

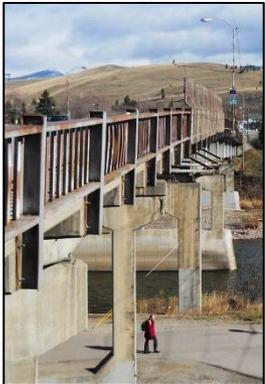
Informational Meeting #2

Tuesday, October 8, 2013

Holiday Inn – Missoula Downtown

200 South Pattee Street

6:00 p.m. to 8:00 p.m.





Welcome & Introductions

Title VI Considerations

This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures ***no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination*** on the basis of a protected status during any MDT project. Additional information is provided in Title VI pamphlets available at the sign-in table.

Non-Discrimination

at the
Montana Department
of Transportation



Title VI
of the Civil Rights Act
of 1964 states:

"... no person in the United States shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance based on race, color, or national origin."

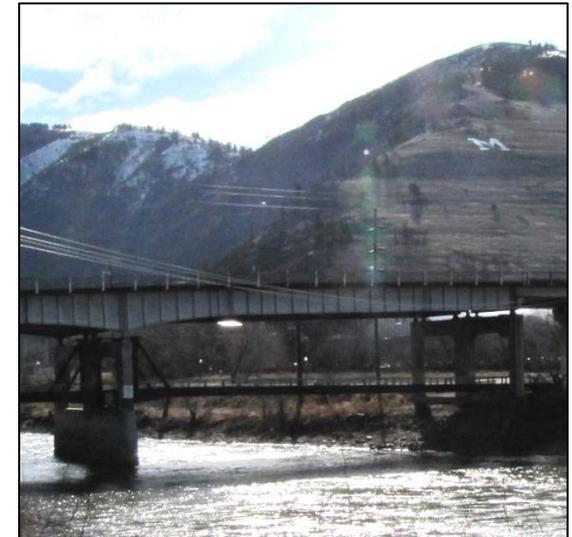
Revised August 2013
Montana Dept. of Transportation



Meeting Format

Presentation

- Overview of Planning Study Process
- Existing and Projected Conditions
- Needs and Objectives
- Improvement Options
- Screening Considerations



Discussion Period

- Public Comments/Questions

The Missoula Bridges Planning Study IS:

- A **planning-level evaluation** of the Higgins Avenue and Madison Street Bridges

The Missoula Bridges Planning Study IS NOT:

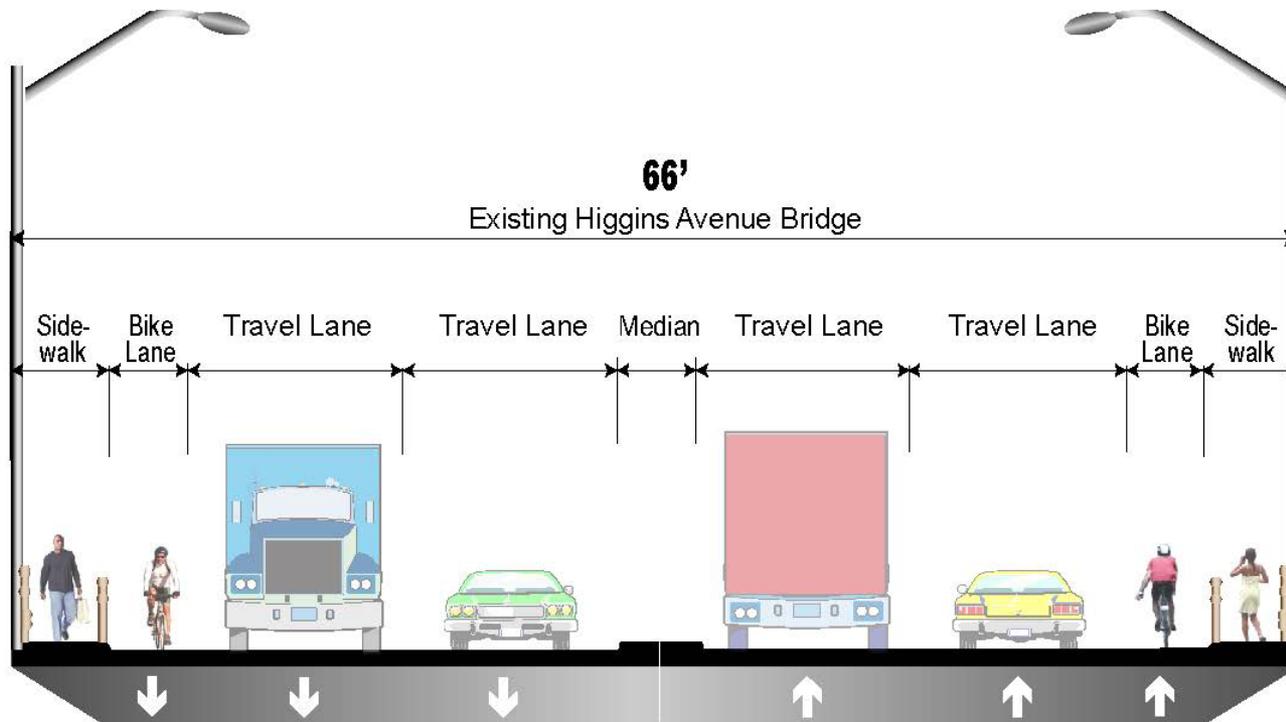
- A design, right-of-way acquisition, or construction project
- An environmental compliance document
- A lane configuration study for Higgins Avenue

What are the Steps?

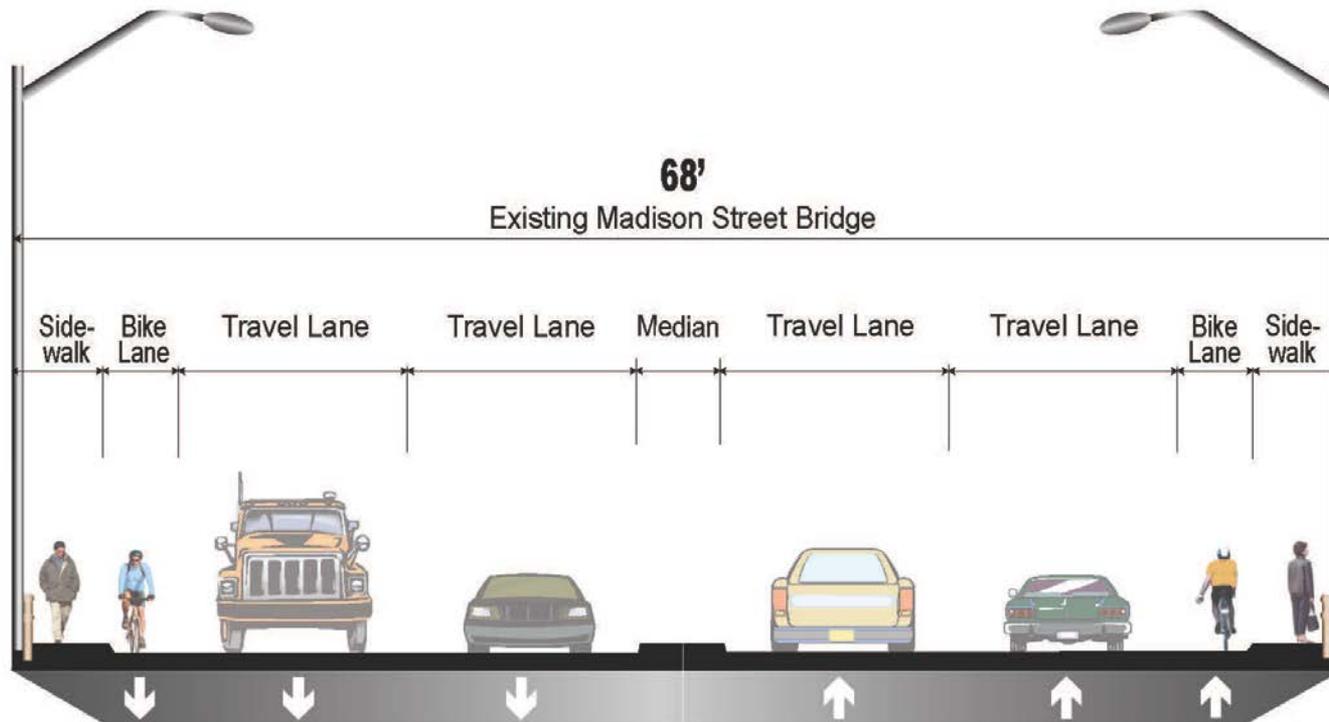
- Existing and Projected Conditions
- Informational Meeting # 1
- Resource Agency Meeting
- Needs and Objectives
- Improvement Options
- **Informational Meeting # 2** ← **We Are Here**
- Improvement Option Screening
- Draft Study Report
- Public/Agency Review Period
- Final Study Report

Existing and Projected Conditions

Existing Higgins Avenue Bridge Lane Configuration



Existing Madison Street Bridge Lane Configuration



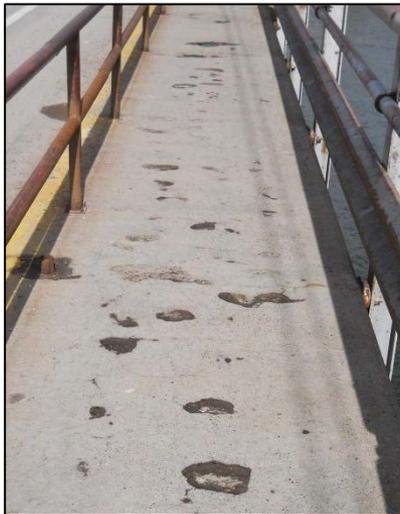
Existing Bridge Condition

Element	Higgins	Madison
Structure Condition	Poor	Poor
Deck Condition	Poor	Poor
Eligibility Status	Eligible for Repair or Replacement	Eligible for Repair or Replacement



- Concrete deterioration
- Corroding steel
- Leaking joints

Existing Bicycle/Pedestrian Elements



- Concrete deterioration
- Ramp discontinuities
(i.e., trip hazards)
- Railing type and height
 - ⊙ Crashworthy barrier required
 - ⊙ Minimum height of 43 inches
- Usable width
 - ⊙ Higgins: 4-foot bicycle lanes;
5-foot sidewalks
 - ⊙ Madison: 4-foot bicycle lanes;
4-foot sidewalks

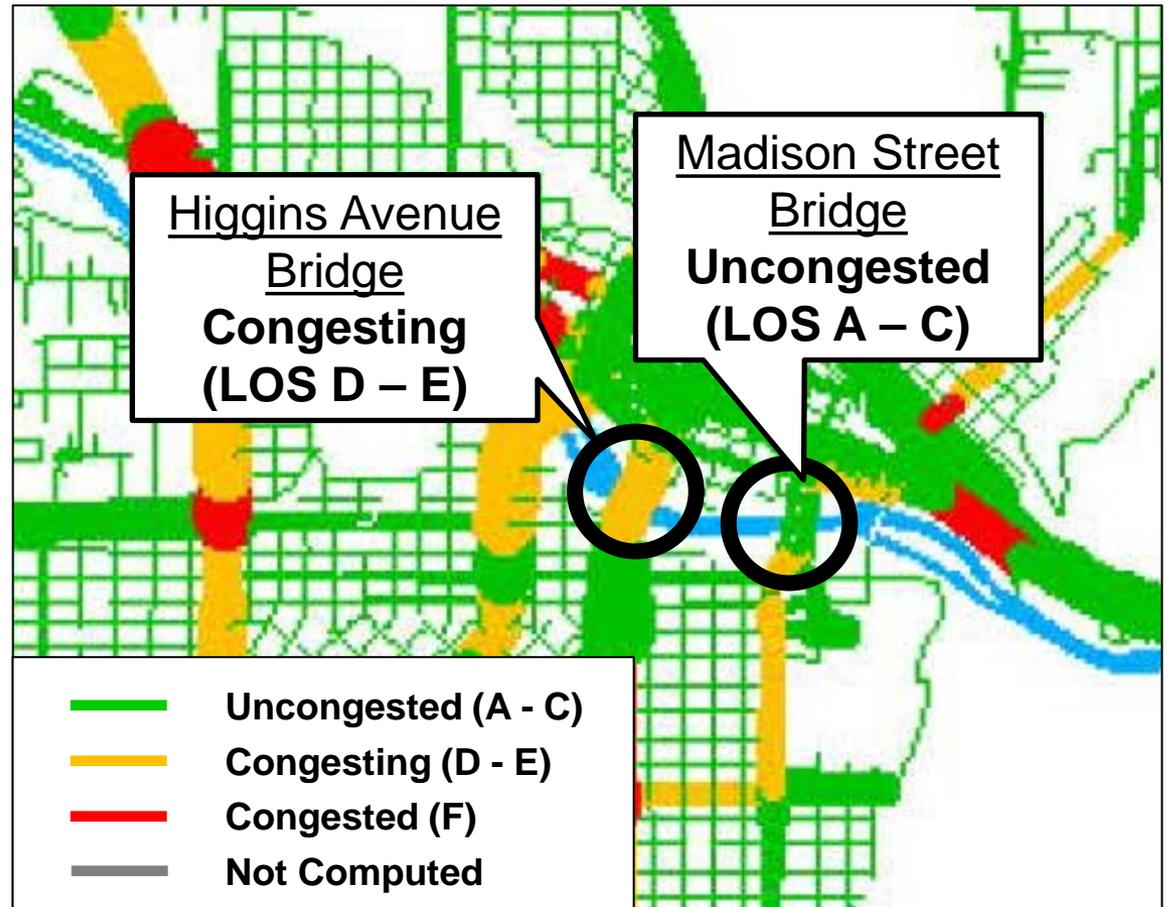
Bridge Segments

2010

AM Peak Hour
(Missoula LRTP)

Design target for
urban arterials is

LOS C



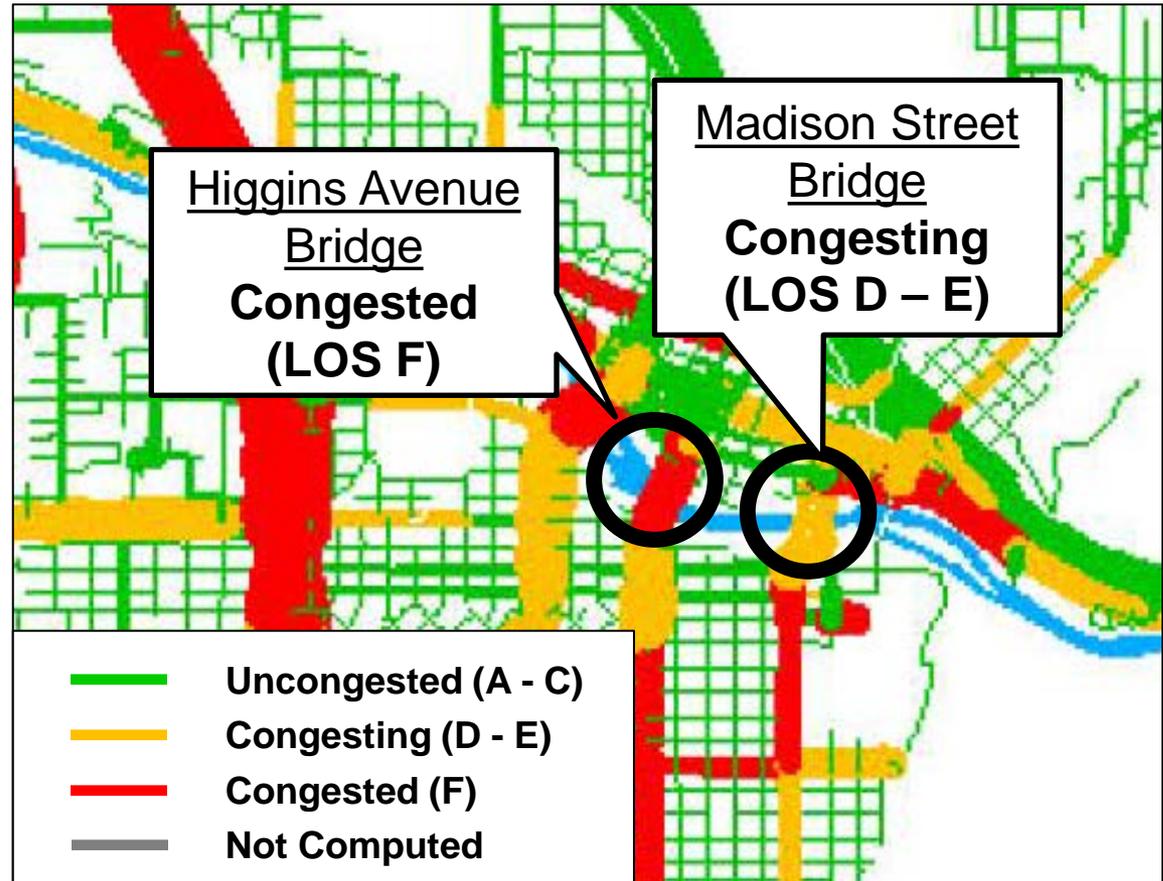
Bridge Segments

2040

AM Peak Hour
(Missoula LRTP)

Design target for
urban arterials is

LOS C



Note: 2040 volumes reflect existing, committed, and recommended infrastructure listed in 2012 LRTP.

Needs and Objectives

Need 1: Maintain equivalent connectivity at the two river crossings.

Objectives

To the extent practicable:

- 1.a. Provide **structurally-adequate** bridges that will deliver long-term performance.
- 1.b. Preserve existing **bridge capacity** for all users, at a minimum.
- 1.c. Accommodate **non-motorized connectivity**.



Need 2: Improve bridge safety and accessibility.

Objectives

To the extent practicable:

- 2.a. Provide **pedestrian and bicycle facilities** that meet current MDT guidelines/standards, at a minimum.
- 2.b. Provide **safety features** consistent with current MDT design standards.



- Impacts to **environmental, social, cultural/historic, scenic, and recreational** resources and characteristics.
- Construction duration and temporary impacts to **traffic operations**.
- **Structural limitations** and **remaining service life** of existing bridges.
- **Funding availability**.
- **Future growth**.
- **Locally-adopted plans**.

Other Issues



Improvement Options

Options DO NOT reflect design-level decisions

- Exact lane/sidewalk widths
- Type or location of railings/barriers
- Lighting features
- Medians and curbing
- Other amenities

To be
determined
at project
stage

1) Minor Rehabilitation

Address:

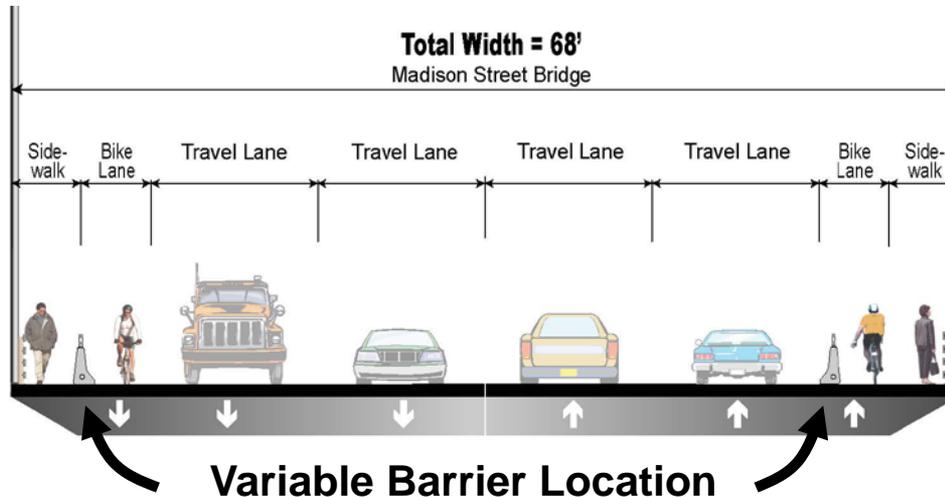
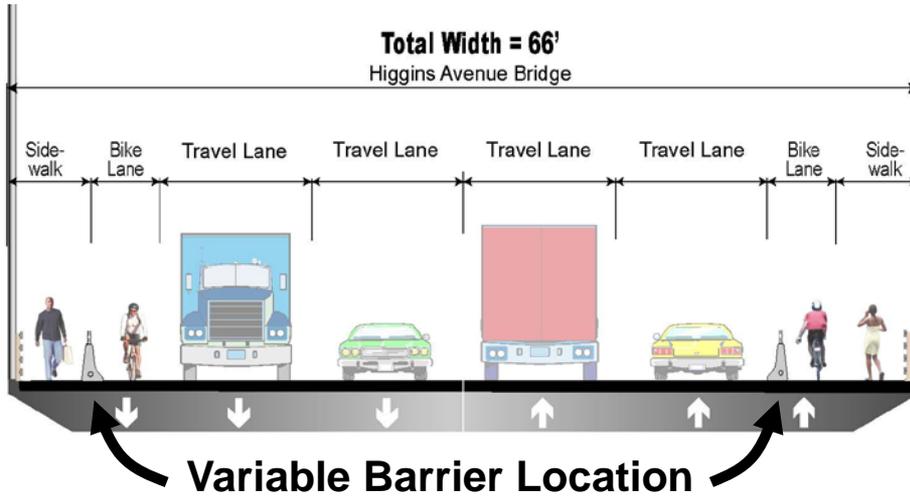
- Railings
- Expansion Joints
- Deck Patching
- Medians
- Paint
- Drainage
- Striping



**Only viable as a short-term option
pending major rehabilitation/replacement.**

2) Major Rehabilitation

Figures illustrate conceptual layout. Exact lane/sidewalk widths and barrier/railing/lighting types and locations would be determined at the project stage.

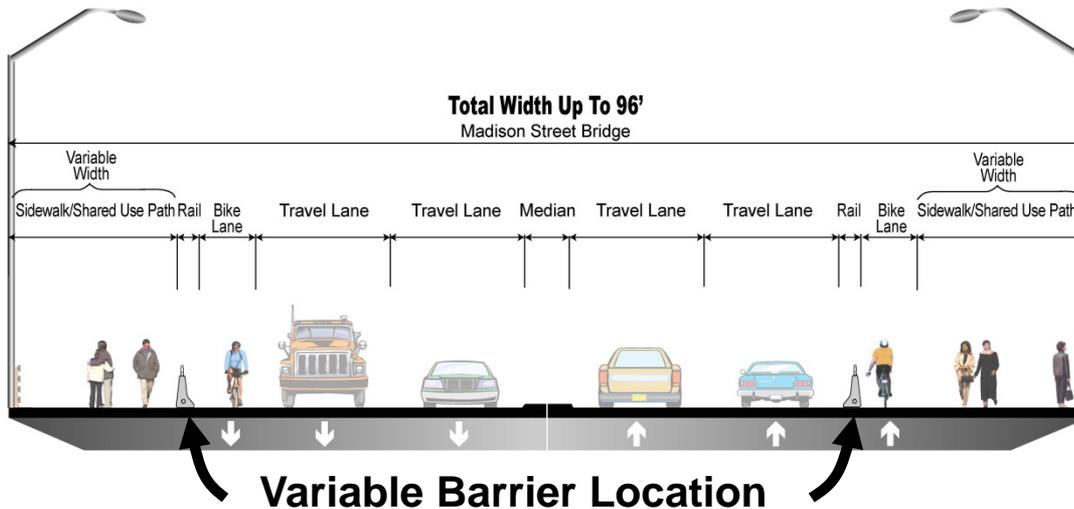
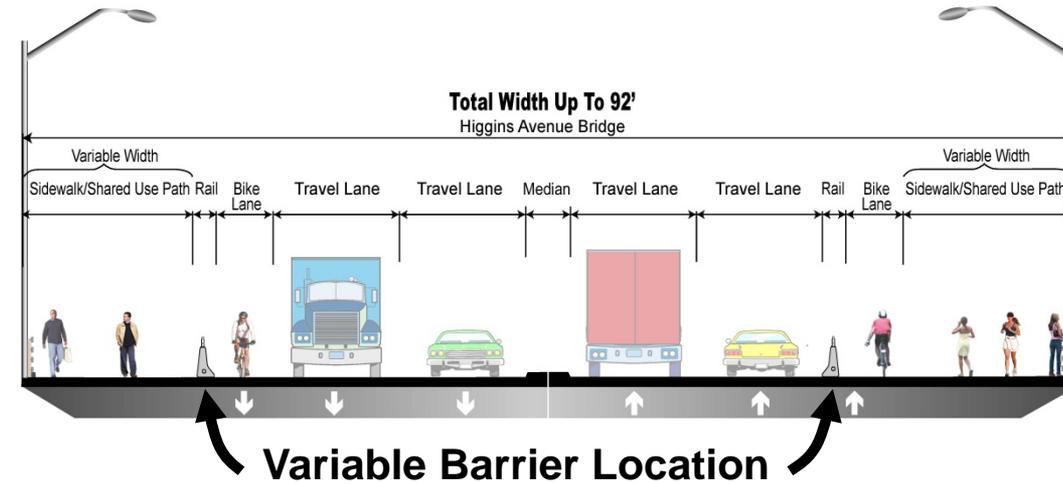


- **Deck Overlay or Replacement**
(existing width)

- **Substructure Repairs**
(concrete piers/bents, steel girders)

3A) Bridge Replacement (Four Lanes)

Figures illustrate conceptual layout. Exact lane/sidewalk widths and barrier/railing/lighting types and locations would be determined at the project stage.



Higgins Avenue

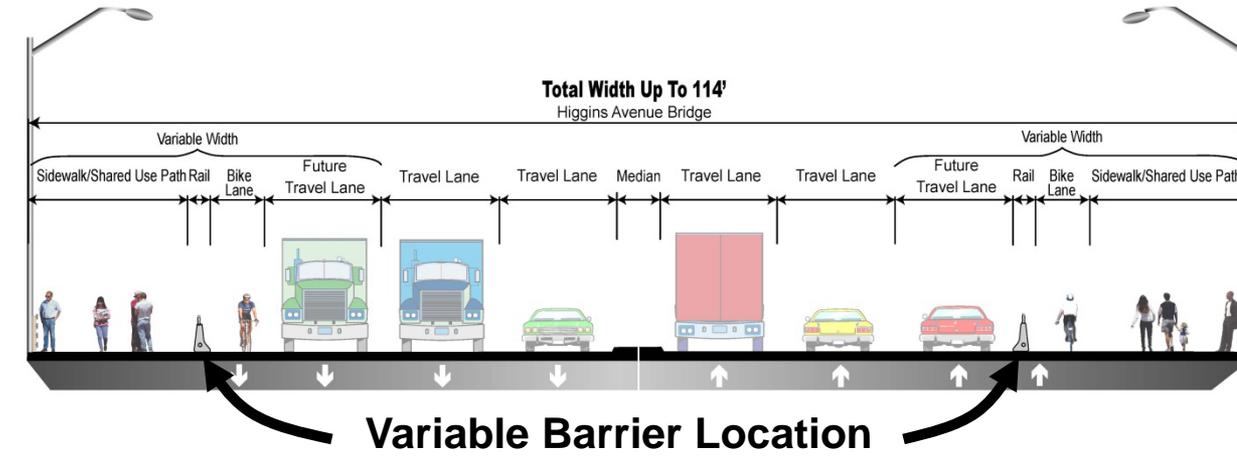
- Up to 92 ft in width

Madison Street

- Up to 96 ft in width
- Non-motorized function and connectivity

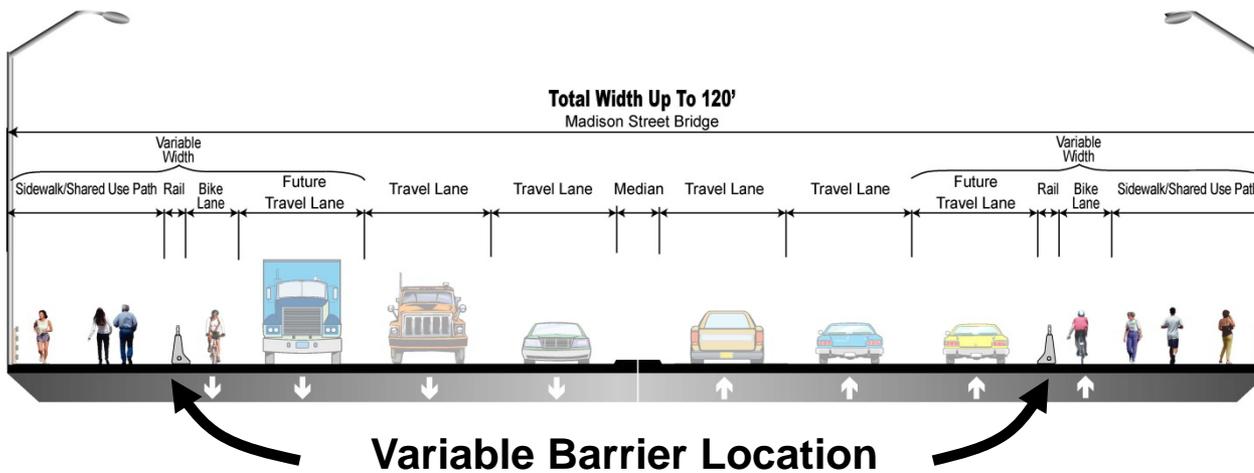
3B) Bridge Replacement (Six Lanes)

Figures illustrate conceptual layout. Exact lane/sidewalk widths and barrier/railing/lighting types and locations would be determined at the project stage.



Higgins Avenue

- Up to 114 ft in width



Madison Street

- Up to 120 ft in width
- Non-motorized function and connectivity

Screening Considerations

Cost Estimate Summary

Option	Cost Estimate Ranges (2013)	
	Higgins	Madison
1 Minor Rehabilitation	\$0.5M to \$1.8M	\$0.3M to \$1.1M
2 Major Rehabilitation	\$4M to \$8M	\$2M to \$5M
3A Bridge Replacement (Four Lanes)	\$18M to \$28M	\$15M to \$18M
3B Bridge Replacement (Six Lanes)	\$23M to \$34M	\$18M to \$23M

Service Life Extension

Option	Service Life Extension
1 Minor Rehabilitation	5 to 10 years
2 Major Rehabilitation	25 to 50 years
3A Bridge Replacement (Four Lanes)	75 to 100 years
3B Bridge Replacement (Six Lanes)	75 to 100 years

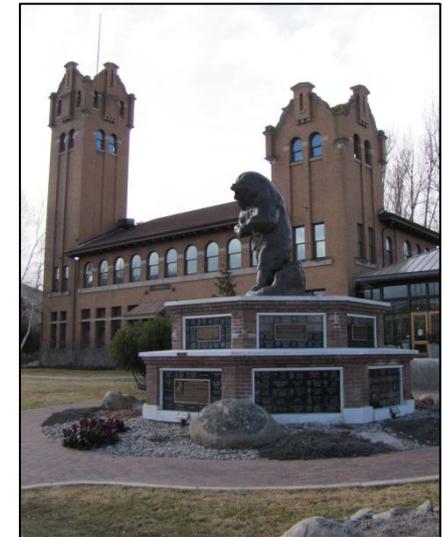
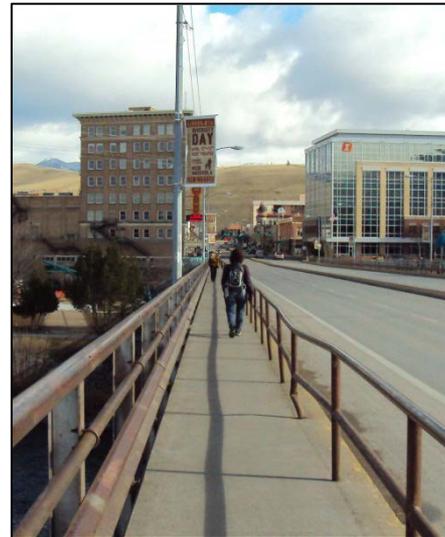
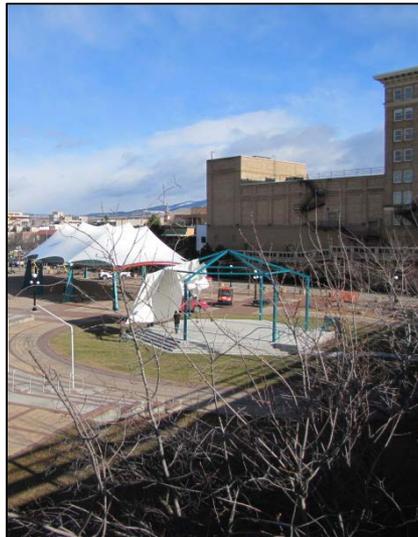
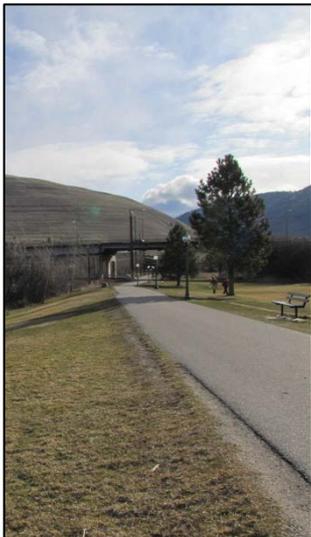
Environmental Resources

- Clark Fork River/Floodplain/Wetlands
- T&E Species/Migratory Birds



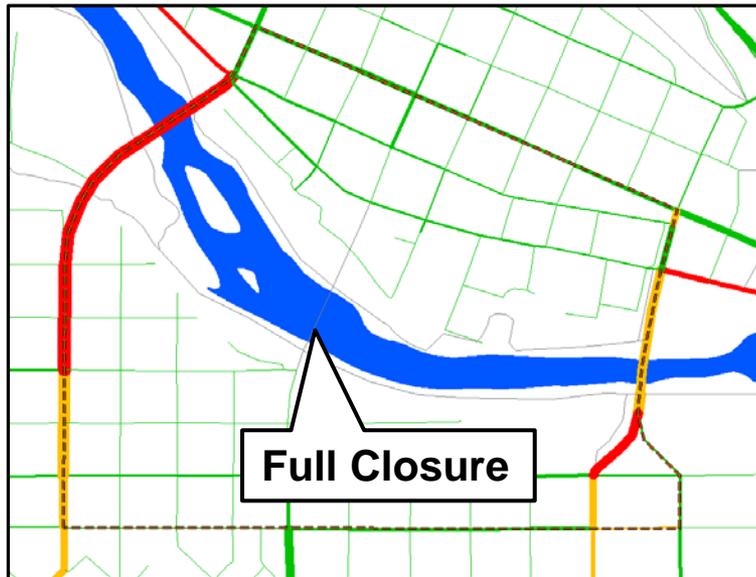
Social Resources

- Historic Buildings/Sites
- Parks/Recreational Areas/Trails

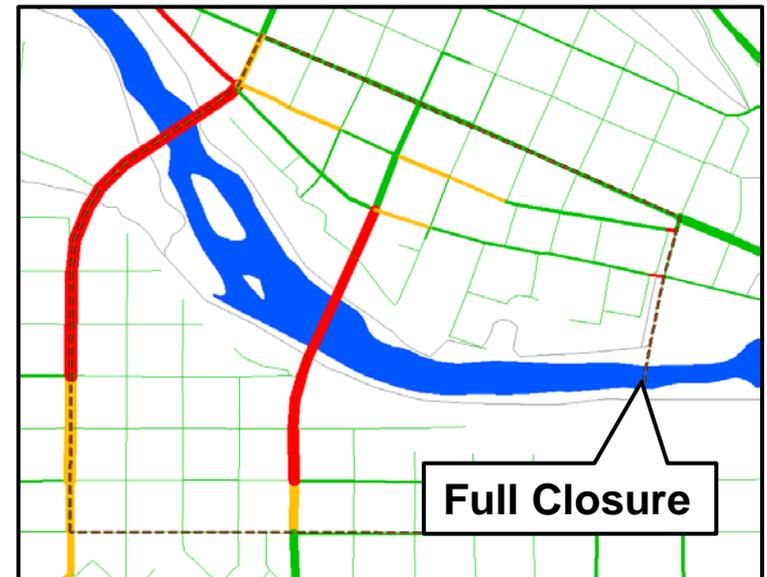


Traffic Impacts During Construction

Full Closure of Higgins Avenue Bridge



Full Closure of Madison Street Bridge



Traffic Impacts During Construction

Consider:

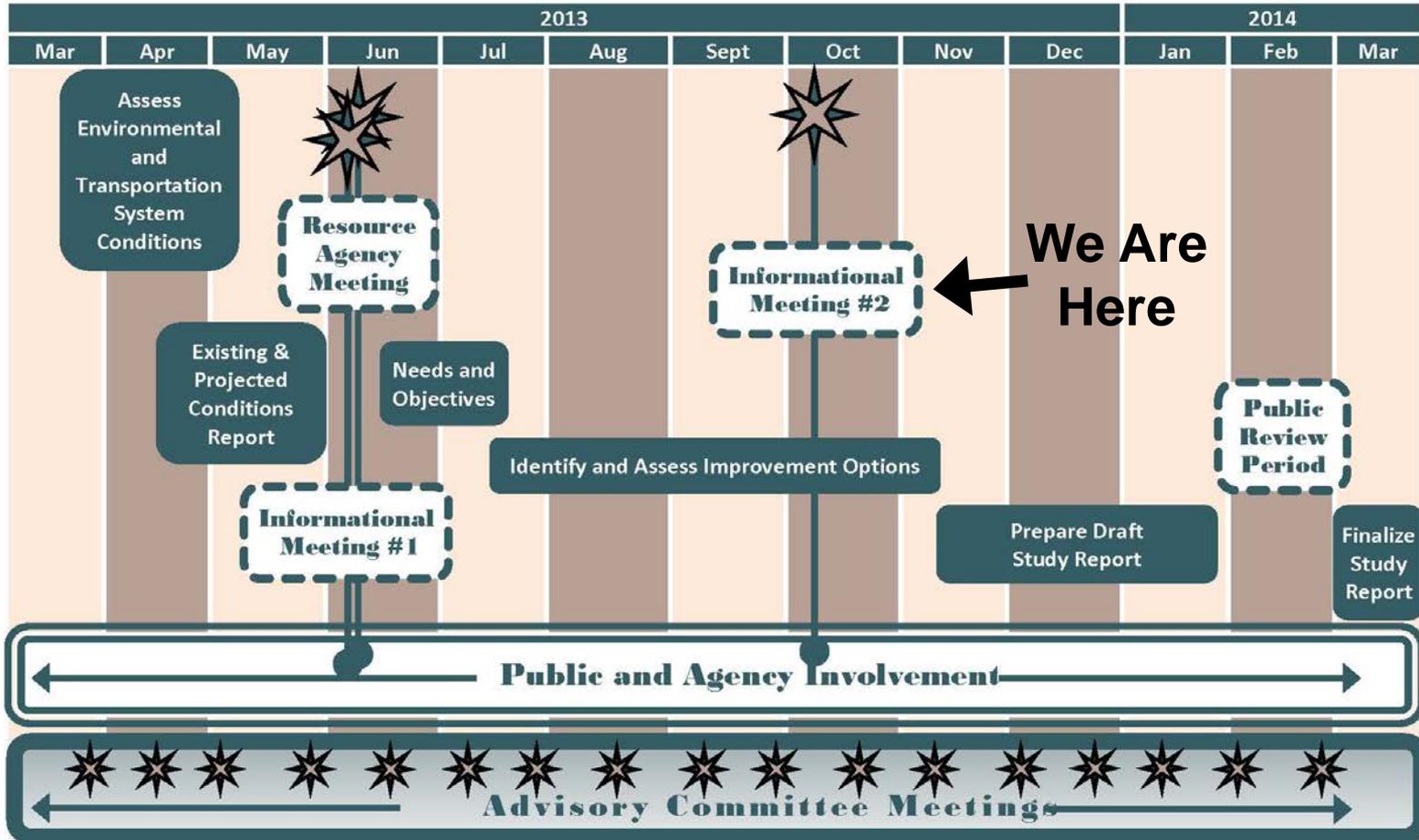
- Detours
- Media Campaign
- Signage
- Signal Timings
- Pedestrian/Bicycle Accommodations



Screening Process

- 1. Do the options address bridge needs and objectives?**
- 2. How do the options address other considerations?**
 - Environmental/Social/Traffic Impacts
 - Cost/Available Funding
 - Service Life
 - Long-term Demands
 - Consistency with Local Plans

Next Steps in the Study



After Study Completion

- Potential project nomination based on:
 - ◎ Study recommendations
 - ◎ Funding availability



Discussion Period

Submit Comments:

- Leave a comment sheet with us tonight
- **Website** (<http://www.mdt.mt.gov/pubinvolve/missoulabridges>)
- **Mail/e-mail comments to:**

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