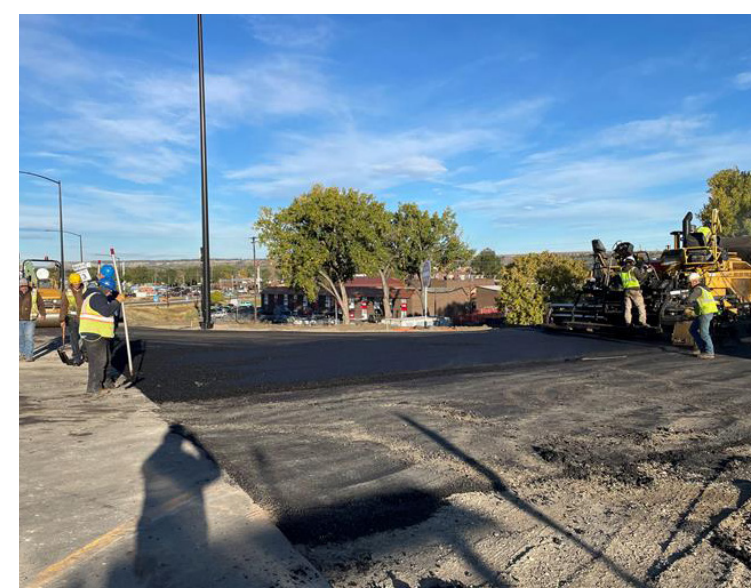
ROAD AND DITCH GRADING

The crew then grades the roadside ditches and prepares the base for subsequent layers through compaction.



CONSTRUCT APPROACHES

Grading and preparation for the Woodward Road intersection will occur to tie into MT 83. The crew will coordinate with landowners to construct private driveways during the roadway construction.



PAVE ROADWAY

After the base is properly prepared, a new asphalt surface is installed.



CONSTRUCT RETAINING WALLS

Retaining walls will be constructed along Salmon Lake to provide additional shoulder width. Temporary traffic control will be reduced to one lane through some of these areas to provide a safe distance between workers and the traveling public.



INSTALL CULVERTS

Trenches and pipes will be installed to improve drainage.



COORDINATE CONSTRUCTION TRAFFIC

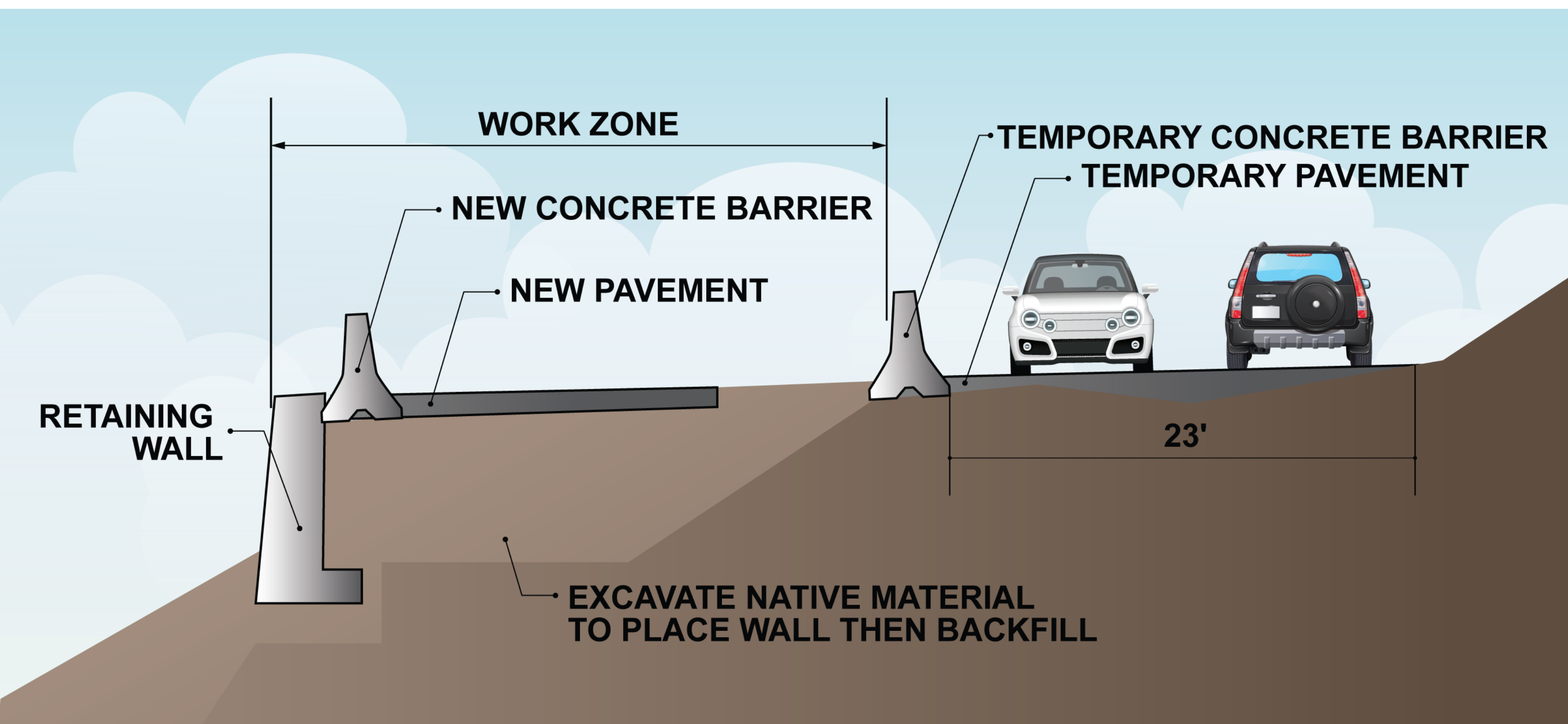
Protecting drivers and workers while allowing movement of traffic onto and off the roadway.



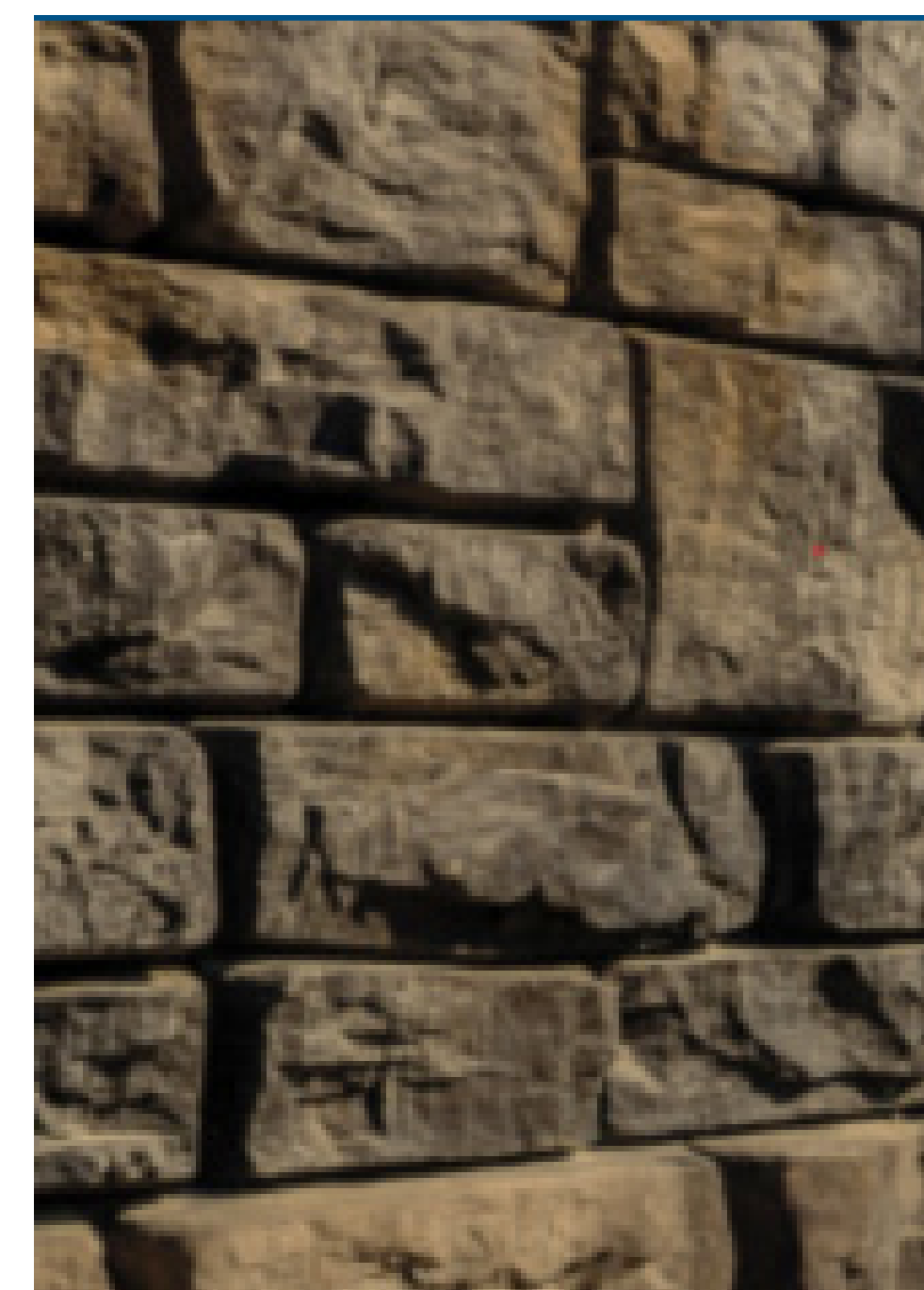
INSTALL BARRIER

Concrete barrier and guardrail to protect drivers and workers during and after construction.

Retaining Wall Construction Elements



1. Excavate native material for retaining wall construction
2. Construct retaining wall from the bottom-up to provide additional pavement width
3. Roadway grading and placement of new pavement
4. Install new concrete barrier



Nearby Projects to the Salmon Lake Highway Reconstruction



SEELEY LAKE-SOUTH HIGHWAY RECONSTRUCTION

MDT will reconstruct Highway 83 north of Salmon Lake starting about 1-mile south of Placid Creek Road and extending northerly approximately 4 miles, ending south of the town of Seeley Lake. The project will reconstruct the roadway surface, provide wider shoulders, and include the following:

- New turn left-lanes at the Placid Creek Road, Double Arrow Ranch Road and Wagon Wheel Way intersections
- Straighten the roadway alignment, where feasible
- Replace the bridge over Morrell Creek
- New shared-use path from Double Arrow Road to the northern end of the project
- Tree clearing, guardrail upgrades, signing, and flattened roadside slopes, where possible
- Roadside ditches will also be evaluated to increase ditch size to better handle snow storage, drainage and rockfall

The construction timeline for this project has not been determined, but follow us on the project's website for updates.



Website:
Seeley Lake – South Highway Reconstruction | Montana Department of Transportation



CLEARWATER JUNCTION INTERSECTION

The intersection of Highways 83 and 200, commonly known as Clearwater Junction, was identified by the Highway Safety Improvements Program (HSIP) as needing improvements to alleviate traffic and safety concerns. The preliminary study phase of the project was completed in the fall of 2021 where a wide range of intersection improvement options were evaluated to address the project purpose and need.

Through a comprehensive, data driven process, the Montana Department of Transportation (MDT) and engineering firm Robert Peccia and Associates (RPA) in collaboration with other project stakeholders identified a single lane roundabout as the best option to improve the overall safety and operation of the Clearwater Junction intersection. A final design and construction timeline for this project has not been determined. For the most up-to-date information, follow us on the project's website.



Website:
Clearwater Junction Intersection | Montana Department of Transportation



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OR CHECK OUT THE PROJECT WEBSITE:



Salmon Lake Highway Reconstruction
Montana Department of Transportation
(MDT) (mt.gov) or
mdt.mt.gov/pubinvolve/salmonlake



Thanks to our great project team,
including MDT, HDR, Kiewit, and
many Montana workers.

SALMON LAKE



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Thank You!