

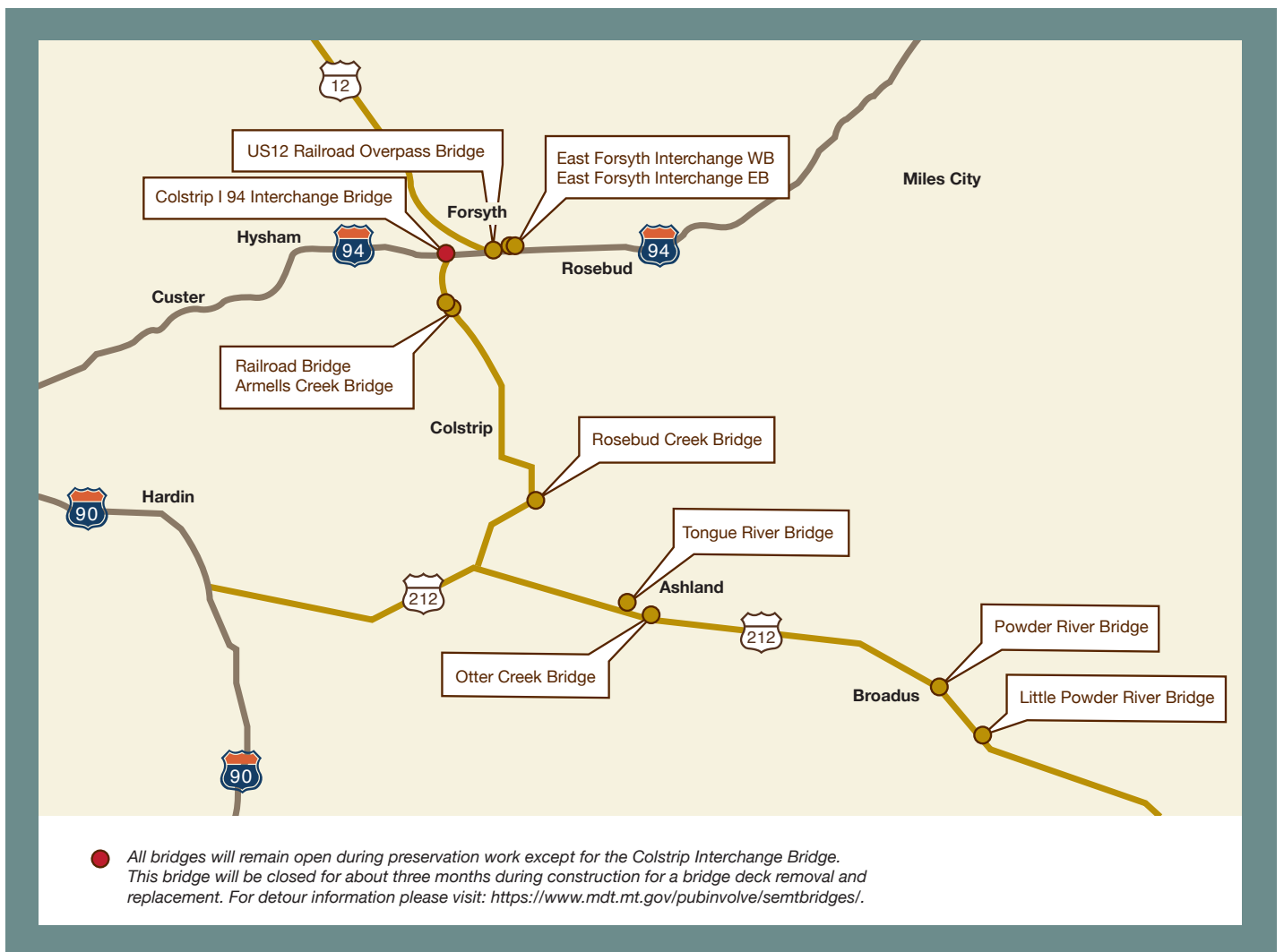


To receive project updates TEXT “semtbridges” to 406-226-1603 or email ellac@strategies360.com.*

*Texting alerts are not managed by MDT and may have different privacy and security policies. For more information, please visit <http://simpletexting.com/privacy-policy/>.

SOUTHEAST MONTANA BRIDGE PRESERVATION

The Montana Department of Transportation (MDT) and its partner Sletten Construction will rehabilitate 11 bridges in southeastern Montana as part of the Southeast Montana Bridge Preservation project. These bridges impact Montana Highway 39 (MT 39), US Highways 212 (US 212) and 12 (US 12), Interstate 94 (I 94), and the communities of Forsyth, Colstrip, Lame Deer, Broadus, Ashland, and the Northern Cheyenne Indian Reservation. The bridges are aging and in need of routine upkeep. They are safe to drive on, but it is vital to implement repairs to preserve their service life.



During work hours, motorists along these routes should expect short delays, flaggers and signals controlling the movement of traffic, single-lane restrictions, and reduced speed limits. MDT and Sletten Construction will maintain traffic flow but rely on you to keep roadway crews safe.

When traveling during construction season, watch for the “cone zone” and workers on the highway. These workers spend their days working a short distance from fast-moving vehicles, and while they make every effort to work safely, they count on you to pay attention, slow down and be careful as you pass through a work zone.

PROCESS AND ANTICIPATED SCHEDULE

MDT and Sletten Construction expect to complete the Powder River Bridge, the Little Powder River Bridge, the East and Westbound I 15 bridges near Forsyth, the Tongue River Bridge, the Otter Creek Bridge, and the Rosebud Creek Bridge this year in order, weather and other factors permitting. The rest of the structures are slated for construction next season.

ENGINEER ↔ ENGLISH

Bridge Deck:	The flat, drivable surface of a bridge supported by beams, trusses, girders, columns, etc.
Crack Seal:	Applying products to the road or bridge deck to fill cracks and prevent them from getting water, sand, plants, rocks, etc., in them.
Deck Joints:	Places where pieces of the bridge come together; they allow the road to expand and contract during temperature changes without breaking or cracking.
Guard Angle:	Metal protection of the edges of the bridge deck, usually steel angle iron.
Polymer Overlay:	A type of product used on a bridge deck to seal and protect the concrete.
Rail Revision:	Modifying the metal or concrete guard rails along the bridge.
Spalling:	When small chunks of concrete break or flake off due to weather or damage.



VISION ZERO FOCUSES ON:

- 1. EDUCATION**
- 2. ENFORCEMENT**
- 3. ENGINEERING**
- 4. EMERGENCY MEDICAL RESPONSE**

“All four areas of focus for Vision Zero are critical as we move toward zero deaths and zero serious injuries on Montana roadways.

To make a significant impact on fatalities and serious injuries on all public roads in Montana we also need the **FIFTH E**, which is **EVERYONE**.

We can use the education, enforcement, emergency services and engineering resources; but we can't do it without the support of every Montanan.

The vision for Montana is Zero – Zero Fatalities and Zero Serious Injuries on any public road in the State. That means that every time you get into a vehicle, buckle up, make sure your children and friends are buckled up, and never drive impaired or allow an impaired person to drive.”

– Malcolm “Mack” Long
Director, Montana Department of Transportation

Questions? Contact us!

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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.

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