



**US-212**  
ROBERTS TO BOYD

# QUESTIONS & ANSWERS

## CONTACT INFORMATION

**Phone:** 406-207-4484

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

**Website:** <https://www.mdt.mt.gov/pubinvolve/us212roberts/>

## GENERAL PROJECT QUESTIONS

### **What about other areas on US 212? Will those be improved?**

Yes. MDT is also working on the US 212 – Red Lodge to Roberts project, reconstructing and rehabilitating nearly 10 miles of highway between Two Mile Bridge Road and Roberts, MT.

MDT is also working on the Robinson – Two Mile project, located on the north end of Red Lodge between Robinson Lane and Two Mile Bridge Road.

Many US 212 – Roberts to Boyd team members are working on these other projects and will have more updates on this surrounding work shortly. Feel free to reach out to Sloane Stinson at [sloane@bigskypublicrelations.com](mailto:sloane@bigskypublicrelations.com) for more information.

### **How much right-of-way is being acquired to do this project?**

MDT has not yet reached out to landowners regarding acquisitions, so we cannot determine exactly how much right-of-way will be needed to complete the project.

We do not anticipate needing to split up plots or significantly change where the highway currently lies.

### **Will any changes occur to the speed limit? Can you lower the speed limit?**

No permanent changes are occurring to the speed limit through this project. However, it should be noted that lowering the speed limit temporarily during construction is expected.

MDT does not set speed limits. Changes to limits occur via a separate process that begins with a speed study. The Transportation Commission, a group appointed by the governor, sets speed limits throughout the state based on speed studies.

To start this process, residents are encouraged to reach out to their local county commissioners and encourage these officials to submit a request for a speed study.

### **I have questions about how my property will be impacted. Who should I contact?**

Sloane Stinson of Big Sky Public Relations is the main point of contact for this project. She will connect to the right project staff at MDT, whether right-of-way personnel or anyone else.

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

Email: [sloane@bigskypublicrelations.com](mailto:sloane@bigskypublicrelations.com).

# DESIGN QUESTIONS

## How are you making things safer for the Amish?

We appreciate the care that many have for these community members and value their safety.

The eight-foot-wide shoulders are wide enough to accommodate horse and buggy travel and will help them travel safely on the side of the road.

Buggy warning signs have also been placed on the corridor, which helps to alert other drivers of their presence on the road.

## How does this project address snowdrift?

Snowdrift is a significant concern for both residents and MDT. We are working to address this primarily by raising the height/slope of the road, ensuring that when the snow blows, it does not gather as quickly in the center of the highway.

Crews will also install flat-bottomed ditches to help with snow storage.

## What improvements are happening for bicyclists?

### Can a shared-use path be added?

MDT understands that US 212 is a well-used corridor for bicyclists. The eight-foot shoulders will provide plenty of room away from fast-moving vehicles, making it safer for these travelers.

Unfortunately, a shared-use path cannot be added through this project. Maintenance and funding are major factors in this decision. This project is approximately eight miles long and would require significant negotiation with landowners on the right-of-way. Beyond that, MDT would need to increase costs over time for maintenance of the path. We appreciate the safety of these paths but have a responsibility to be as cost-effective as possible.

However, shared-use paths are being considered for the Robinson to Two Mile Bridge section of US 212.

## How is MDT addressing animal collisions? Can an overpass or underpass be included?

Through crash data and conversations with residents, MDT has seen that animal collisions are a major concern for this corridor. The new right-of-way limits will help with this. They are significantly wider, and they will be maintained by MDT with annual mowing and tree trimming, thereby creating a much larger clear zone of visibility for both drivers and animals.

We are also implementing box culverts, which help with the travel of smaller amphibious animals.

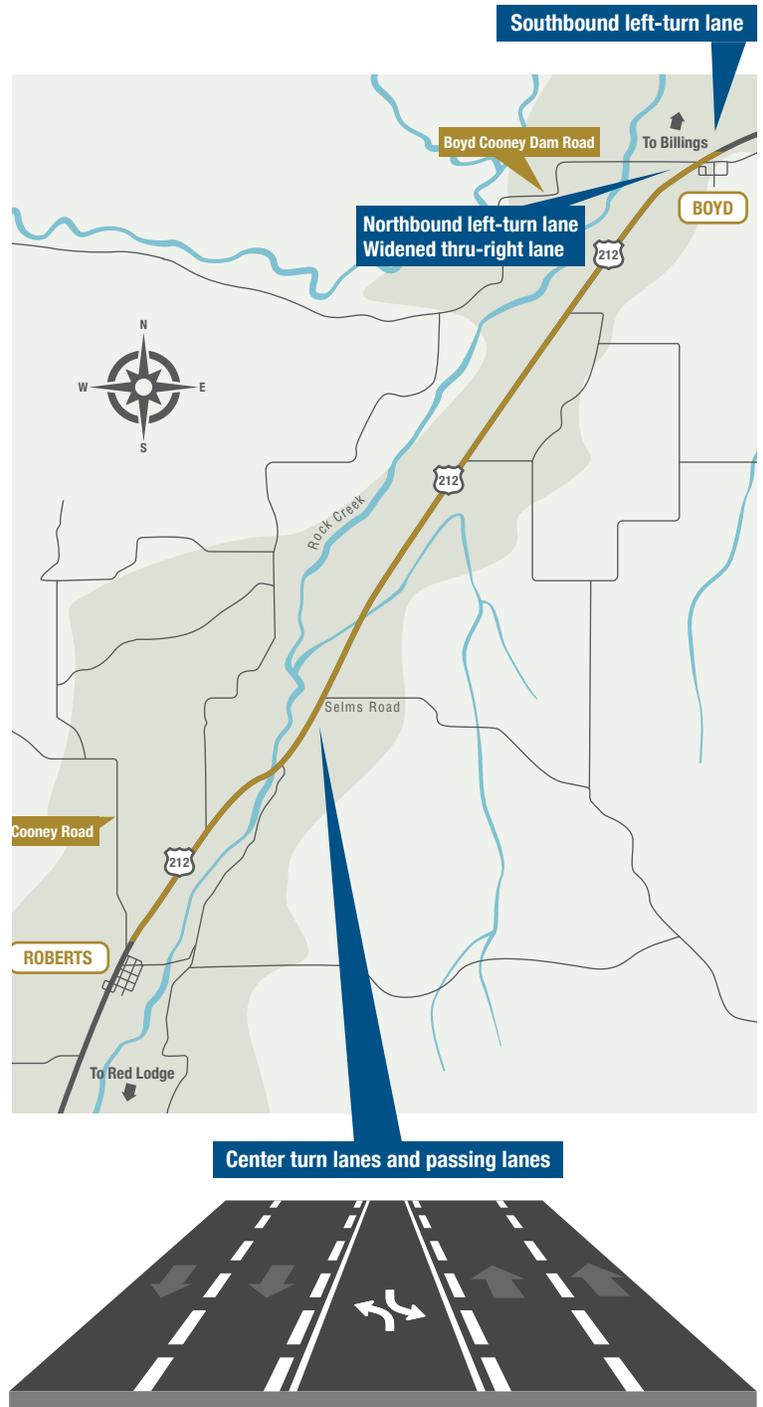
Implementing an overpass or underpass for animal crossings is costly and requires significant maintenance. An underpass would likely not be feasible given flooding and how much water is flowing under the road. Significant fencing would be needed to funnel animals to use the pass. Given our responsibility to be cost-efficient stewards of public money, it is not likely that a structure like this could be added.

## Will a center-turn lane or turn lanes at intersections be added through this work?

Yes! A two-way-left-turn lane (also known as a center turn lane) will approximately be installed between mile marker 85, south of Selms Road, and mile marker 87. This is the same section as the passing lanes, meaning that in this area, the highway will have five lanes of traffic.

A northbound left-turn lane will be installed on US 212 headed into Boyd Cooney Dam Road. A southbound widened thru-right turn lane will also be installed at this intersection.

A southbound left-turn lane will be installed on US 212 headed into Main Street in Boyd.



## DESIGN QUESTIONS

### **Where exactly are the passing lanes?**

The northbound and southbound passing lanes will coincide with most of the center-turn lane, and will be established from mile marker 85 near Selms Road to mile marker 86.5.

This means that in this area, the highway will have five lanes of traffic.

### **Will rumble strips be added? Where will they be placed?**

Rumble strips are being added through this project, and we will place them on the centerline and shoulders of the highway.

These safety improvements are critical in notifying the driver that they are leaving their lane and help reduce off-road and head-on crashes. They're also useful in getting drivers to notice their lane when visibility is low. On days when there is frost on the road and difficulty seeing the lane, rumble strips remind drivers that they're nearing the edge of their lane.

### **Why are passing lanes being added to this project?**

Passing lanes are critical safety improvements. We found through our research of the highway that traffic flows had increased to the point where this design was needed.

Currently, vehicles bunch up to pass so often on this highway that it is safer to create a lane where they can pass rather than require them to merge into oncoming traffic. This reduces the potential for deadly head-on crashes.

### **Are utilities going to be improved through this work?**

No utilities are going to be improved through this work.

### **What improvements are happening to the Rock Creek bridge?**

The significant improvements occurring at this structure include replacing guardrails near the ends of the bridge and repairing the bridge deck, the surface that vehicles drive on.

Other elements of the bridge, including the structures beneath the deck, remain strong and in good condition and do not need repair.

## CONSTRUCTION QUESTIONS

### **When will construction occur? Have you chosen a contractor yet?**

As of 2022, we do not have a confirmed construction start date. We anticipate the project to be shovel-ready (i.e., completely finished from a planning perspective and ready to build) by 2025.

Beyond that time, funding will dictate when the project is built. We have not yet identified a funding source, and thus it is difficult to determine when it will be built.

Additionally, as of 2022, a contractor has not yet been chosen. This selection won't happen until funding is identified and we approach the date where funding is available.

### **Will you create a detour around construction?**

The traffic control plan will not become available until a contractor has been identified. That said, no detours are currently planned for construction. We anticipate being able to do our work while keeping at least one lane moving at all times.

If you notice traffic detouring to avoid construction delays, please feel free to reach out to the project hotline at 406-207-4484. We will see what we can do to help.

One of the ways we can discourage detouring is by limiting delay times. If delay times are lower and manageable, people will be more likely to navigate the construction area than find another way around.

### **Will you close the highway or any nearby roads to do this work?**

As of 2022, MDT does not yet have a traffic control plan finalized and, therefore, cannot say for certain what traffic will look like during construction.

Once a contractor is selected, they will determine a traffic control plan and collaborate with MDT to implement it.

We do not anticipate full closures at this time.

### **How much time will construction take?**

We anticipate this work to be done over two years, with the bulk of work done during one construction season. The construction season is typically from spring through fall.

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