



MONTANA
MDT★
DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study



Informational
Meeting No. 3

September 27th, 2012

[Outline of this Evening's Meeting]

- Title VI considerations
- Meeting ground rules
- Existing and projected conditions – additional work since last public meeting
- Needs and objectives
- Options under consideration
- Next steps & conclusion

TITLE VI Considerations

TITLE VI

This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights laws, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination on the basis of a protected status during any MDT project.

Further information is available in Title VI pamphlets available at the sign-in table

Meeting Ground Rules - Format

- Presentation
 - Please, no interruptions.....
- Hold questions and/or comments for after presentation
- Will be available as long as necessary tonight!

[Meeting Ground Rules - Guidance]

- Please help maintain an atmosphere where everyone feels comfortable and welcome
 - Please don't interrupt anyone while they are speaking
 - Please remain quiet so others can hear
 - Please leave the room for side discussions
 - Please refrain from addressing the audience or asking for audience participation
 - Please turn off cell phones and pagers or set them to vibrate



Existing & Projected Conditions - Additional Work Since Last Public Meeting

Revisions to Existing & Projected Conditions Report

- Revisions include:
 - Fracture-critical nature of bridge truss
 - Potential for scour at bridge abutments and piers, and unknown conditions underneath
 - Health and function of river and how bridges in general may impact riverine environments
 - Emergency response times and how the Maclay Bridge may impact responders
 - Additional work on the regional travel demand model by Missoula MPO and MDT



Needs and Objectives

Needs and Objectives Overview

- Based on a high-level review of:
 - Existing data
 - Input from resource agencies, stakeholders and the public
- Reflect the existing social, environmental, and engineering conditions described in the draft *Existing and Projected Conditions Report*

[Need Number 1]

Improve the safety and operation of the river crossing and connecting roadway network

Objectives (To the Extent Practicable)

- Improve sub-standard elements of facilities to meet current applicable design standards
- Reduce delay and vehicle restriction for emergency responders under existing and future traffic demands
- Manage travel speeds and provide adequate clear zones to improve operations

[Need Number 2]

Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area

Objectives (To the Extent Practicable)

- Accommodate existing and future capacity demands
- Address non-motorized facilities consistent with local planning efforts
- Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River

[Need Number 3]

Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area

Objectives (To the Extent Practicable)

- Minimize adverse impacts to the Bitterroot River from potential options
- Minimize adverse impacts to the wildlife and aquatic organisms from potential options
- Provide reasonable access to recreational sites in the study area (Kelly Island Fishing Access Site, Lolo National Forest, and Missoula County Parks)
- Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options

[Need Number 4]

Minimize adverse impacts from options to the neighborhood characteristics of the study area

Objectives (To the Extent Practicable)

- Implement improvements with special sensitivity to area schools
- Minimize impacts to existing residents and businesses in the area
- Recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events

[Other Considerations]

Other Considerations (To the Extent Practicable)

- Options should be sensitive to the availability of funding for recurring maintenance obligations or for the construction of new improvements

The subject of parking, vandalism, illegal activity, and enforcement, along with perpetuating recreation access to the Bitterroot River, are areas of concern generally outside the scope of this Maclay Bridge Planning Study.

However, they are areas of concern that have been documented and commented on by members of the public.



Options Under Consideration

Four (4) Categories of Options Being Considered

- **Category number 1** includes options that will improve safety and operations on the existing bridge
- **Category number 2** includes options to rehabilitate the existing bridge
- **Category number 3** includes options to build a new bridge at various locations
- **Category number 4** includes the “do nothing” option

Option 1A: Enhance Traffic

Operations and Safety on and near the Existing Structure

- Minor improvements intended to enhance traffic operations and safety on and near the Maclay Bridge
 - New signals along each approach to regulate traffic flows by direction and address sight distance limitations
 - Street lighting at the westerly approach with signage on both ends
- Missoula County perform periodic maintenance activities
- No changes to the configuration or alignment of the approaches

Option 1B: Maintain Current Usage and Add Bicycle/Pedestrian Facilities

- Incorporates separated pedestrian/bicyclist facilities in the vicinity of Maclay Bridge
- Limited improvements for non-motorized users on the approaches to the bridge
 - Shoulder widening on River Pines Road, signing and striping on both sides of the bridge, and pavement markings
- A new, separated non-motorized bridge would be necessary adjacent to the existing Maclay Bridge
- No changes to the alignment of the approaches

Option 1C: Implement Additional Restrictions on Use

- Additional use restrictions on Maclay Bridge, such as:
 - Restricting vehicle use of the structure to one travel direction (i.e. a one-way route)
 - Further reducing travel speeds
 - Prohibition of use by all large trucks, school buses, and emergency vehicles; or
 - Increased enforcement of parking ordinance (no tolerance policy)
- No changes to the alignment

Option 1D: Close Bridge to Vehicles and Retain Use for Non-Motorized Travel Modes

- Close Maclay Bridge to vehicular traffic, but allow non-motorized transportation modes
- Further investment in active transportation facilities in the Maclay Bridge area would be necessary
- Vehicle access across the Bitterroot River would be via the Kona Ranch Bridge or Buckhouse Bridge (via US Highway 93)
- Eliminates through traffic on North Avenue and River Pines Road
- Inconveniences local residents and visitors

[Option 1E: Retain Bridge and Provide a New Bridge Elsewhere]

- Keeps existing bridge in service for vehicular traffic
- Provides another structure somewhere else in the area to help meet existing and projected travel demands.

Option 1F: New One-Lane Bridge at a New Location & Retain Existing Bridge for Non-Motorized Uses

- New one-lane bridge at a South Avenue extension - similar to that of the existing bridge
 - I.e. carries two-way vehicular traffic across a new one-lane bridge at South Avenue
- Existing Maclay Bridge could remain as a non-motorized facility that does not meet design standards (Missoula County, MDT, or AASHTO)

Option 1G: New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel

- Existing Maclay Bridge would be rehabilitated for one-way travel only
 - I.e. westbound or eastbound travel only
- New single lane bridge at the extension of South Avenue would also be used for one-way travel
 - In the opposite direction from that of the existing Maclay Bridge
- Modifies travel patterns in a dramatic fashion over existing traffic flow

Option 1H: Close Bridge and Remove Structure

- Closes and removes existing Maclay Bridge
- No replacement bridge would be provided in the area
- Vehicles would use the Kona Ranch Bridge or Buckhouse Bridge
- Would require roadway closures with barricades and adequate turnaround area(s) for vehicles near the ends of the existing bridge
- Utilities installed on the bridge would need to be relocated

Option 2A: Minor Rehabilitation

- Rehabilitation tasks:
 - Tighten and/or replace loose bolts
 - Spot painting of structural steel
 - Cleaning of bearings to remove moss and/or soil
 - Crack sealing of asphalt surfacing to prolong surface
 - Minor repairs and upgrades to the truss and floor system to increase load capacity
- Shorter lifespan than a major rehabilitation effort
- Would not eliminate inherent safety concerns
- Ongoing inspections and related maintenance activities would still be needed

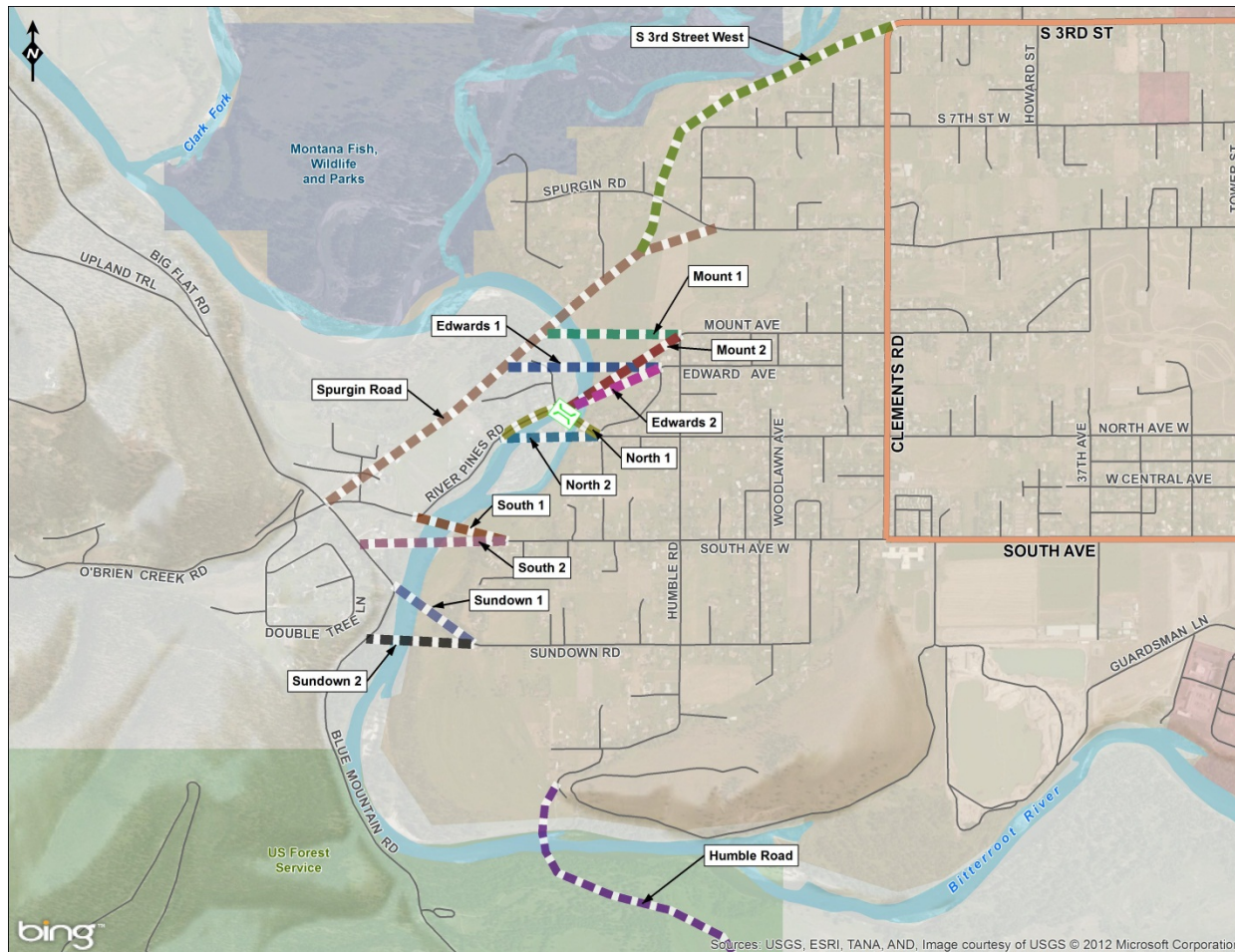
Option 2B: Major Rehabilitation

- Goal of a major rehabilitation would be to extend the life of the bridge 50 to 100 years
- Does not address substandard geometry of the existing bridge or roadway approaches, or the fracture critical nature of the truss structure
- Could allow the bridge to handle full legal loads so that there would be no need for a load posting
- Ongoing inspections and related maintenance activities is a long-term commitment due to the increase in life span

Option 2B: Major Rehabilitation

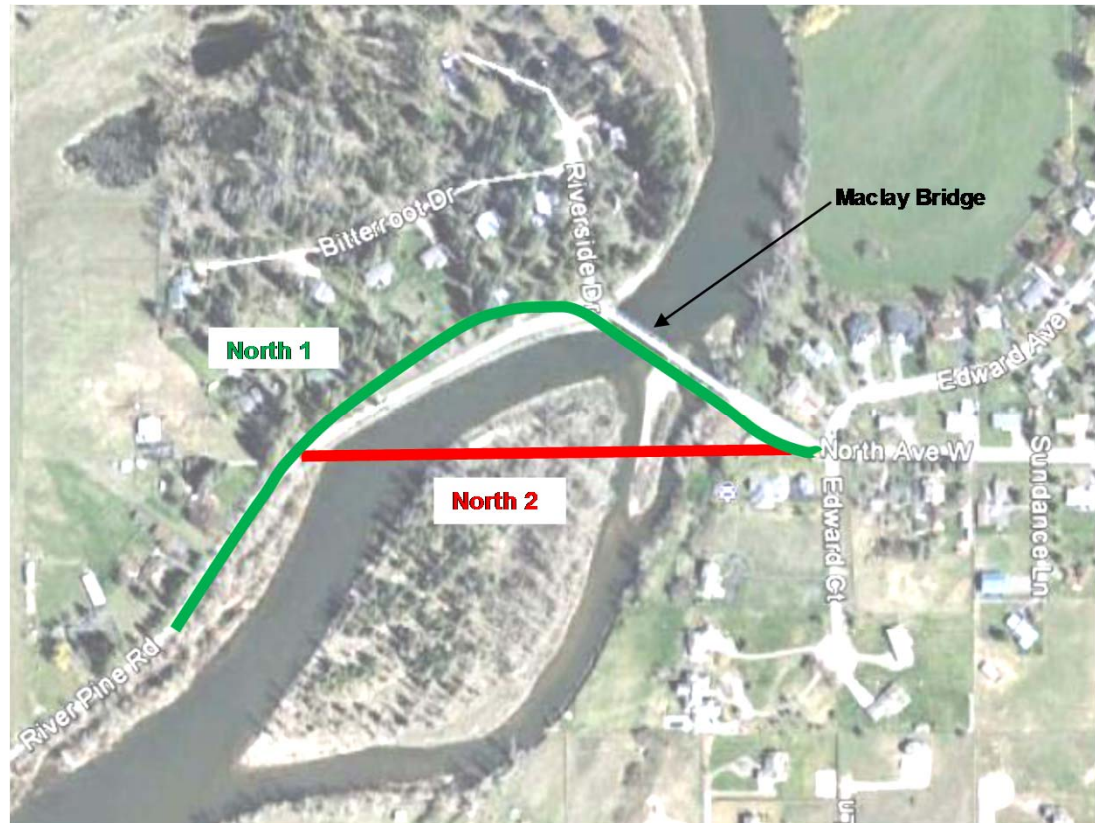
- Major rehabilitation would likely consist of the following specific work features:
 - Sand blast rusted steel members and re-paint as needed
 - Replace steel stringers and floor beams as determined necessary
 - Upgrade truss members as determined necessary
 - Evaluate abutments and piers for repair versus replacement
 - Replace bearing devices
 - Replace the short span pony truss with a new one lane truss
 - Rehabilitating the main truss will likely require removing the main truss from the river, rebuilding or repairing offsite and installation
 - Possible abutment and pier upgrades or replacement

Option 3 “New Locations” Graphic



Option 3A: Build New Bridge Connecting to North Avenue

- On existing alignment
- Off existing alignment but near North Avenue
 - North 1
 - North 2

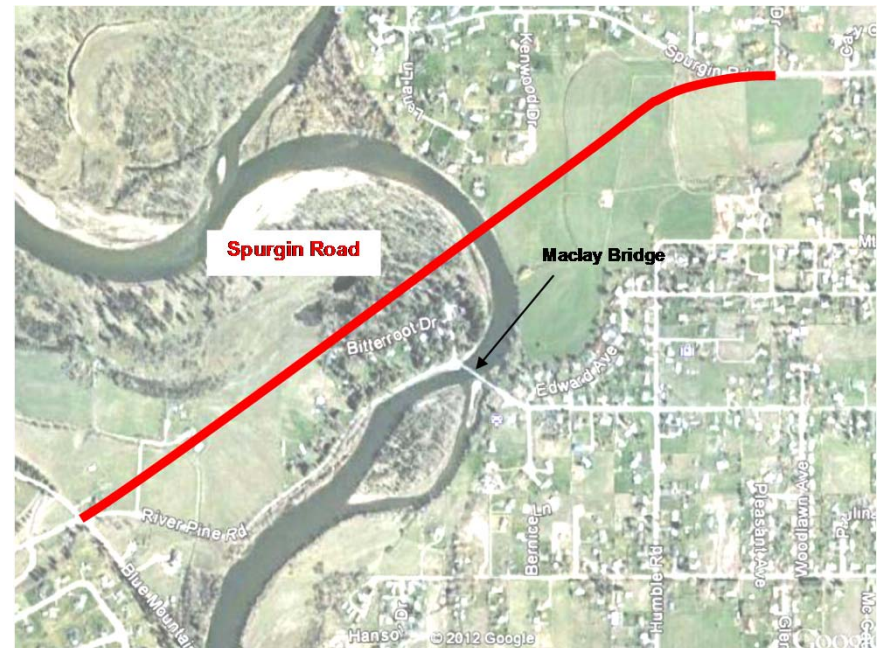


Option 3B: Build New Bridge Northern Alignment

■ S. 3rd Street West

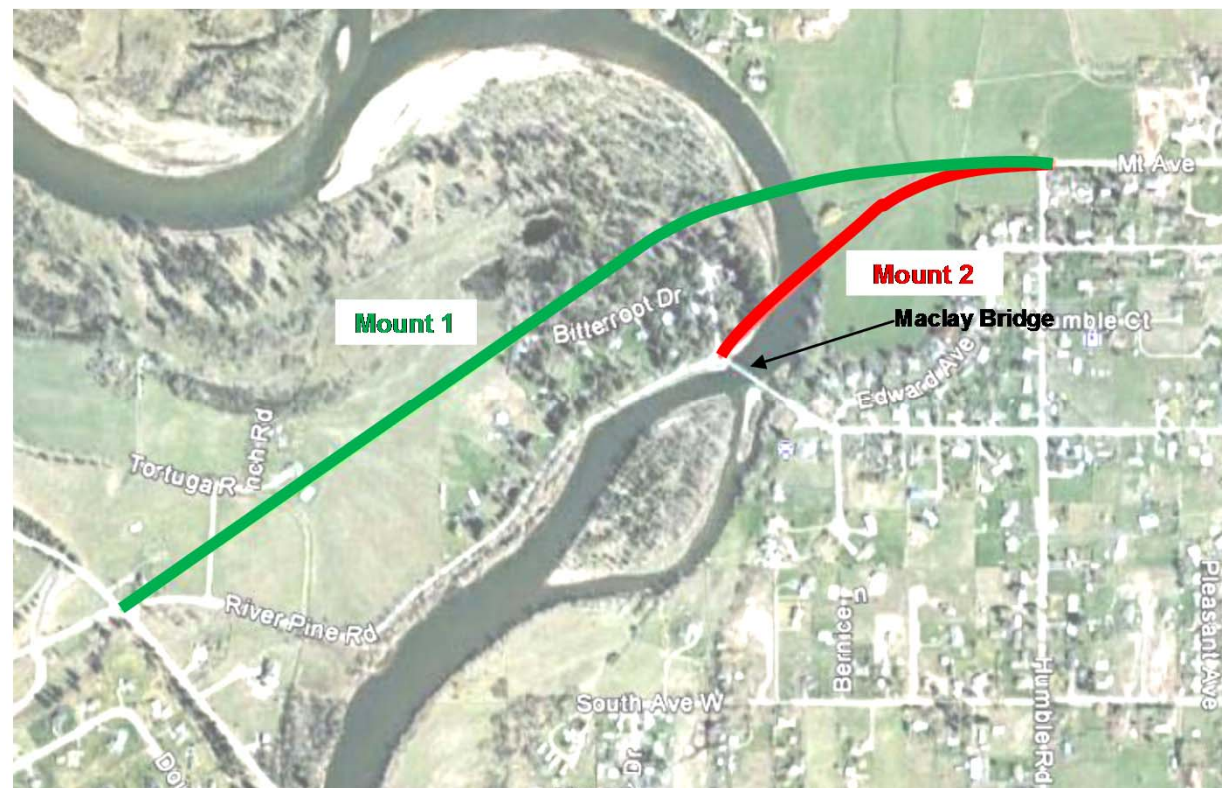


■ Spurgin Road



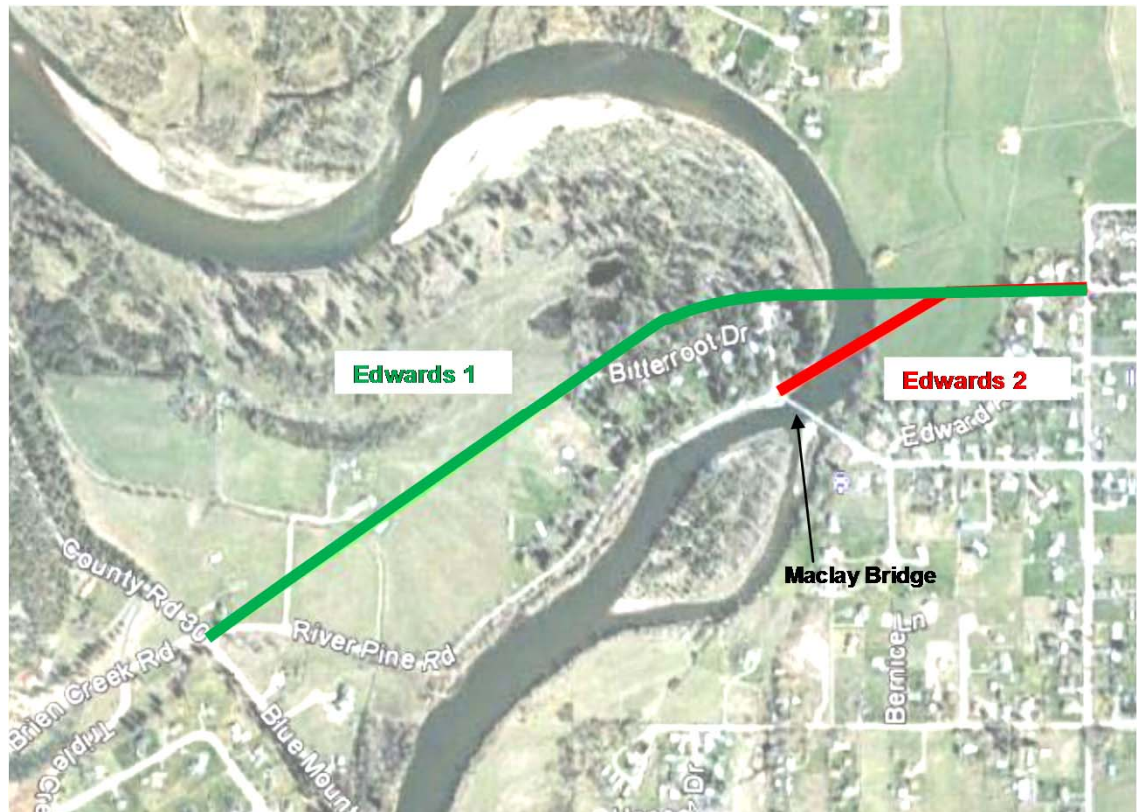
Option 3B: Build New Bridge Mount Avenue Alignment

- Mount 1
- Mount 2



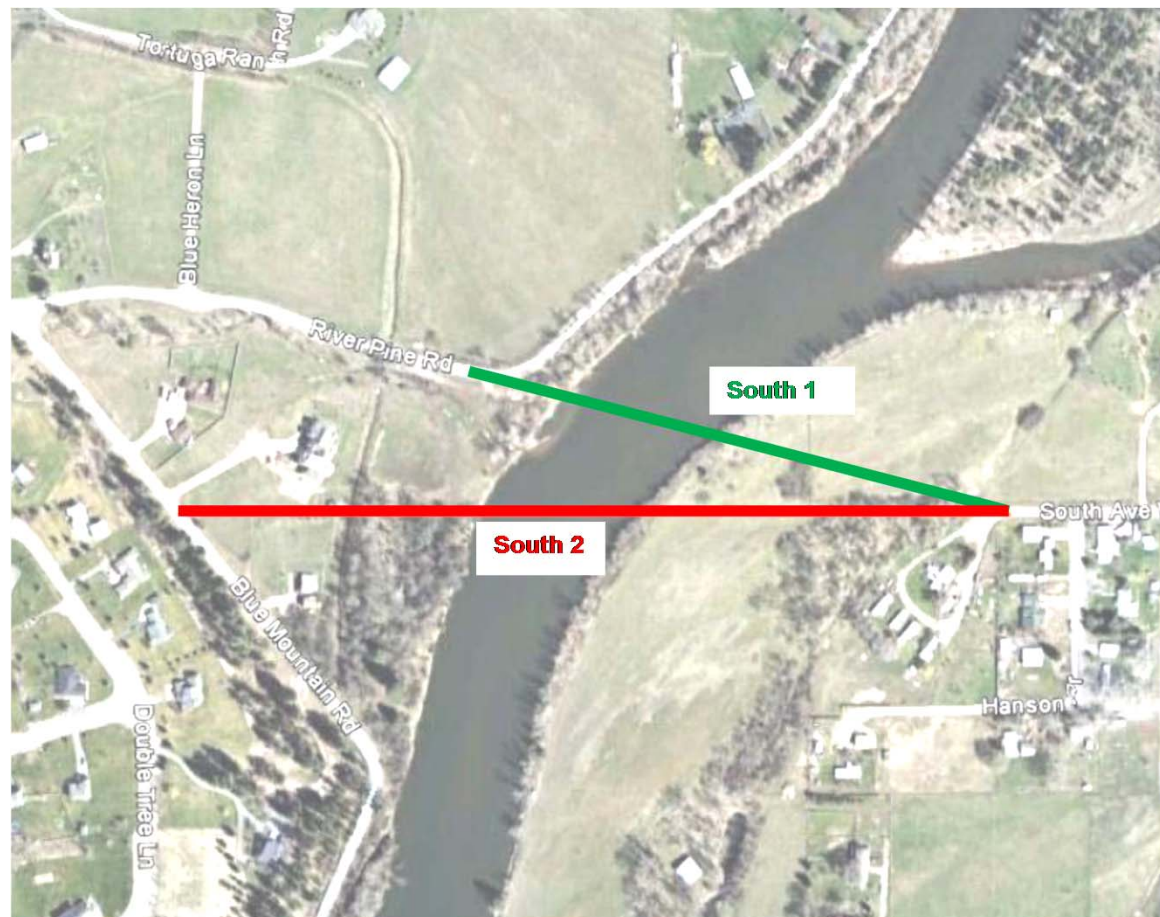
Option 3B: Build New Bridge Edward Avenue Alignment

- Edwards 1
- Edwards 2



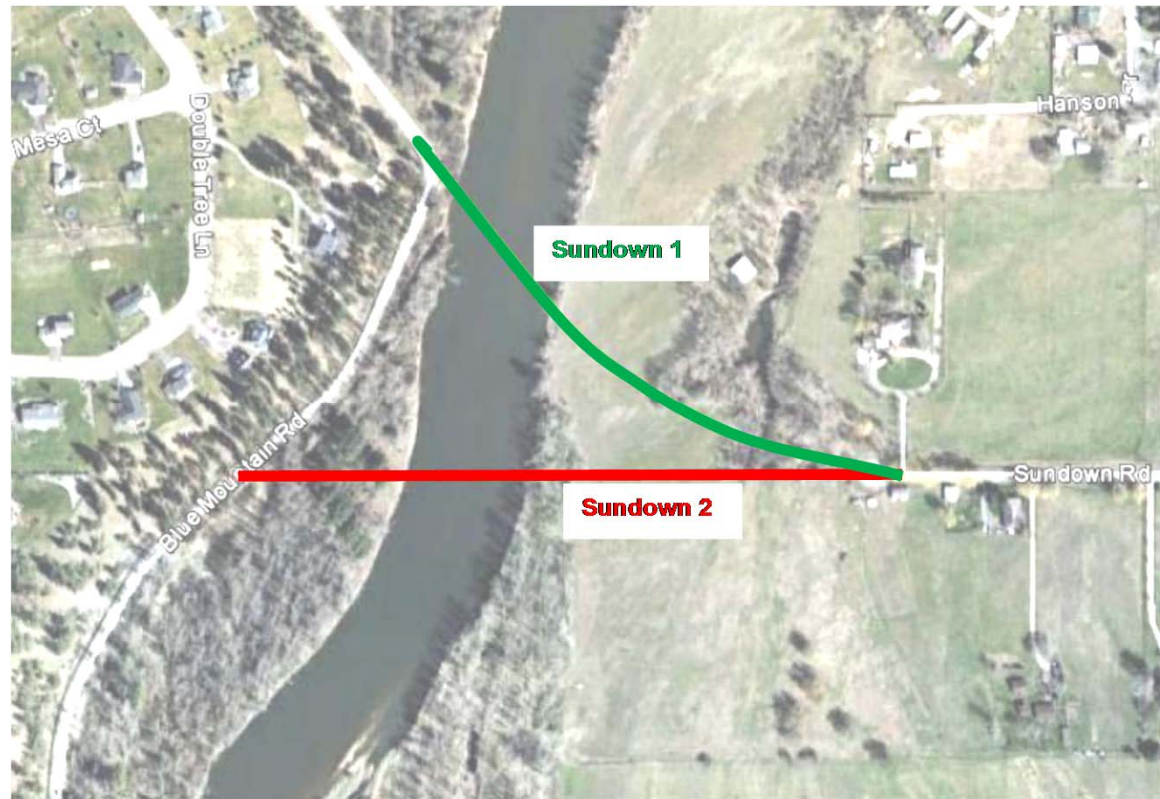
Option 3B: Build New Bridge South Avenue Alignment

- South 1
- South 2



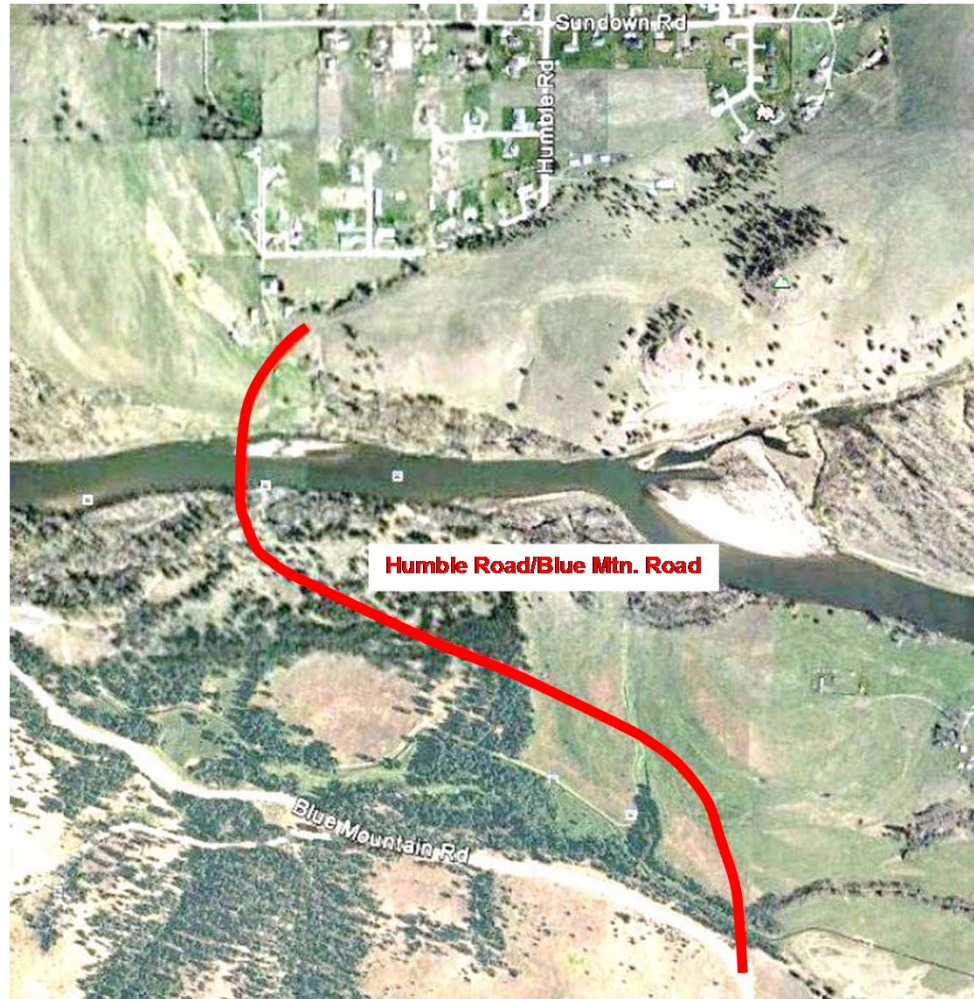
Option 3B: Build New Bridge Sundown Road Alignment

- Sundown 1
- Sundown 2



Option 3B: Build New Bridge Southern Alignment

- Humble Road /
Blue Mountain
Road



Option 3B: Build New Bridge

New Location Not Identified in 1994 EA

- New locations
 - None identified.....



Option 4A: Do Nothing

- Represents current situation for Maclay Bridge
- Bridge would remain in its present configuration
- Periodic maintenance to keep the structure in service under its current load limitation
- No changes to the configuration or alignment of the approaches
- Traffic operations at and near the Maclay Bridge would be unchanged
- Pedestrian and bicyclist travel would continue on the existing roadway or other facilities in the area



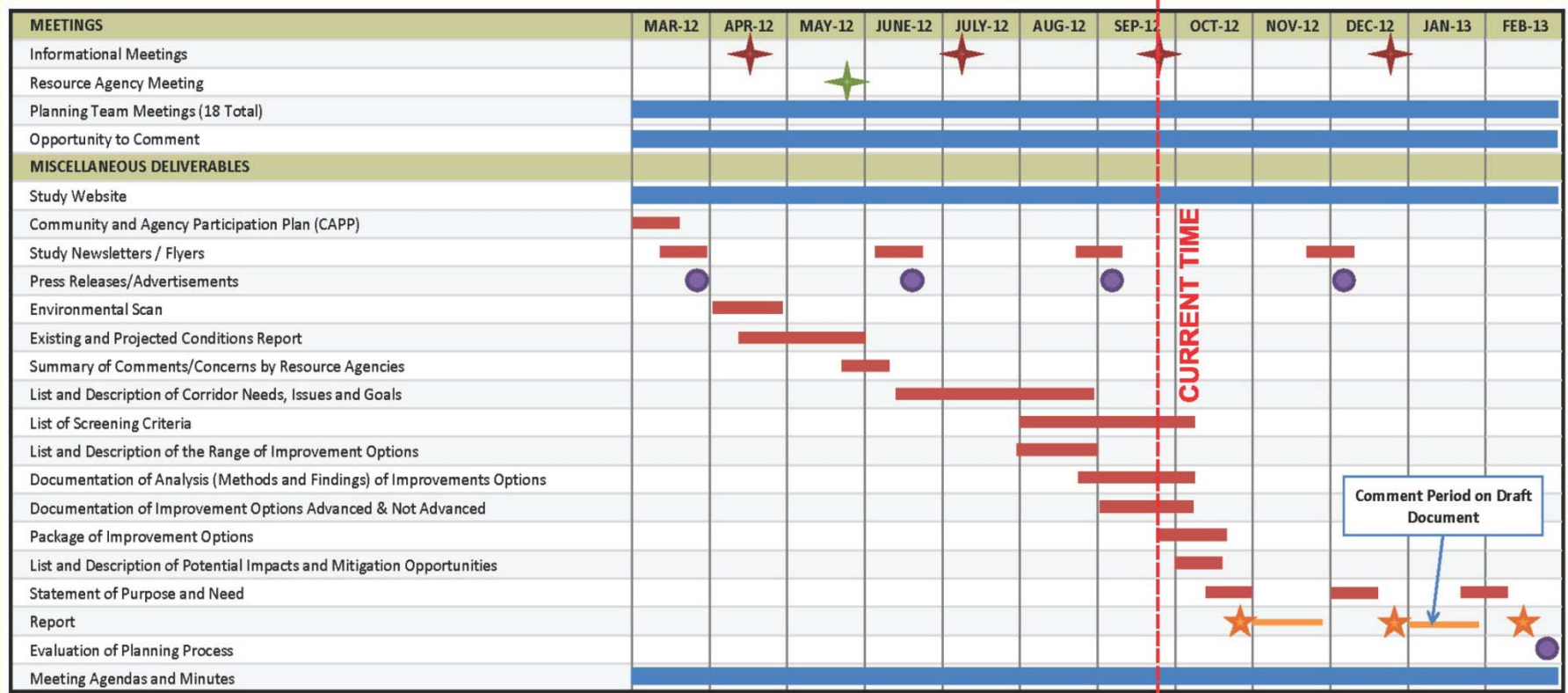
Next Steps and Conclusion

[Next Steps]

- Continue study coordination and outreach
- Finalize existing and projected conditions report
- Finalize transportation system needs & objectives
- Identify potential improvement options
- Screen potential improvement options based on screening process (*under development*)
- Draft corridor study report

Study Schedule

SCHEDULE



[Prepare Planning Study Report]

- Draft Study Report (December 2012)
 - Available to the public
 - Posted on website
 - In conjunction with Informational Meeting 4
 - Typically 3-week review
- Finalize the Study Report

Conclusion

- Questions, answers and/or comments?

Study website:

<http://www.mdt.gov/pubinvolve/maclay/>

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