

# Welcome



## **Welcome to the Flathead River – Perma Bridge open house.**

Thank you for participating in today's meeting, the purpose of today's meeting is to discuss planned improvements and construction activities on the Perma Bridge.



# Project Team



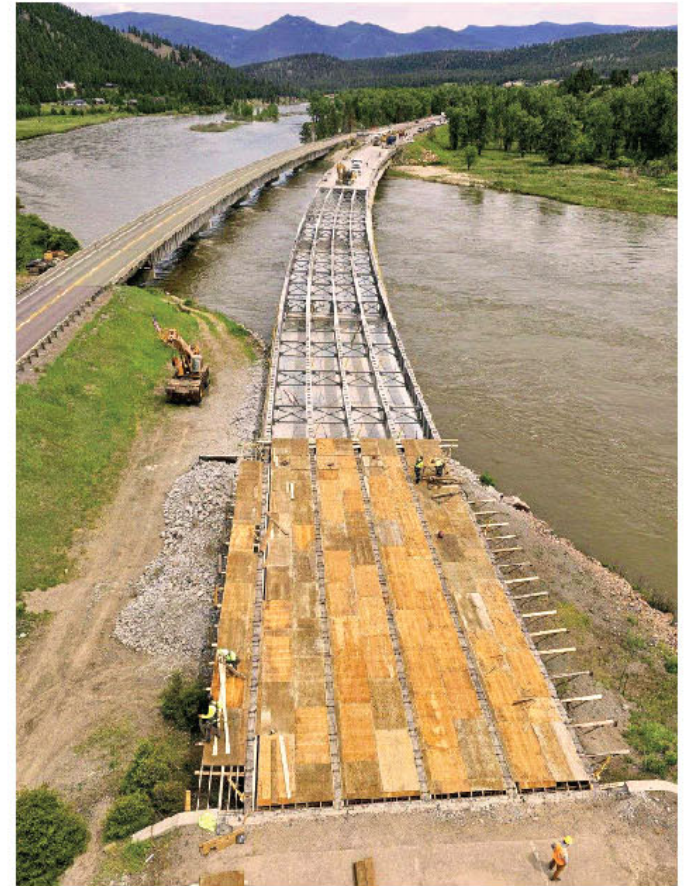
RBCI

# Bridge Management



The Montana Department of Transportation (MDT) Bridge Bureau is tasked with keeping Montana's bridges safe, resilient, economical, and reliable.

The Bridge Bureau has two sections: Bridge Management and Bridge Design.



# About the Project

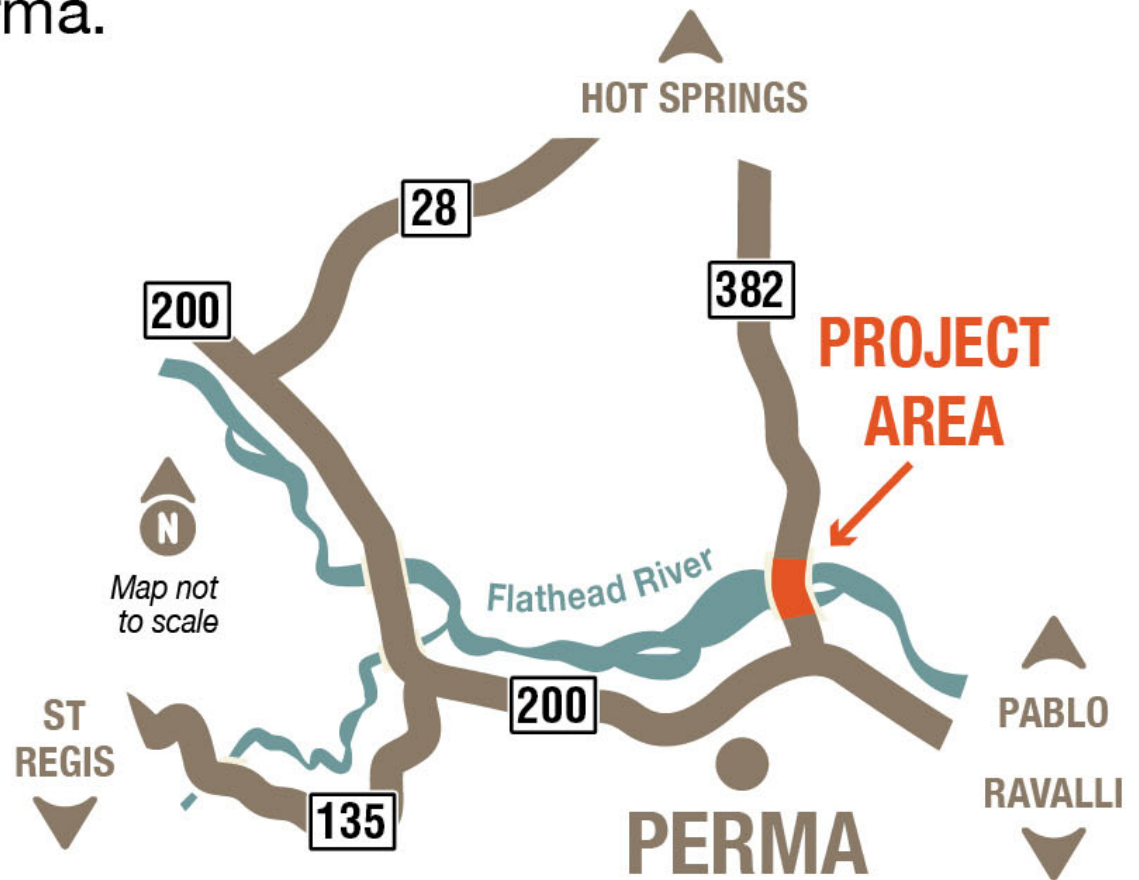


MDT is rehabilitating the bridge that carries Secondary Highway 382 (S 382) traffic over the Flathead River near Perma.

This bridge was originally constructed in the early 1960s and needs repairs.

The amount of wear and tear on the bridge is normal for a bridge of its age.

This project will extend the service life of the bridge.



# Design-Build Process and Schedule



The project is a collaborative effort between MDT, Frontier West, and Morrison-Maierle. This project is part of a design-build process, allowing the construction contractor and design engineer to collaborate on the design and construction plans, and then build the improvements. The design-build process is often used to expedite the construction of a project.

## Anticipated Construction Schedule

### 2023

Hydro milling and resurfacing the bridge deck (driving surface).

Installing rumble strips and signage for the S 382/Montana Highway 200 (MT 200) intersection.

Upgrading guardrail.

Replacing bearings, joints, repairing bridge girders and resurfacing pavement approaches.

### 2024

Applying final pavement markings.

Painting portions of the steel superstructure to inhibit corrosion.

# Local Coordination

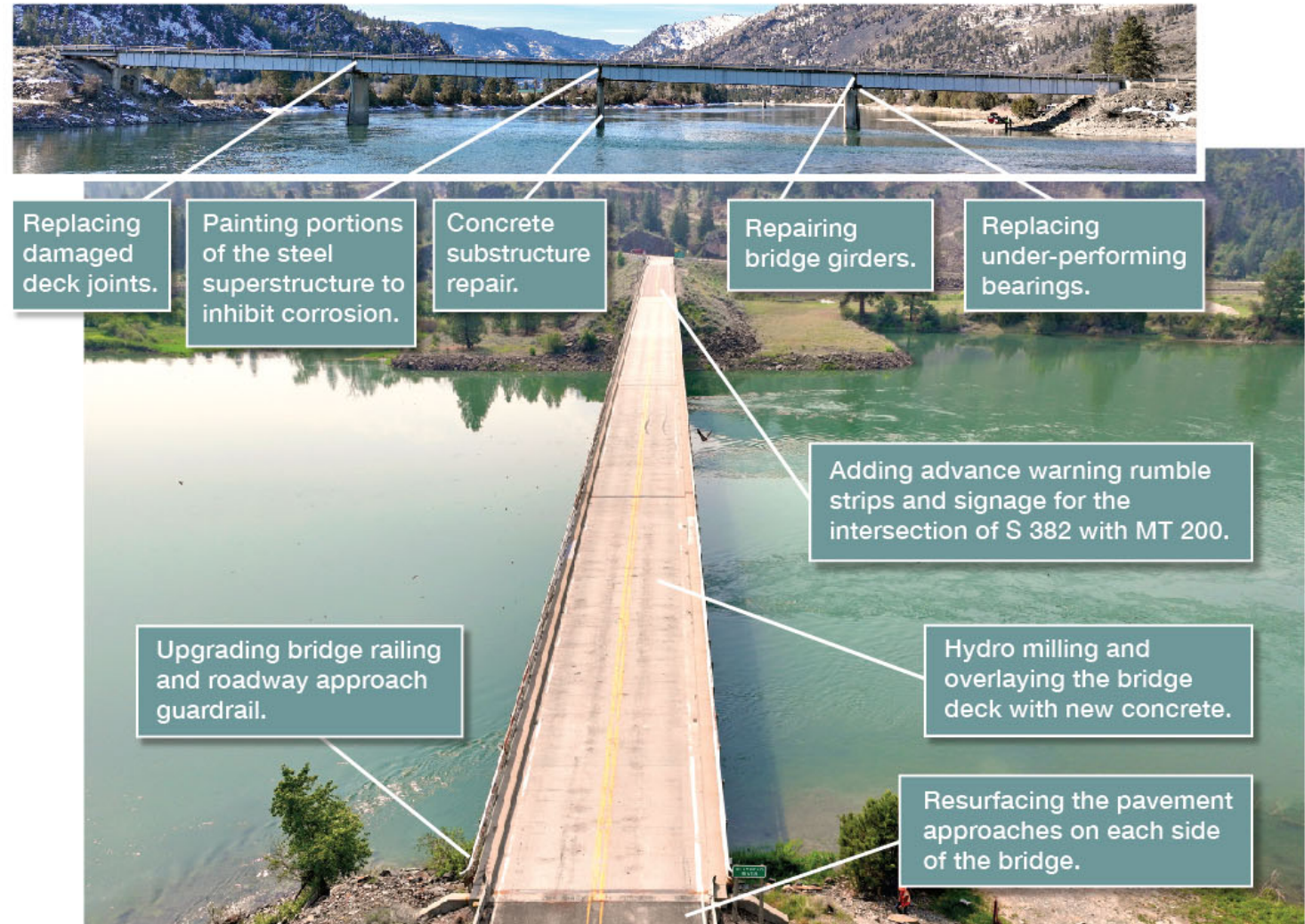


MDT is committed to working with emergency responders, Sanders County officials, and the Confederated Salish and Kootenai Tribes (CSKT) to ensure critical services continue throughout construction.



# Planned Improvements

This project will rehabilitate the bridge's driving surface, steel superstructure, and concrete substructure to ensure that it is able to serve the traveling public for years to come.



# Hydro Milling

Hydro milling is a technique for removing deteriorated concrete using high-pressure water.

This process allows the contractor to remove the top layer of concrete without causing additional damage to the bridge deck (driving surface).





# Girder Repair



In order to repair the girders, jacks will be placed in-between girders, next to the bearings, to raise the structure.

Although the bridge is safe to drive on, as it has aged under-performing bearings have caused damage to the girder ends. The primary girder repair work will address this damage.

# Bearing Replacement

While the bridge is jacked, work will be done to replace the bearings under the bridge.

Bearings are important to the long-term performance of the bridge. They allow for and control movement in the bridge to ensure that other structural elements are not overstressed.



# Environmental Considerations



MDT is evaluating the project's impacts to the environment under the National Environmental Policy Act (NEPA) and Montana Environmental Policy Act (MEPA).

The evaluation is considering impacts to:

- Waterways, aquatic species, and wetlands.
  - Threatened and endangered species.
  - Migratory birds.
  - Hazardous materials, such as asbestos and lead paint in the existing structure.
  - Recreational river activities.
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# What to expect during construction



Traffic will be controlled by traffic-sensing smart signals which will allow for northbound and southbound travel over the bridge during construction.

- Traffic will be reduced to one lane.
- Speed limits will be reduced.
- Width and length restrictions will be in place. (Visit [511mt.net](http://511mt.net) for the most up-to-date information).
- Delays up to 15 minutes should be anticipated.

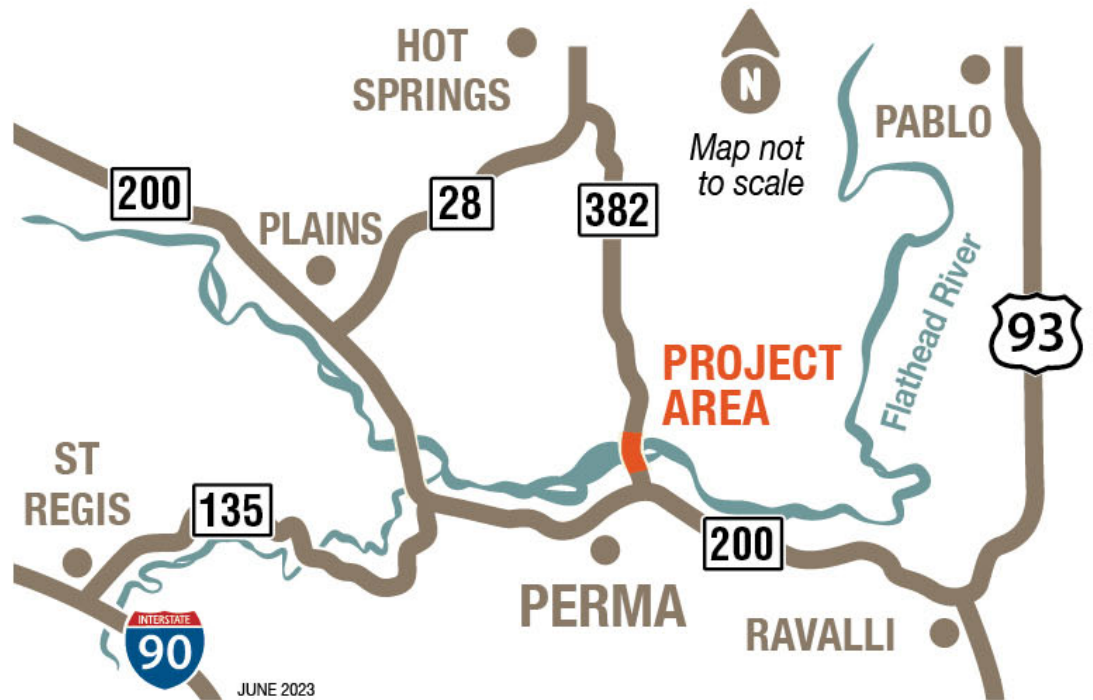


# Anticipated Road Closure



Frontier West anticipates closing the bridge for one weekend to complete bearing replacements. The closure is expected to take place in late July or early August.

There will not be a detour at the bridge. Please use an alternate route such as Montana Highway 28 (MT 28) or US Highway 93 (US 93) for north and south travel around the construction zone.



# Stay Informed During Construction



The project team will notify the community about construction activities through local events, news media, emails, text messages, direct mail, social media, and the project website.

## Sign up for construction updates



Visit the website: [mdt.mt.gov/pubinvolve/perma/bridge/](https://mdt.mt.gov/pubinvolve/perma/bridge/)



For TEXT/SMS UPDATES: text **PERMA** to **866-434-0866** (toll-free)\*



Call the project phone line: **406-545-0800**



Email updates: [brandon@rbc.net](mailto:brandon@rbc.net)

\* Texting alerts are not managed by MDT and may have different privacy and security policies. For more information read the SimpleTexting Privacy Policy by visiting: <https://simpletexting.com/privacy-policy/>

# Thank You



**Thank you for attending today's meeting.**

Communication with the public during construction is important to the success of this project.

**Stay informed with the latest project information,**

VISIT [mdt.mt.gov/pubinvolve/permabridge/](https://mdt.mt.gov/pubinvolve/permabridge/)



**CONTACT** Brandon Coates, Public Involvement Manager, RBCI

**PHONE** 406-545-0800

**EMAIL** Brandon@rbc.net

**PROVIDE A COMMENT** [mdt.mt.gov/contact/comment-form.aspx](https://mdt.mt.gov/contact/comment-form.aspx)

BE SURE TO INCLUDE UPN 9808000 AS A PROJECT IDENTIFIER.

