



### NEXT STEPS IN THE STUDY:

Based on the input received at this public meeting, the following steps will be undertaken:

- ◆ Adjust Screening Criteria Ratings to Reflect Public Input
- ◆ Provide Additional Analysis for Two Options
- ◆ Prepare draft Feasibility Study Report
- ◆ Seek public feedback on draft Feasibility Study
- ◆ Present the Final Feasibility Study and Recommendation to the County Commission for their action

### WAYS TO LEAVE COMMENTS: (prior to September 16, 2016)

- ◆ Fill out comment sheet at sign-in table and leave at end of meeting or mail after the meeting
- ◆ [http://www.mdt.mt.gov/mdt/comment\\_form.shtml](http://www.mdt.mt.gov/mdt/comment_form.shtml) and refer to "UPN 9020-Swan-River-Bridge (Bigfork)"
- ◆ Contact MDT Project Manager Wade Salyards at 406-444-0451 or email [wsalyards@mt.gov](mailto:wsalyards@mt.gov)
- ◆ Mail written comments to Ed Toavs, District Administrator, MDT, PO Box 7039, Missoula, MT 59807-7039

Alternative accessible formats of this document will be provided on request. Persons who need an alternative format should contact the Civil Rights Bureau, Department of Transportation, 2701 Prospect Avenue, PO Box 201001, Helena, MT 59620. Telephone 406-444-9229. Those using a TTY may call 1-800-335-7592 or through the Montana Relay Service at 711.

# SWAN RIVER BRIDGE FEASIBILITY STUDY ON BRIDGE STREET, BIGFORK



## PUBLIC INFORMATIONAL MEETING

AUGUST 16, 2016

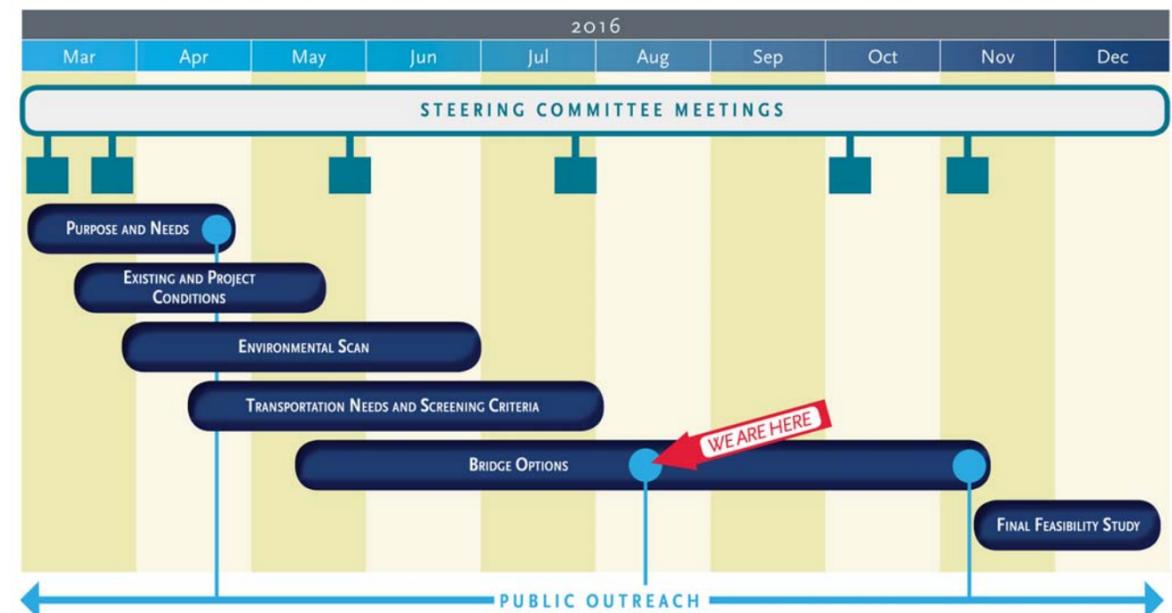
**MEETING PURPOSE:** This is the second public meeting to address the iconic Swan River Bridge and its age and deterioration issues. The meeting will:

- ◆ Review the results from previous meetings
- ◆ Present seven bridge options that have received conceptual analysis
- ◆ Present comparisons of each bridge option
- ◆ Receive public feedback on the options for the Swan River Bridge

**BACKGROUND:** Flathead County and Montana Department of Transportation (MDT) are conducting a feasibility study of the truss bridge over the Swan River in Bigfork, Montana. Opened in 1912, the bridge with separate walkway is experiencing corrosion and other deterioration that will limit its future use. This ten-month study will identify needs, define issues that reflect the community's concerns about the historic nature and appearance of the one-lane bridge and then develop options to repair or replace the bridge. A recommendation will ultimately be provided to Flathead County. Design and construction are not included as part of this study.

This bridge provides one of two river crossings between the Bigfork Dam and Flathead Lake and serves downtown Bigfork. The community has a strong attachment to the historic appearance of the bridge which is listed on the National Register of Historic Places (NRHP). The current three-ton weight limit is due to its age, corrosion and other issues. Without repairs, the load limit will continue to decrease and the bridge will, ultimately, fail or need to be closed. The bridge, owned and maintained by Flathead County, also requires special maintenance. The study will rely heavily upon a local Steering Committee to provide and receive local input, digest technical data and assist with development of evaluation criteria and options for the bridge.

### SCHEDULE



### OPTION 1 – NO BUILD

- ◆ One-Lane and Walkway
- ◆ Through Truss with pin connections
- ◆ No change in current appearance



### OPTION 2 – NEW 1-LANE PONY TRUSS

- ◆ One-Lane and Walkway
- ◆ Pony Truss (no overhead bracing)
- ◆ Heavier (thicker) bridge members resulting in a slightly more massive appearance
- ◆ Gusset plate connections



### OPTION 3 – NEW 1-LANE STEEL GIRDER WITH OLD TRUSS

- ◆ One-Lane and Walkway
- ◆ Steel Girders carry the bridge loads (steel to match truss material)
- ◆ Reuse existing trusses as non-load bearing, “architectural” features
- ◆ Appearance from the river will be thicker where girders add to the thickness of bridge deck



### OPTION 4 – NEW 1-LANE CONCRETE GIRDER

- ◆ One-Lane and Walkway
- ◆ Concrete structure (girders, deck, and barriers)
- ◆ Modern “typical concrete bridge” appearance with thicker depth and typical design/maintenance
- ◆ No overhead feature



### OPTION 5 – REHABILITATION

- ◆ One-Lane and Walkway
- ◆ Through Truss (with overhead bracing)
- ◆ Replace all steel members below the deck and 75% of the members above the deck
- ◆ Wider walkway and pinned connections will be totally rebuilt



### OPTION 6 – NEW 2-LANE CONCRETE GIRDER WITH OLD TRUSS

NO PICTURE

- ◆ Two-Lane and Walkway
- ◆ Concrete girders carry the bridge loads
- ◆ Widen distance between and reuse existing trusses as non-load bearing, “architectural” features
- ◆ Appearance from the river will be thicker where girders add to the thickness of bridge deck
- ◆ Appearance from road will be wider

### OPTION 7 – NEW 1-LANE THROUGH TRUSS

- ◆ One-Lane and Walkway
- ◆ Through Truss (with overhead bracing)
- ◆ Bridge members will be slightly thicker than existing
- ◆ Gusset plate connections

