



Appendix A

Public and Agency
Participation Materials

Appendix A

Public and Agency Participation Materials

Public and Agency Involvement Plan

Public and Agency Involvement Plan 1

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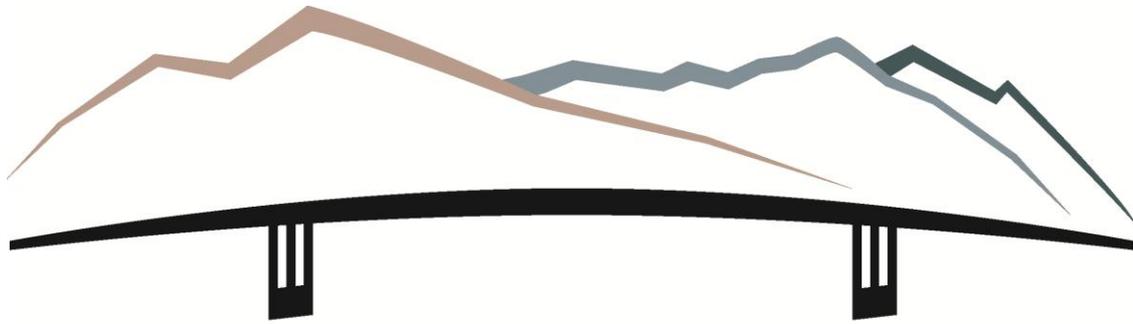
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MISSOULA BRIDGES PLANNING STUDY

PUBLIC AND AGENCY INVOLVEMENT PLAN

PREPARED FOR:



PREPARED BY:



104 East Broadway, Suite G-1
P.O. Box 1009
Helena, Montana 59624
(406) 442-0370

March 2013

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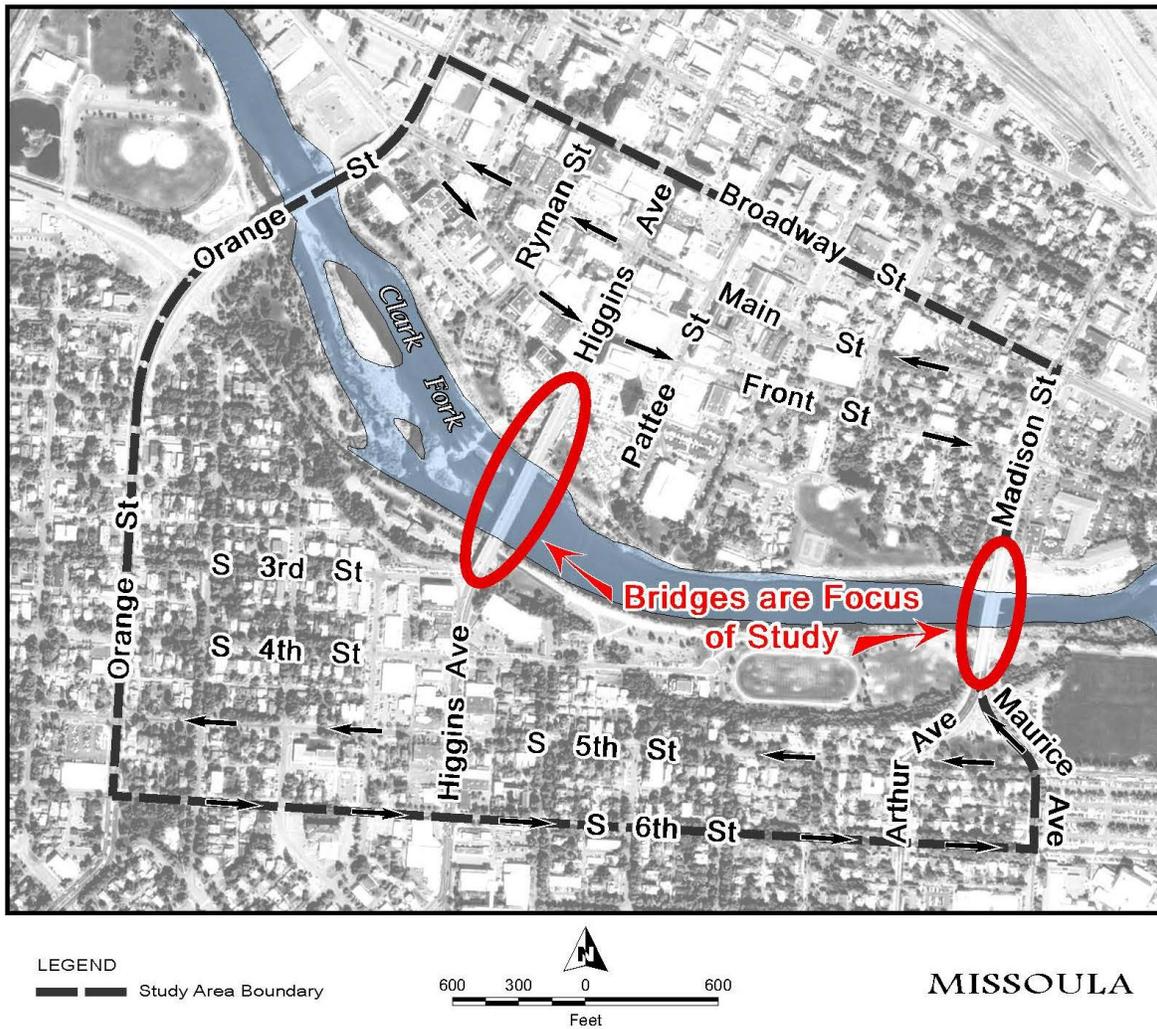
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1.0 INTRODUCTION

1.1 Study Area

Figure 1-1 illustrates the study area. The study will focus on the Higgins Avenue and Madison Street Bridges. Construction impacts within the area bounded by Broadway Street on the north, Orange Street on the west, South 6th Street on the south, and Madison Street/Maurice Avenue on the east in Missoula will be considered.

Figure 1-1 Study Area



1.2 Goal of the Public and Agency Involvement Plan

The primary goal of this plan is to provide opportunities for members of the public, stakeholders, and resource agency representatives to learn about the process, review information about the Missoula Bridges Planning Study, and provide input throughout the planning effort. In support of this goal, Section 2.0 identifies procedures that will guide the public and agency involvement effort.

2.0 PUBLIC AND AGENCY INVOLVMENT

2.1 Study Contacts

Contact information for MDT and the consultant will be provided in all published materials.

Corrina Collins, MDT Project Manager

Montana Department of Transportation (MDT)
Statewide and Urban Planning
2960 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406.444.9131
ccollins@mt.gov

Shane Stack, MDT Missoula Project Engineer

Montana Department of Transportation (MDT)
Missoula District Office
2100 W Broadway
PO Box 7039
Missoula, MT 59807-7039
406.523.5830
sstack@mt.gov

Sarah Nicolai, Consultant Project Manager

DOWL HKM

P.O. Box 1009

Helena, MT 59624

406.442.0370

snicolai@dowlhkm.com

2.2 Print Media

Announcements will be developed by DOWL HKM and advertised by MDT at least two weeks before public meetings and the formal comment period. Advertisements will announce the meeting location, time, and date; the format and purpose of the meetings; and the locations where documents may be reviewed (as applicable). The following newspapers may carry display advertisements.

- Missoulian
- Missoula Independent

2.3 Radio and Television

MDT may issue press releases to local radio and television stations announcing public meetings and the formal comment period. Specific media outlets will be identified during the course of the study as appropriate.

2.4 Document Availability

2.4.1 Newsletters and Meeting Materials

DOWL HKM will develop two newsletters for the study. The first newsletter will be issued at the time of the first public meeting and will introduce the study and describe its purpose, illustrate the study area and study components, and describe key findings from the existing conditions report. The second newsletter will be distributed at the time of the second public meeting and will present proposed improvement options and potential impacts and mitigation strategies. DOWL HKM will also develop meeting materials for each public meeting, including agendas, static exhibits, and other presentation materials. Print copies of newsletters and meeting materials will be available at each of the two public meetings hosted for this study. MDT will publish electronic versions of newsletters and meeting materials on the study website at <http://www.mdt.mt.gov/pubinvolve/missoulabridges> following the meetings. Print copies of newsletters will also be mailed to the study mailing list.

2.4.2 Reports

MDT will publish electronic versions of reports on the study website. Print copies of the existing conditions report and the draft study report will be available at the MDT Rail, Transit, and Planning Division Office (2960 Prospect Avenue; Helena, MT). Print copies of these reports may also be made available at the following locations.

- Missoula Public Library (301 East Main; Missoula, MT)
- MDT Missoula District Office (2100 W. Broadway; Missoula, MT)
- City of Missoula Transportation Planning Office (127 West Spruce; Missoula, MT)

2.5 Meetings

2.5.1 Advisory Committee Meetings

Advisory committee meetings will generally be scheduled every three weeks for the duration of the 12-month study period. Advisory committee members will discuss study progress, analysis methodologies, and any issues or concerns that arise during the study. The advisory committee will also review study documentation before publication. Representatives from MDT, FHWA, and the City of Missoula will be invited to participate in the advisory committee.

2.5.2 Public Meetings/Comment Period

Two public meetings will be held during the course of the study. The first public meeting will be held part-way through the planning process after the consultant has evaluated environmental, social, and land use conditions and conducted crash and operational analyses within the study area. During the first meeting, the consultant will introduce the study, present findings from the existing conditions report, and discuss issues and concerns in the study area. Members of the public will be asked to provide feedback on potential improvement options at the second public meeting.

Comments will be considered throughout the planning process. A formal comment period will occur following publication of the draft study report. All comments will be considered before the report is finalized.

2.5.3 Resource Agency Meeting

MDT will host a single resource agency meeting at the MDT offices in Helena, with MDT Polycom arrangements at the MDT Missoula District Office and at the City of Missoula Transportation Planning office, as appropriate. The purpose of the meeting will be to present

findings from the draft existing conditions report. Resource agencies will be asked to identify initial avoidance areas, mitigation needs, and opportunities.

2.6 Consideration of Traditionally Underserved Populations

MDT will attempt to involve traditionally underserved segments of the populations in the planning study process through the following measures:

Plan Meeting Locations Carefully

- MDT will host public meetings in locations that are accessible and compliant with the Americans with Disabilities Act (ADA).

Seek Help from Community Leaders and Organizations

- MDT and the consultant will confer with community leaders and representative organizations about how best to involve traditionally underserved populations.

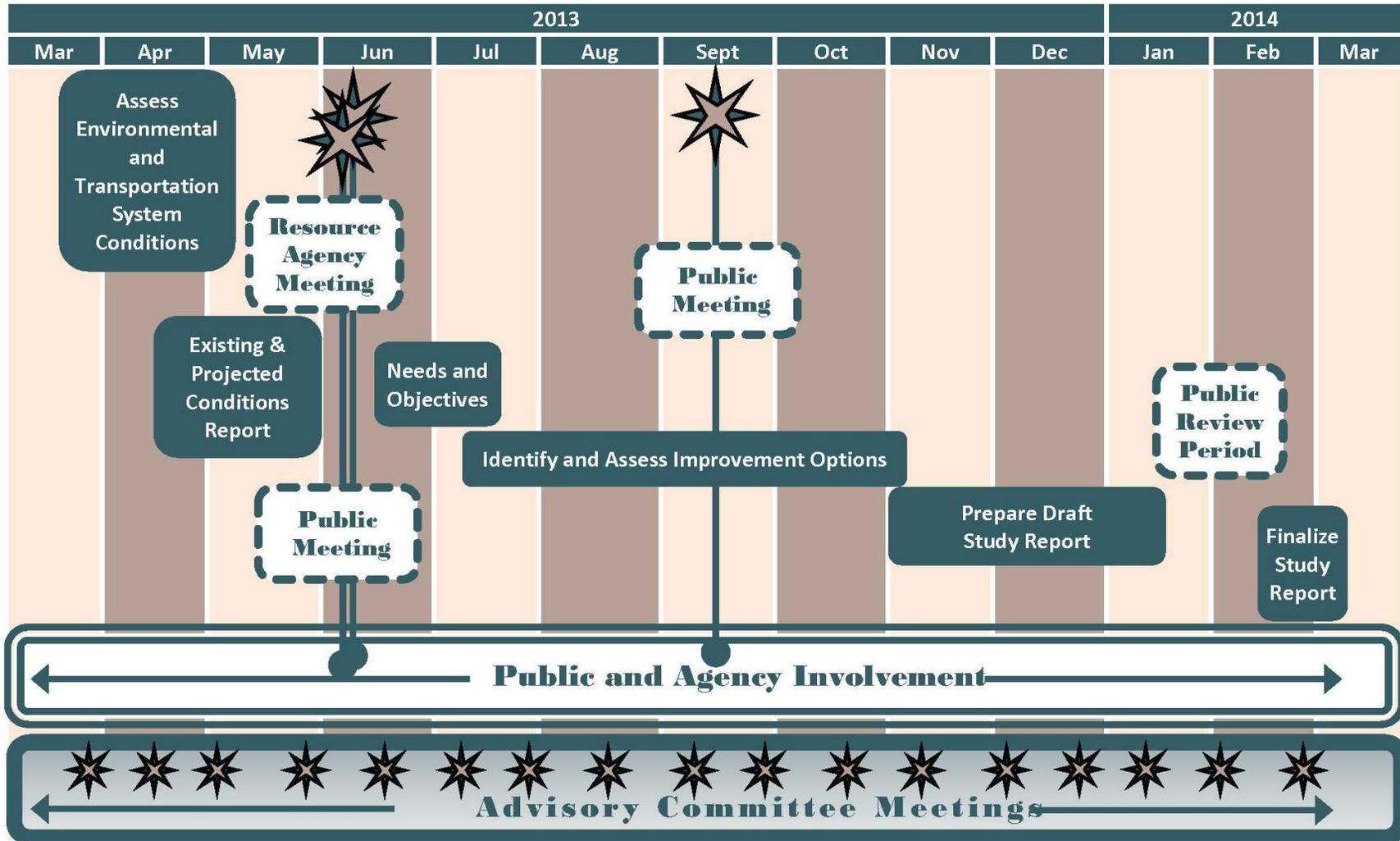
Be Sensitive to Diverse Audiences

- MDT and the consultant will communicate as effectively as possible at the public meetings by avoiding technical jargon and exercising appropriate conduct and judgment. Alternative accessible formats of study materials will be provided upon request.

2.7 Study Schedule

The Missoula Bridges Planning Study began in March 2013 and is expected to be completed by the end of March 2014. Figure 2-1 illustrates the schedule in more detail.

Figure 2-1 Schedule





Informational Meeting

**Discuss the Missoula Bridges
Planning Study
(Higgins Ave. and Madison St. Bridges)
Wednesday, June 12, 2013 6:00 P.M.
Missoula Senior Center
705 S. Higgins Ave., Missoula, MT**

The Montana Department of Transportation (MDT) will discuss the Missoula Bridges Planning Study which will identify short and long term goals for the **Higgins Avenue** and **Madison Street bridge crossings** so that these bridges can be maintained and upgraded in a way that best meets the needs of the community and available funding. It is a pre-environmental study that allows for early planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study identifies potential options and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Missoula Bridges Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to explain the planning study process, present information about existing and projected conditions, and gather public feedback on issues and concerns related to the **Higgins Avenue** and **Madison Street bridge crossings**.

The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com or online at <http://www.mdt.mt.gov/pubinvolve/missoulabridges/comments.shtml>
Please indicate comments are for Missoula Bridges Planning Study.

Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Sarah Nicolai at snicolai@dowlhkm.com

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, June 03, 2013 7:47 AM
To: Ann Cundy; ASHTO; Jones, Dean; Ginny Merriam - Comm. Dir. City of Missoula; KDTR-KYJK-KKVU-FM (brittaney@montanaradio.com); KECI-TV (news@keci.com); KGGL - KGRZ - KYLT - KZOQ - KBQQ (parrish@eagle93.com); KIM BRIGGEMAN; KLTC-FM KGVO-KYSS-KLCY AM; KMSO-FM; KMSO (info@kmsso.com); KPAX; KPAX-TV (news@kpax.com); KUFM-TV / KUFM-FM (william.marcus@umontana.edu); Lolo Peak News; MAX MONTANA; Mirtha Becerra; MISSOULA COUNTY CHAMBER OF COMMERCE; Missoula Independent (calendar@missoulanews.com); Missoula Independent (jmcquillan@missoulanews.com); Missoulia (newsdesk@missoulia.com); Vosen, Robert; Senator Jon Tester - Virginia Sloan; Senator Max Baucus - Kirby Campbell-Rierson; The Kaimin
Cc: Collins, Corrina; Strizich, Carol; Zanto, Lynn (MDT); Nicolai, Sarah; McBroom, Douglas; Toavs, Ed; Stack, Shane; Nunnallee, Benjamin; Hardan, Chris; Barnes, Kent; Madison, Davey; Ryan, Lori; Grant, Paul; Missoula County Commissioners; Missoula Public Works; Road Supervisor
Subject: MDT schedules an informational meeting for the Missoula Bridges Planning Study

June 3, 2013

FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, MDT Public Information Officer, (406) 444-6821

Informational meeting scheduled for Missoula Bridges Planning Study

Missoula - The Montana Department of Transportation (MDT) is conducting an informational meeting to discuss the Missoula Bridges Planning Study. The intent of the study is to identify potential bridge improvement options for the Higgins Avenue and Madison Street bridges. The meeting will be held on Wednesday, June 12, 2013, at the Missoula Senior Center, 705 S. Higgins Avenue in Missoula, MT. A presentation will begin at 6:00 p.m., followed by informal group discussions.

The Missoula Bridges Planning Study will identify short and long term goals for the Higgins Avenue and Madison Street bridge crossings so that these bridges can be maintained and upgraded in a way that best meets the needs of the community and available funding. It is a pre-environmental study that allows for early planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study identifies potential options and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Missoula Bridges Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to explain the planning study process, present information about existing and projected conditions, and gather public feedback on issues and concerns related to the Higgins Avenue and Madison Street bridges.

Community participation is a very important part of the process, and the public is encouraged to attend. Comments may be submitted at the meeting; by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/missoulabridges/comments.shtml>

Please indicate comments are for the Missoula Bridges Planning Study.

Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Sarah Nicolai at snicolai@dowlhkm.com

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. If you require reasonable accommodations to participate in this meeting, please call Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----

Project name: Missoula Bridges Planning Study Missoula County

Informational Meeting #1

Wednesday, June 12, 2013

Missoula, MT

Name:	Organization/Title	Address:	City, State, ZIP Code	E-mail:
TODD LORENZEN	PIONEER TECHNICAL SERVICES/SR GEOTECH MGR	820 E. BROADWAY	Missoula, MT 59802	tlorenz@pioneer-technical.com
BOB WACHTEL	PIRE/WALK ALLIANCE FOR MSLA	646 LIVINGSTON	MISSOULA, MT 59801	QUAILK@MSL.COM
DUSTIN HIROSE	HDR	1715 S RESERVE	" "	dhirose@hdrinc.com
Carma Selligren	Owner	1000 Cherry	" 59802	N/A
DAVE GRAY	Dev. Serv. Transp.			dgray@ci.missoula.mt.us
Chris Kelly	HDR	1715 S. Reserve	Missoula MT 59801	chris.kelly@hdrinc.com
Greg Oliver	Downtown Master Plan IC	2321 1 st 341 North Ave E	Missoula MT 59801	gregory.d.oliver@gmail.com
Matt Ellis	Downtown Master Plan /MDA	120 N. Higgins Ave.	Missoula MT 59802	mellis@missoulacospray.com
Dave Nelson	Public Art	22372 Summit Dr	Missoula MT 59803	DavidN4379@aol.com
Dave Strohmaier	City Council	508 E. Pine	Missoula, MT 59802	dstrohmaier@ci.missoula.mt.us
Kevin Scovall	City Engineer	436 Ryan/Curt Hall	MSLA 59802	kscovall@ci.missoula.mt.us
Jason Wiener	City Council	1122 Jackson	59802	jwiener@ci.missoula.mt.us
CHARLIE BERTON	B.I.D.	36 Savel Ave W.	MSLA 59801	charlie@bigdippericecream.com
Danna Koch		240 Keith Ave.	MSLA 59801	dannakoch@gmail.com
MIK				
Kent Watson	self/MDA/BUM	210 N. Higgins, #334	Missoula 59802	kentw@blackfoot.net
David Muly	SWF	"	MSLA 59801	
Sally Brown	indoxer	429 Day 59801		sallybrownb@gmail.com
SCOTT GREENER	SELF	113 SMALL LANE	MSLA 59801	STARK@Q.COM

Informational Meeting #1

Wednesday, June 12, 2013
Missoula, MT

Name:	Organization/Title	Address:	City, State, ZIP Code	E-mail:
Christa Howley	CiaoMambo GM	511 S. Higgins Ave	Missoula MT 59801	chowley@ciamambo.com
Ethel MacDonald	Bike/walk Alliance for Missoula	316 W Central	" " 59801	bike4ethel@gmail.com
Jan Schick		545 Livingston Ave	Missoula 59801	
Bob Giordano	MIST, director	91 campus DR #1412 01	msla 01	mist@strans.org
Mike Haynes	Missoula Dev. Ser	City Hall		phaynes@ci.missoula.mt.us
Anita McNamara			1307 Woodbuck Pl Missoula, MT	anitamcnamara@msn.com
Sam Sullivan	Chamber of Commerce	825 E. Front St	Missoula MT	sams@missoulachamber.com
Beat Bernken	missoulian			
ELLEN BUCHANAN	MFA	140 W. PINE ST	MSLA MT 59802	EBUCHANAN@CI.MISSOULA.MT.US
Edna Brown			Solo mt.	

Public Meeting #1

Wednesday, June 12, 2013
Missoula, MT

AGENDA

Part 1 – Presentation

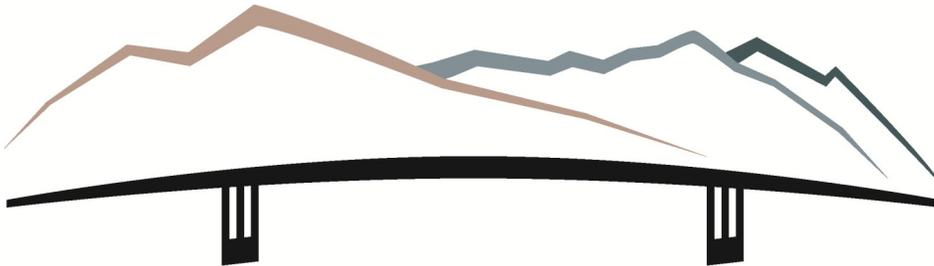
- **Welcome and introductions**
- **Overview of planning study process**
- **Key findings from draft existing conditions report**
 - Transportation system
 - Environmental conditions

Part 2 – Breakout Session

- **Public input on issues and concerns**

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/missoulabridges/>



MISSOULA BRIDGES PLANNING STUDY

STUDY DESCRIPTION

The Montana Department of Transportation (MDT) has initiated the Missoula Bridges Planning Study to identify potential bridge improvement options for the Higgins Avenue and Madison Street Bridges.

The study will define short-, mid-, and long-term goals for the bridges and identify:

- rehabilitation/repair work that must be accomplished for structural integrity;
- cost of rehabilitation/repair work and available funding;
- needs and objectives for the bridges which incorporate community goals;
- prioritization of work to be completed in the short-term;
- timeline for any remaining improvements (including potential long-term bridge replacement); and
- potential traffic mitigation options during improvement implementation.

This study is a planning-level evaluation of the two bridges. It is not a design, maintenance, or construction project, or a lane configuration study for Higgins Avenue. Depending on need and funding availability, improvement options may be forwarded from this study and developed into projects at a later date.



INSIDE THIS ISSUE

Study Description ... 1

Study Area..... 2

Key Findings 3

Environmental Constraints..... 3

Study Contacts 4

Public Involvement Opportunities..... 4

**PLEASE JOIN US
FOR A PUBLIC
MEETING!**

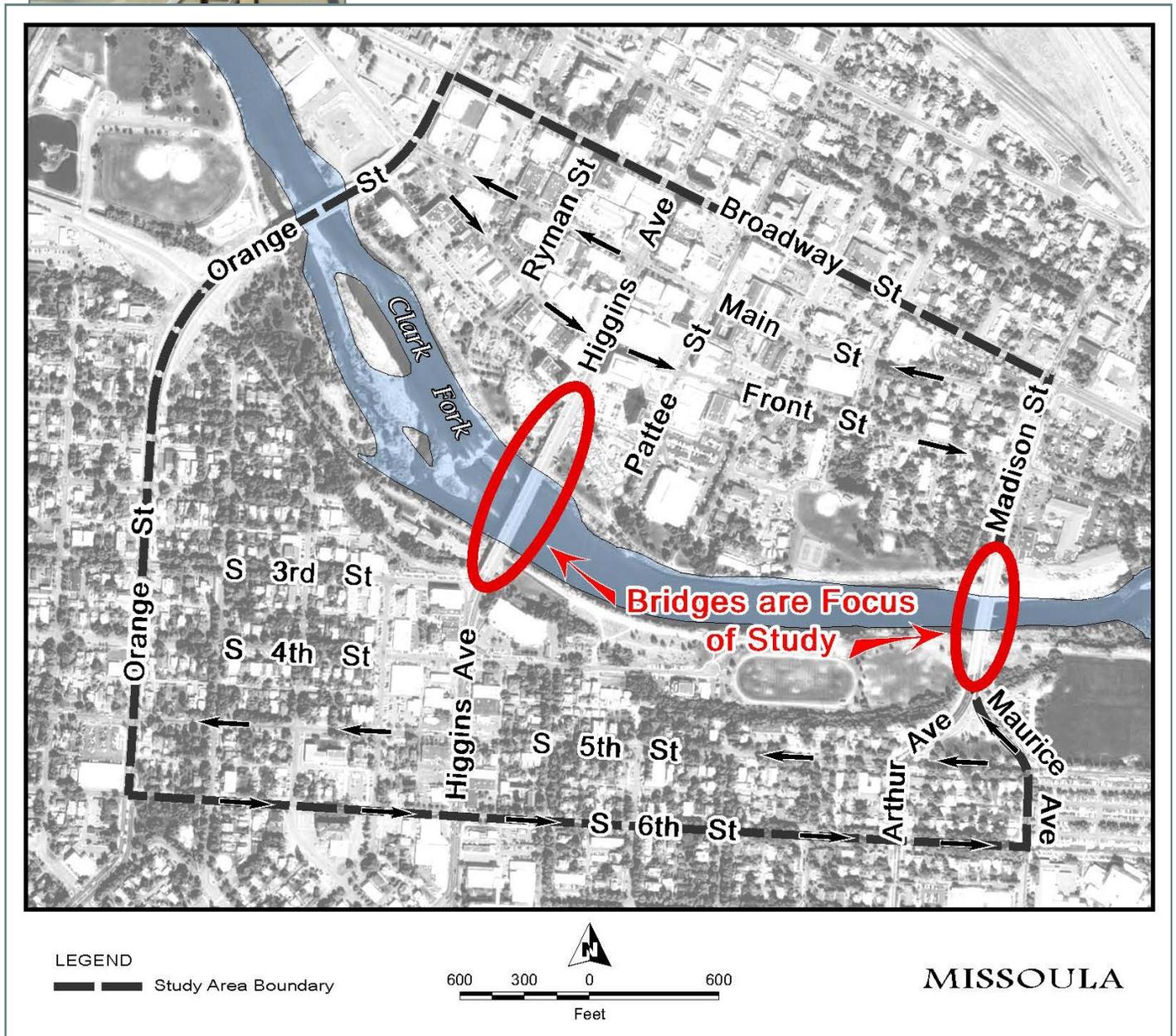
**Wednesday,
June 12, 2013**

Missoula Senior Center
705 S. Higgins Avenue
6:00 p.m. to 8:00 p.m.



STUDY AREA

The study is focused on the Higgins Avenue and Madison Street Bridges. The study will also consider traffic impacts that may result from forwarded bridge improvement options within the area bounded by Madison Street/ Maurice Avenue to the east, Broadway Street to the north, Orange Street to the west, and South 6th Street to the south. The figure below illustrates the study area.

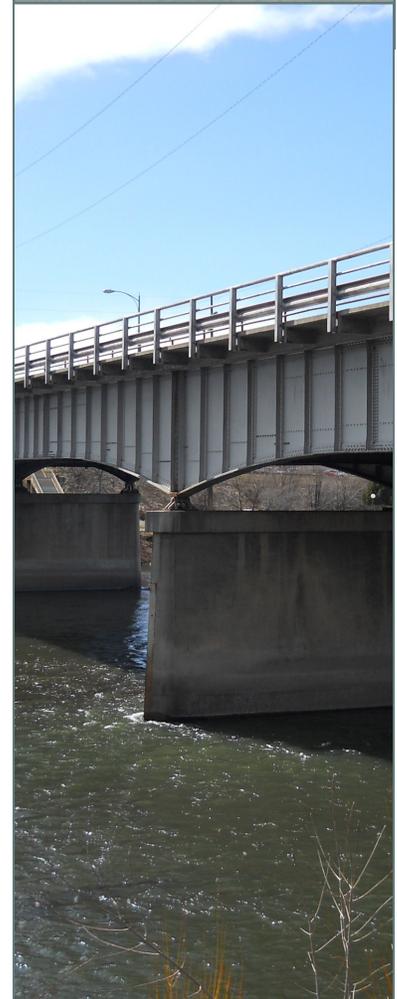


KEY FINDINGS

Findings presented in the tables below are drawn from the draft existing conditions report and the draft environmental scan report for this study. Please visit the study website (<http://www.mdt.mt.gov/pubinvolve/missoulabridges>) to view the full reports.

Bridge Element	Finding
Structural/ Functional Status	<ul style="list-style-type: none"> The Higgins Avenue Bridge is structurally deficient, fracture critical, and eligible for rehabilitation. The Madison Street Bridge is structurally deficient, functionally obsolete, fracture critical, and eligible for replacement.
Seismic Hazard	<ul style="list-style-type: none"> The Higgins Avenue and Madison Street Bridges exhibit multiple seismic hazards.
Bicycle and Pedestrian Elements	<ul style="list-style-type: none"> Higgins Avenue and Madison Street Bridge pedestrian railings do not meet current MDT design standards. Ramp transitions from the roadway sidewalks to the Higgins Avenue and Madison Street Bridge sidewalks do not meet accessibility requirements. Usable sidewalk width is limited by pedestrian railings.
Operational Conditions	<ul style="list-style-type: none"> Three study intersections are identified as congesting in the PM peak hour. The northbound Madison Street Bridge segment is identified as congesting in the PM peak hour.

Environmental Resource	Issues and Constraints
Surface Waters, Wetlands, & Floodplain	<ul style="list-style-type: none"> The Clark Fork River is an impaired water body. Wetland areas, the Missoula Irrigation Ditch, and the 100-year floodplain for the Clark Fork River are located within the study area.
Threatened & Endangered Species	<ul style="list-style-type: none"> Bull trout (a federally-listed threatened species) may occur in the study area. The Clark Fork is designated critical habitat for the bull trout.
Species of Concern	<ul style="list-style-type: none"> Seventeen animal and plant species of concern may occur in study area vicinity.
Recreational Resources	<ul style="list-style-type: none"> Six parks and portions of the Ron MacDonald River Trail System are considered Section 4(f) resources. Caras Park and Kiwanis Park are Section 6(f) resources.
Cultural Resources	<ul style="list-style-type: none"> Three historic districts and individually significant properties are located within the study area



STUDY CONTACTS

Shane Stack
MDT Missoula District
406-523-5830
sstack@mt.gov

Corrina Collins
MDT Project Manager
406-444-9131
ccollins@mt.gov

Sarah Nicolai
DOWL HKM
Project Manager
406-442-0370
snicolai@dowlhkm.com

PUBLIC INVOLVEMENT OPPORTUNITIES

A public meeting is scheduled for **Wednesday, June 12, 2013** at the Missoula Senior Center (705 S. Higgins Avenue) from 6:00 p.m. to 8:00 p.m. We encourage you to attend and provide feedback about your issues and concerns for the bridges.

Please visit the study website (<http://www.mdt.mt.gov/pubinvolve/missoulabridges>) for more information on upcoming public involvement opportunities.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. Alternative accessible formats of this information will be provide upon request. For more information, please call Sarah Nicolai at (406) 442-0370 or Montana Relay at 711.





Informational Meeting #1

Wednesday, June 12, 2013

Missoula Senior Citizens Center

705 South Higgins Avenue

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



Welcome & Introductions

Meeting Format

Part 1 - Presentation

- Overview of planning study process
- Key findings from draft existing and projected conditions report
 - ⊙ Transportation system
 - ⊙ Environmental conditions

Part 2 – Breakout Session

- Public input on issues and concerns

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 (*a separate study would be needed to evaluate options identified in the LRTP and Downtown Master Plan*)

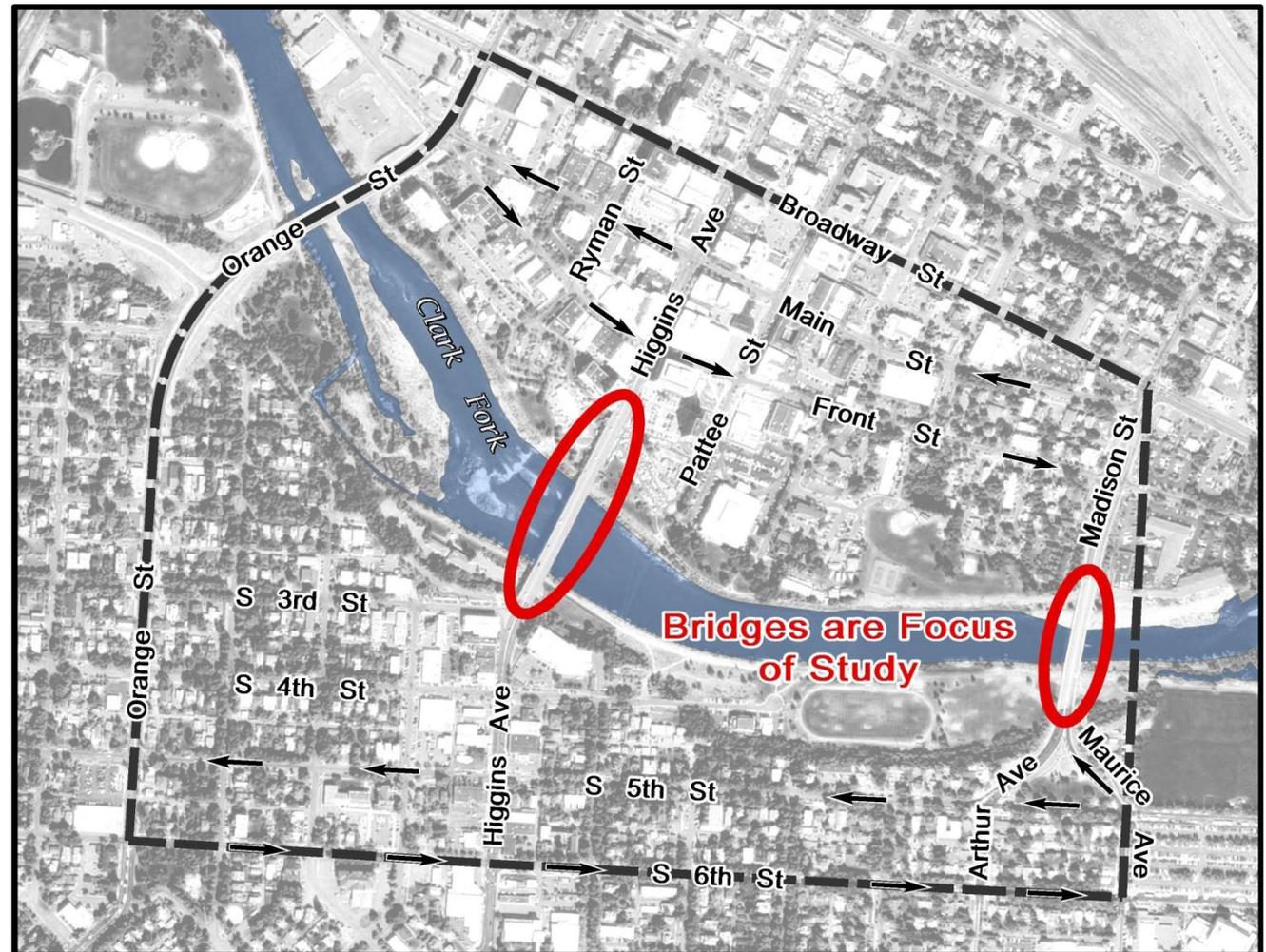
What are the Steps?

- Existing and Projected Conditions
- **Informational Meeting # 1**
- Resource Agency Meeting
- Needs and Objectives
- Potential Improvement Options
- Informational Meeting # 2
- Draft Study Report
- Public/Agency Review Period
- Final Study Report



We Are Here

Study Area





Transportation System Conditions

Standards, Guidelines, and Local References

Design Standards and Guidelines

Guided bridge analysis

- ⦿ Montana Department of Transportation (MDT)
- ⦿ American Association of State Highway and Transportation Officials (AASHTO)
- ⦿ Federal Highway Administration (FHWA)
- ⦿ Transportation Research Board (TRB)

Local Planning Documents and Regulations

Provided context for study

- ⦿ City of Missoula
- ⦿ Missoula County
- ⦿ Missoula Urban Transportation District

Bridge Characteristics

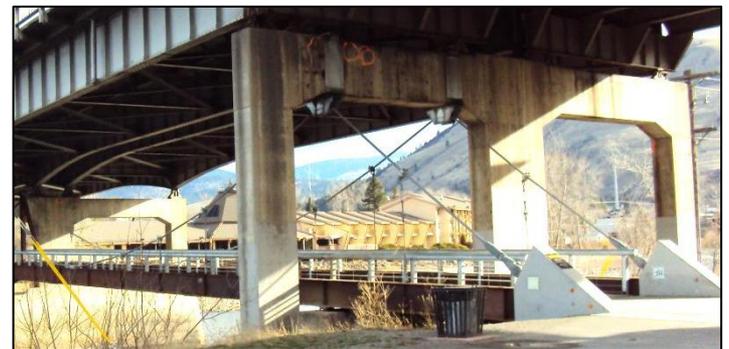
● Higgins Avenue Bridge (MDT Route U-8113 at RP 0.23)

- ⦿ Urban minor arterial
- ⦿ Constructed in 1962
- ⦿ Approximately 972 feet long

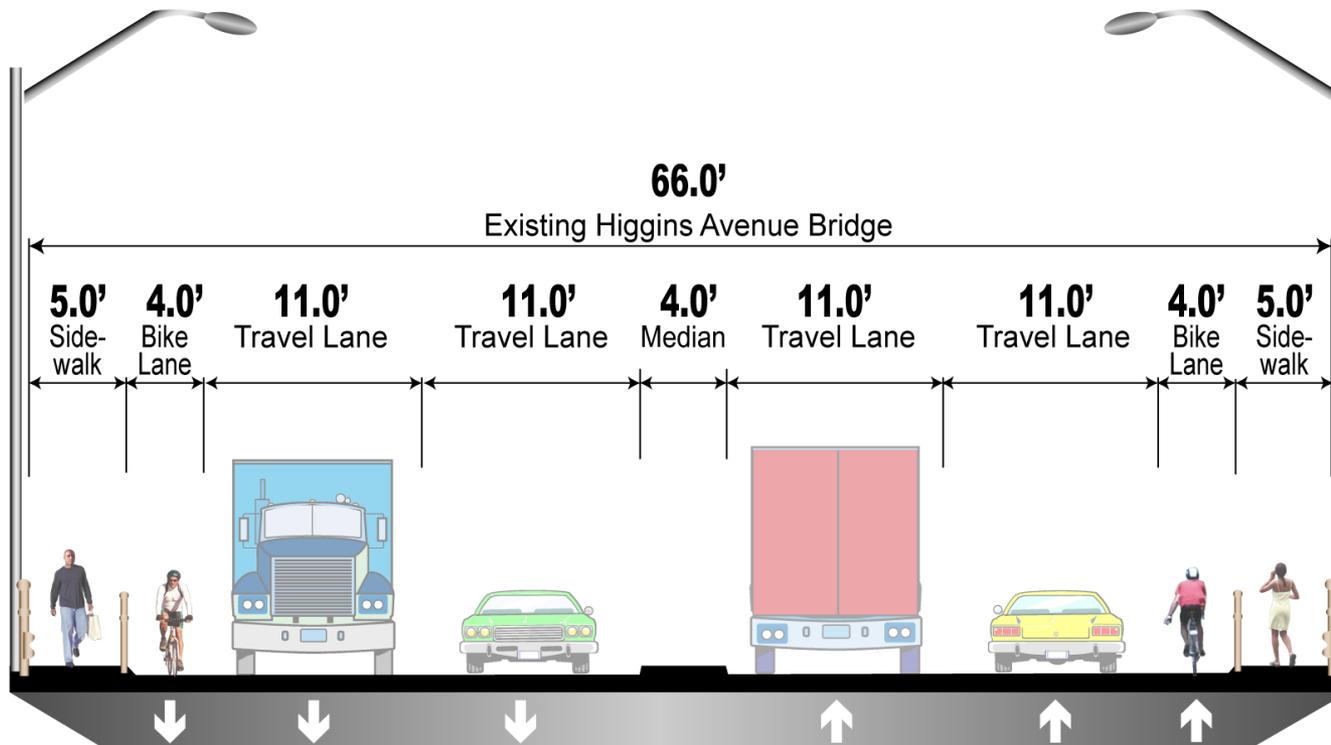


● Madison Street Bridge (MDT Route P-7 at RP 95.05)

- ⦿ Urban principal arterial
- ⦿ Constructed in 1958
- ⦿ Approximately 552 feet long

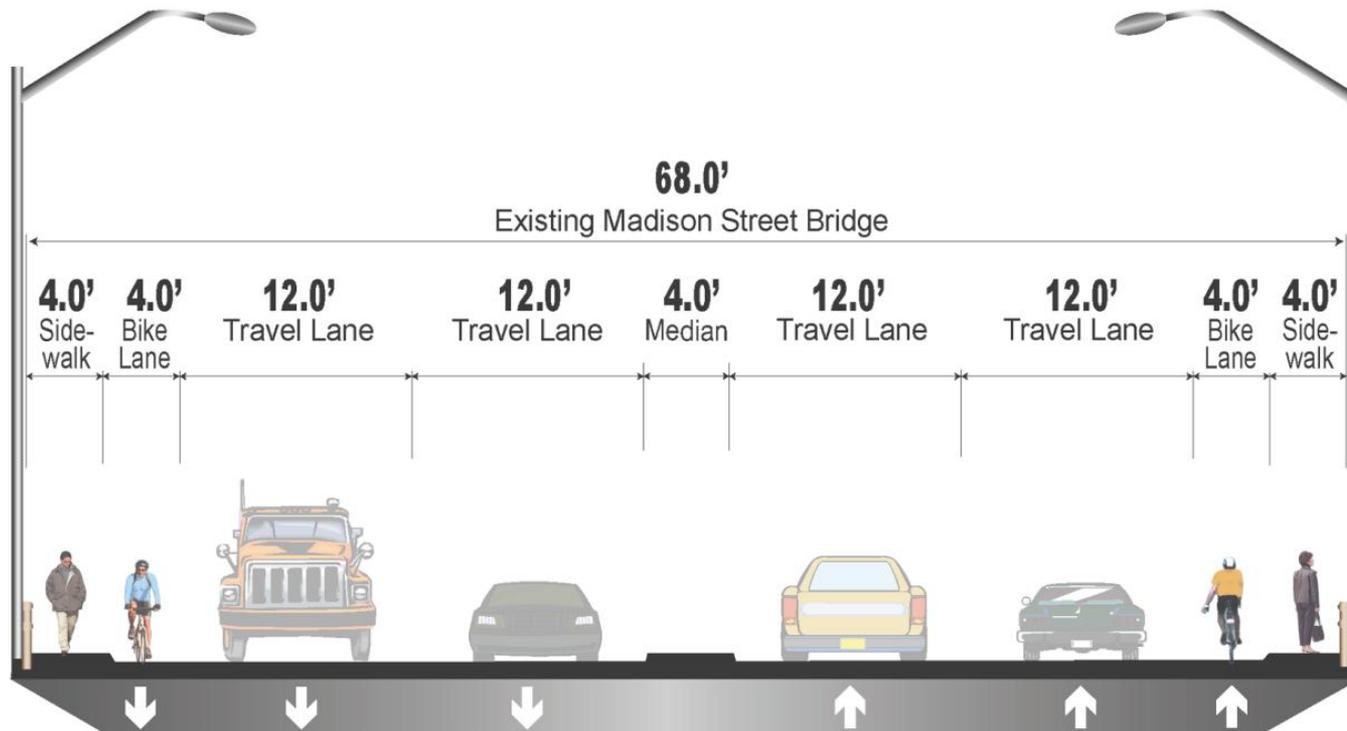


Higgins Avenue Bridge Existing Lane Configuration



Note: Dimensions include striping and railing widths.

Madison Street Bridge Existing Lane Configuration



Note: Dimensions include striping and railing widths.

Structural/Functional Definitions

● Structurally Deficient

- ⊙ Structural elements are in poor condition or bridge was designed using smaller loads than current legal load limit.

● Functionally Obsolete

- ⊙ Bridge was built to standards no longer used today.

● Fracture Critical

- ⊙ Bridge does not include redundant supporting elements.

Terms do not imply bridges are unsafe.

Bridges do not meet current standards and may require higher maintenance/repair to remain in service.

Structural/Functional Status

Element	Higgins Avenue Bridge	Madison Street Bridge
Structure Status	Structurally Deficient	Structurally Deficient
Functional Status	Not Functionally Obsolete	Functionally Obsolete
Fracture Critical Status	Fracture Critical	Fracture Critical
Structure Condition	Poor	Poor
Deck Condition	Poor	Poor
Eligibility Status	Eligible for Repair or Replacement	Eligible for Repair or Replacement

Field Review – Structural Elements



Confirmed MDT Inspection Reports

- Concrete deterioration
- Corroding steel
- Leaking joints

Seismic Rating

● Criteria

- ⊙ Bridge's structural vulnerability
- ⊙ Seismicity of the bridge site
- ⊙ Bridge's importance as a vital transportation link

● Range

- ⊙ 7 (least vulnerable) to 100 (most vulnerable)
- ⊙ Montana average is 24.4
- ⊙ Most vulnerable in Montana is 66

● Higgins Avenue Bridge: 45

● Madison Street Bridge: 46

Bicycle/Pedestrian Elements

● Higgins Avenue Bridge

- ⊙ Dedicated 4-foot bicycle lanes
- ⊙ 5-foot sidewalks
- ⊙ Bridge railings on outside edges and pedestrian railings on inside edges of sidewalks

● Madison Street Bridge

- ⊙ Dedicated 4-foot bicycle lanes
- ⊙ 4-foot sidewalks
- ⊙ Bridge railings on outside edges of sidewalks
- ⊙ Separate bicycle/pedestrian bridge underneath the main roadway bridge



Field Review – 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

Bicycle/Pedestrian Usage



**Higgins Avenue and
Madison Street**

- High-use corridors

Crash Analysis

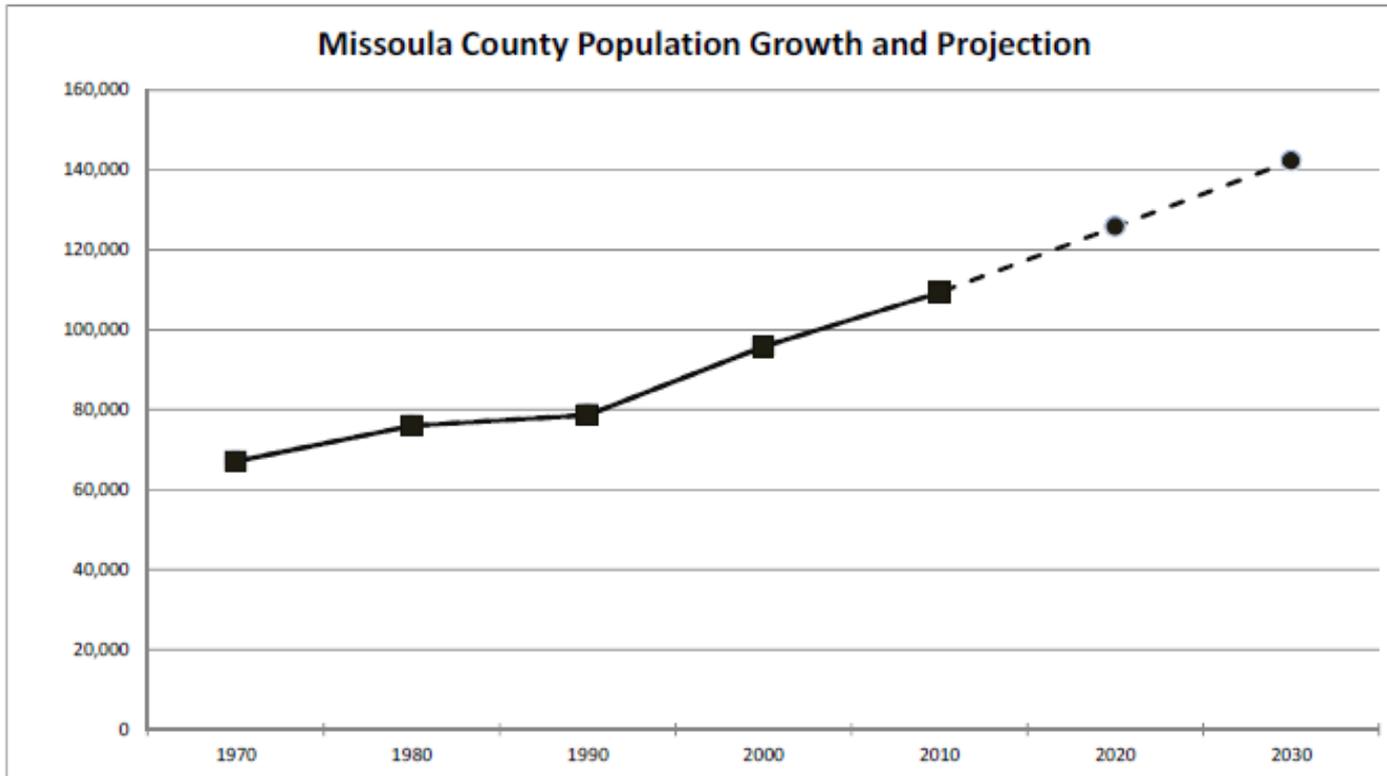
● Higgins Avenue Bridge

- ⊙ 6 crashes reported (2008-2012)
- ⊙ One injury, no fatalities
- ⊙ No vehicle crashes involving pedestrians/bicycles

● Madison Street Bridge

- ⊙ 12 crashes reported (2008-2012)
- ⊙ One injury, no fatalities
- ⊙ No vehicle crashes involving pedestrians/bicycles

Population Growth



Source: Montana Department of Commerce with permission from NPA Data Services, Inc.,

Operational Analysis

● Annual Average Daily Traffic (AADT) Volumes – 2012 LRTP

- 2010 AM Peak Hour
(existing infrastructure)
- 2040 AM Peak Hour
(existing, committed, and recommended infrastructure)

● Level of Service (LOS)

- Report card concept
- A = best conditions
- F = worst conditions

<u>Level of Service</u>	
A	
B	
C	
D	
E	
F	

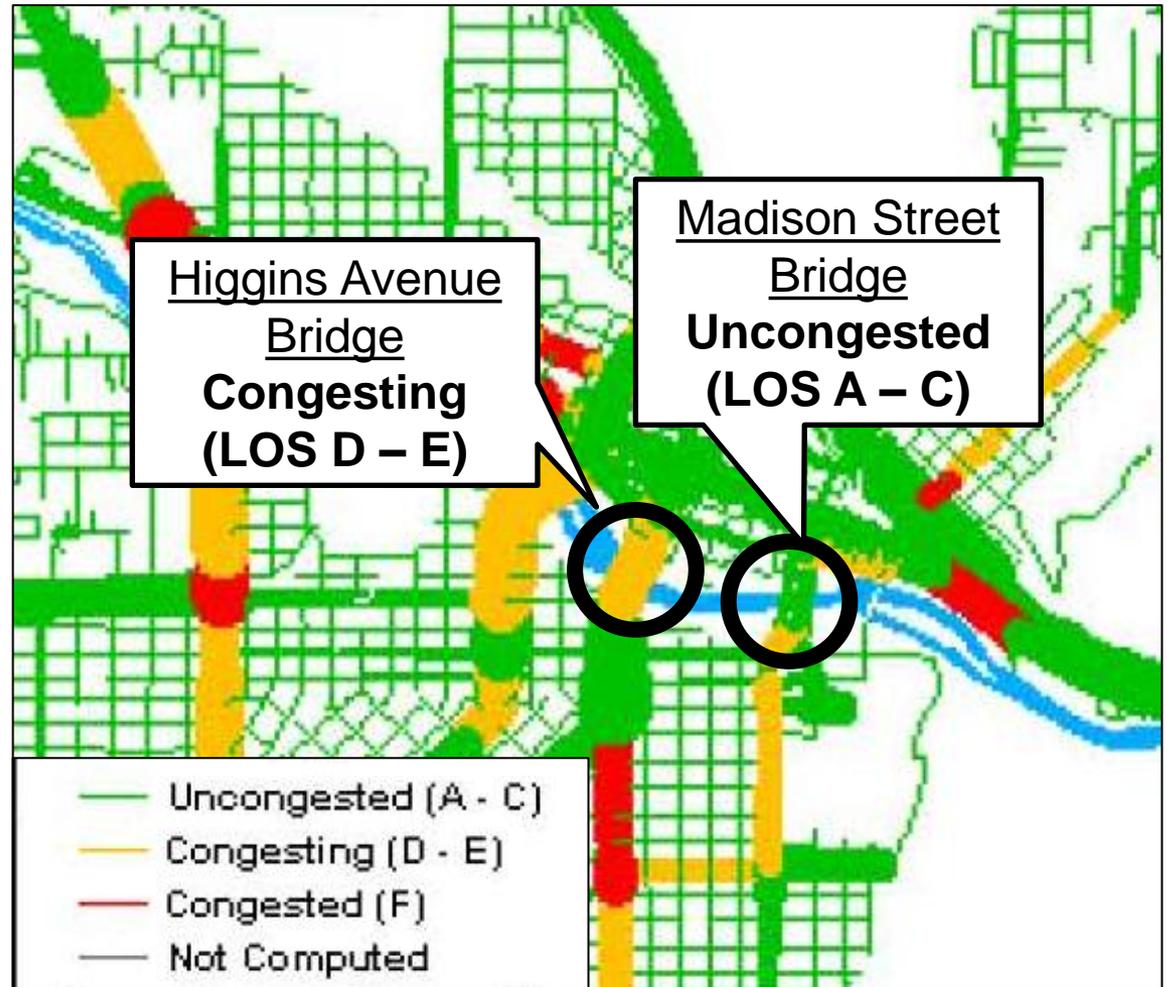
Bridge Segments

2010

AM Peak Hour
(Missoula LRTP)

Design target for
urban arterials is

LOS C

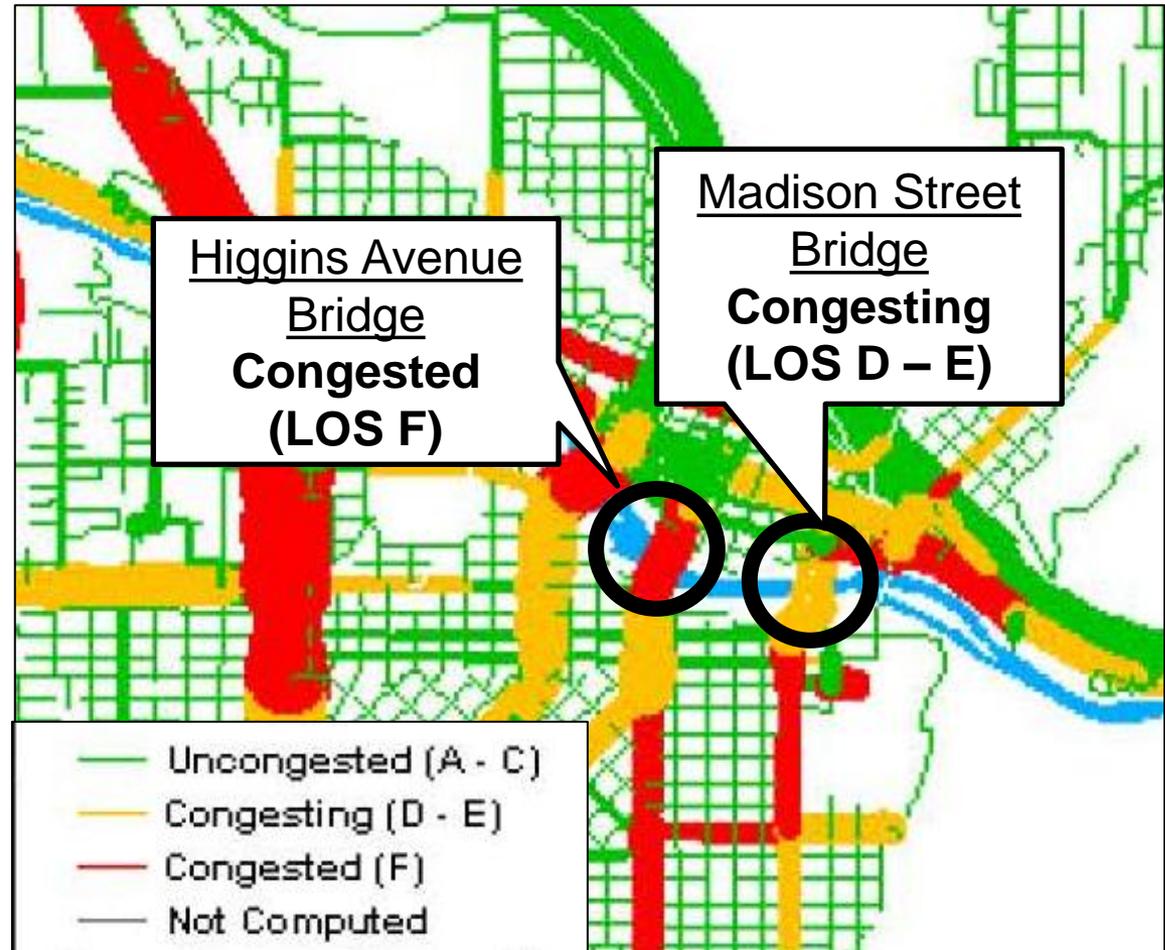


Bridge Segments

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.

Intersection LOS

Base Year (2013)

LEGEND

-  Level of Service - AM Peak Hour
-  Intersection Number
-  Level of Service - PM Peak Hour

Level of Service

-  A
-  B
-  C
-  D

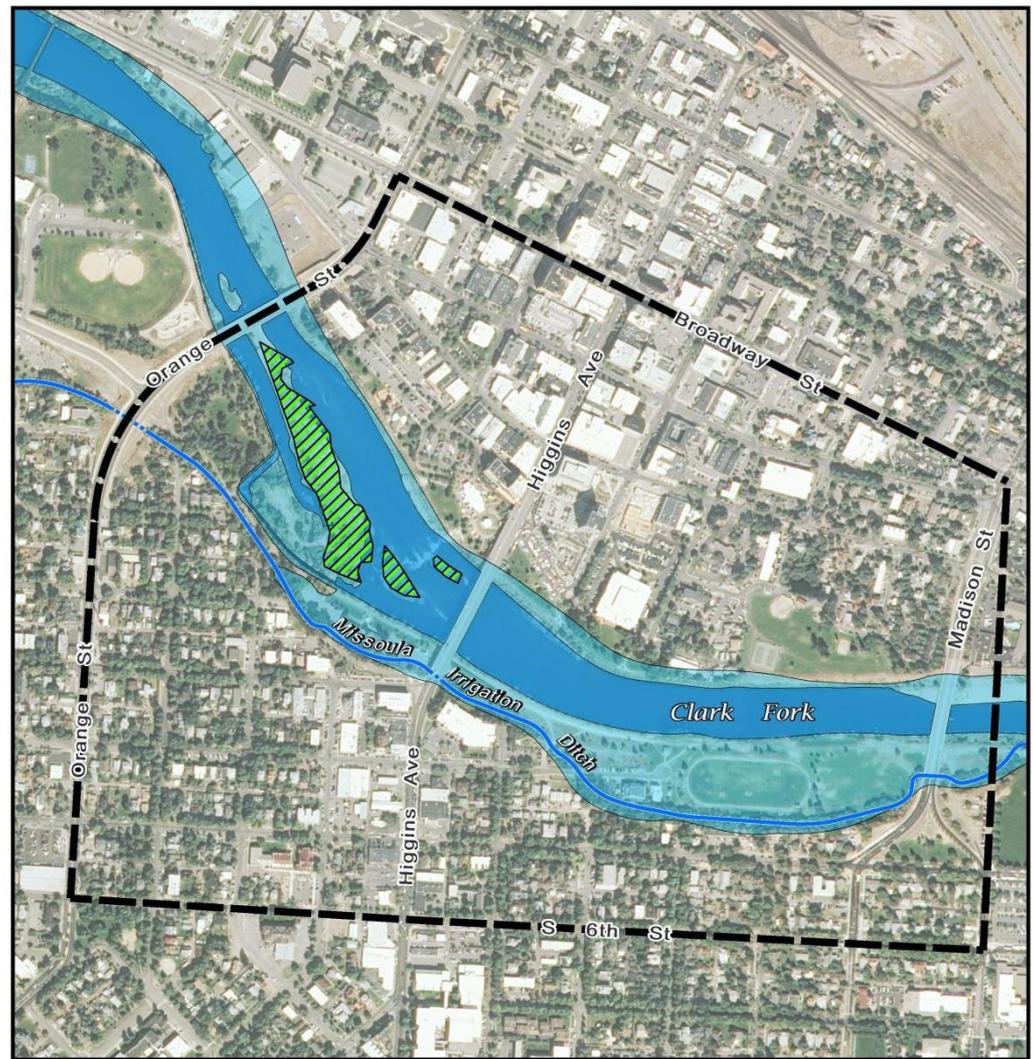
 Study Area Boundary



Environmental Conditions

Surface Waters, Wetlands, & Floodplains

- Clark Fork River
 - Impaired under Section 303(d) of the Clean Water Act
 - Considered navigable by the state
- Freshwater forested/shrub wetlands
- Within 100-year floodplain of the Clark Fork River



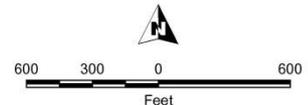
Surface Waters, Wetlands, and Floodplain

LEGEND

- Clark Fork
- FIRM 100-Year Flood Boundary
- NWI - Freshwater Forested/Shrub Wetlands
- Missoula Irrigation Ditch
- Study Area Boundary

-44-

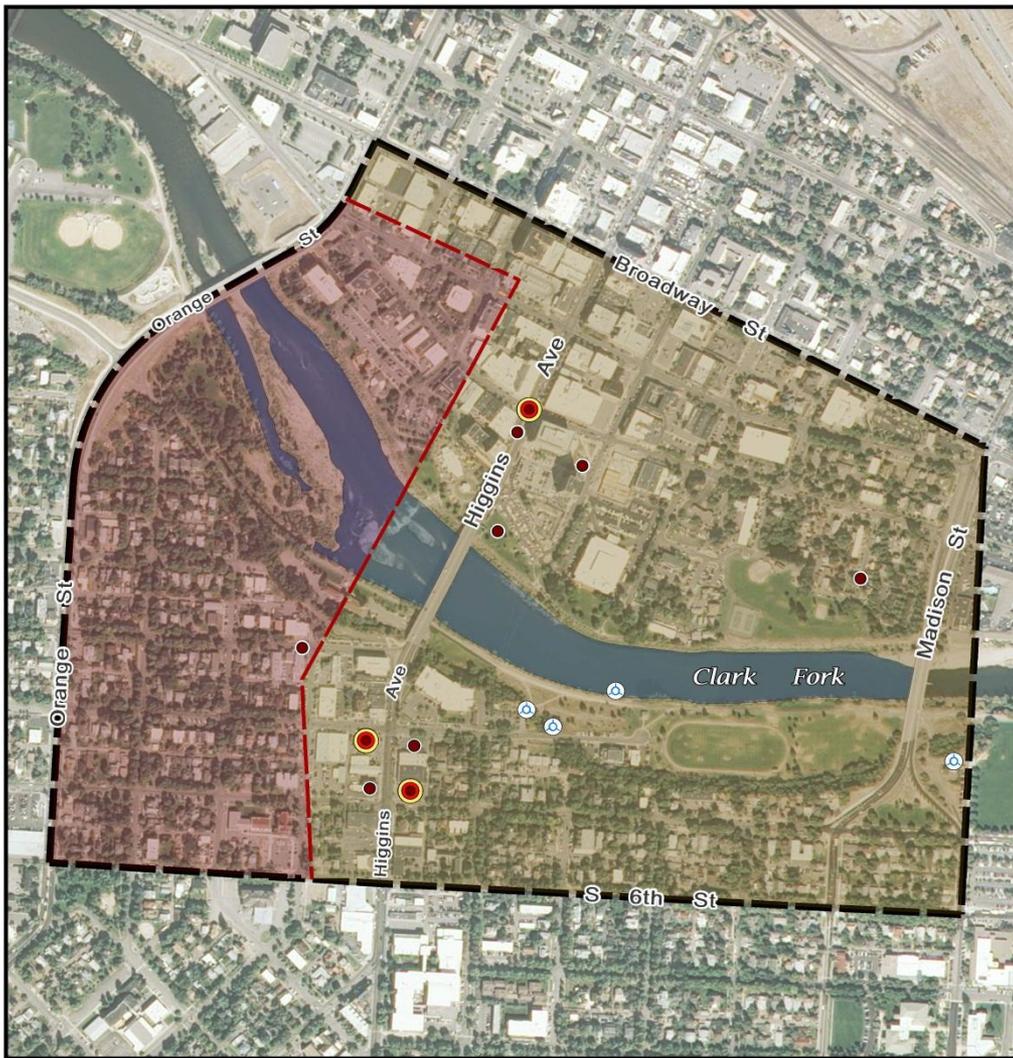
Path: H:\3311156\ArcGIS\Exhibits2013\SurfaceWaters\Floodplain.mxd
Date Saved: 5/24/2013 10:20:32 AM



Source: FEMA FIRM MAP 30063C14800
USFWS NWI Wetland Mapper, Date 2013
Montana NRIS Digital Atlas

Hazardous Materials and Public Water Supplies

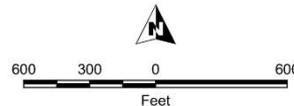
- Ten UST sites in proximity to bridges
- Three of the ten sites are reported as leaking
- Four public water supply locations in proximity to bridges



Hazardous Materials and Public Water Supplies

LEGEND

- Underground Storage Tanks
 - Leaking Underground Storage Tanks
 - Petroleum Release Compensation Sites
 - Public Water Supplies
- Mining Districts
- ▭ Petty Creek
 - ▭ Woodman
- ▬ Study Area Boundary



Source: Hazmat Environmental Data obtained from: Missouri NRIS, DEQ Remediation Division Data, Updated 9/2012 (website date). Data Accuracy and Location has not been verified by DOWL HKM.

Threatened & Endangered Species

Missoula County

Category	Common Name	Federal Status
Fish	Bull trout	Listed Threatened, Critical Habitat
Mammals	Canada lynx	Listed Threatened
	Grizzly bear	Listed Threatened
	North American wolverine	Proposed Threatened
Plants	Water howellia	Listed Threatened
	Whitebark pine	Candidate
Birds	Yellow-billed cuckoo	Candidate

- Bull trout most likely to occur in study area

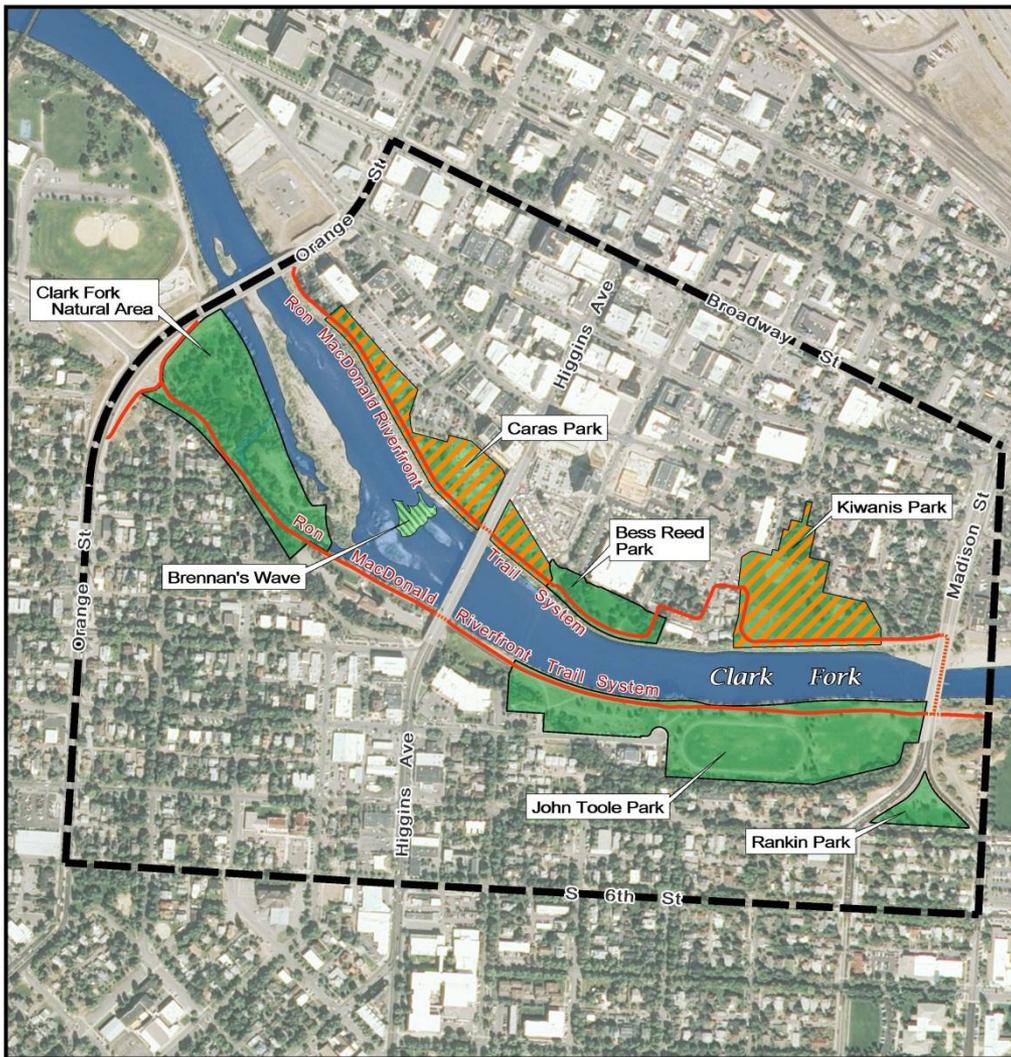
Species of Concern

Category	Common Name
Mammals	Fringed myotis
	Hoary bat
	Fisher
Birds	Great blue heron
	Harlequin duck
	Bald eagle
	Flammulated owl
	Pileated woodpecker
	Cassin's finch
Fish	Westslope cutthroat trout
	Lake trout
Reptiles	Western skink
Invertebrates	A subterranean amphipod
	A millipede
Plants	A lichen
	Obscure evening-primrose
	Missoula phlox



Recreational Resources

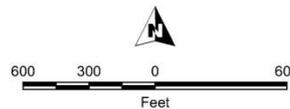
- Six public parks/open spaces in proximity to bridges
- Riverfront Trail System
- Brennan's Wave



Recreational Resources

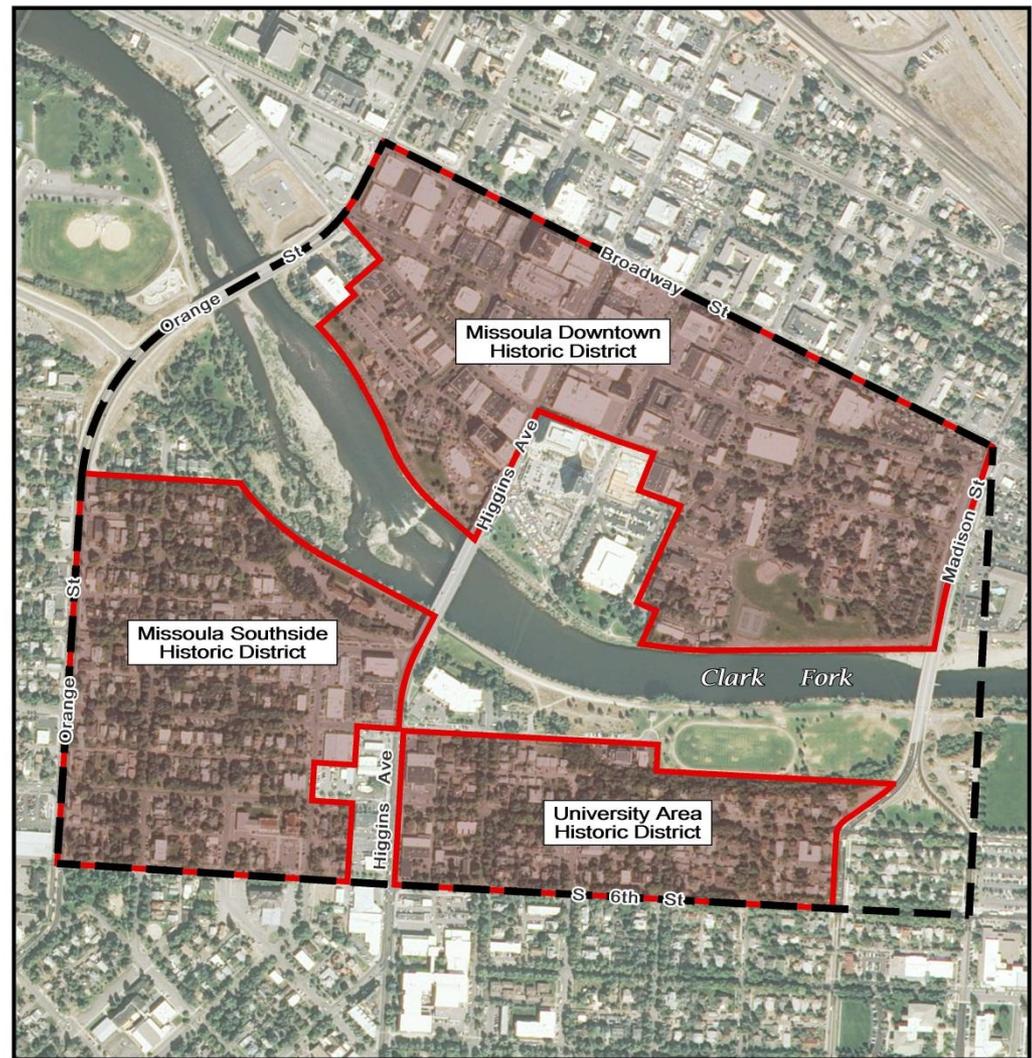
LEGEND

- Potential Section 4(f) Resources
- Potential Section 4(f) and Known Section 6(f) Resources
- Portions May Be Potential Section 4(f) Resources
- Study Area Boundary



Cultural Resources

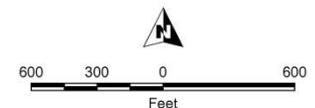
- Three historic districts within study area
- Individual properties within and outside the districts
- Bridges have not been surveyed or recorded as historic properties



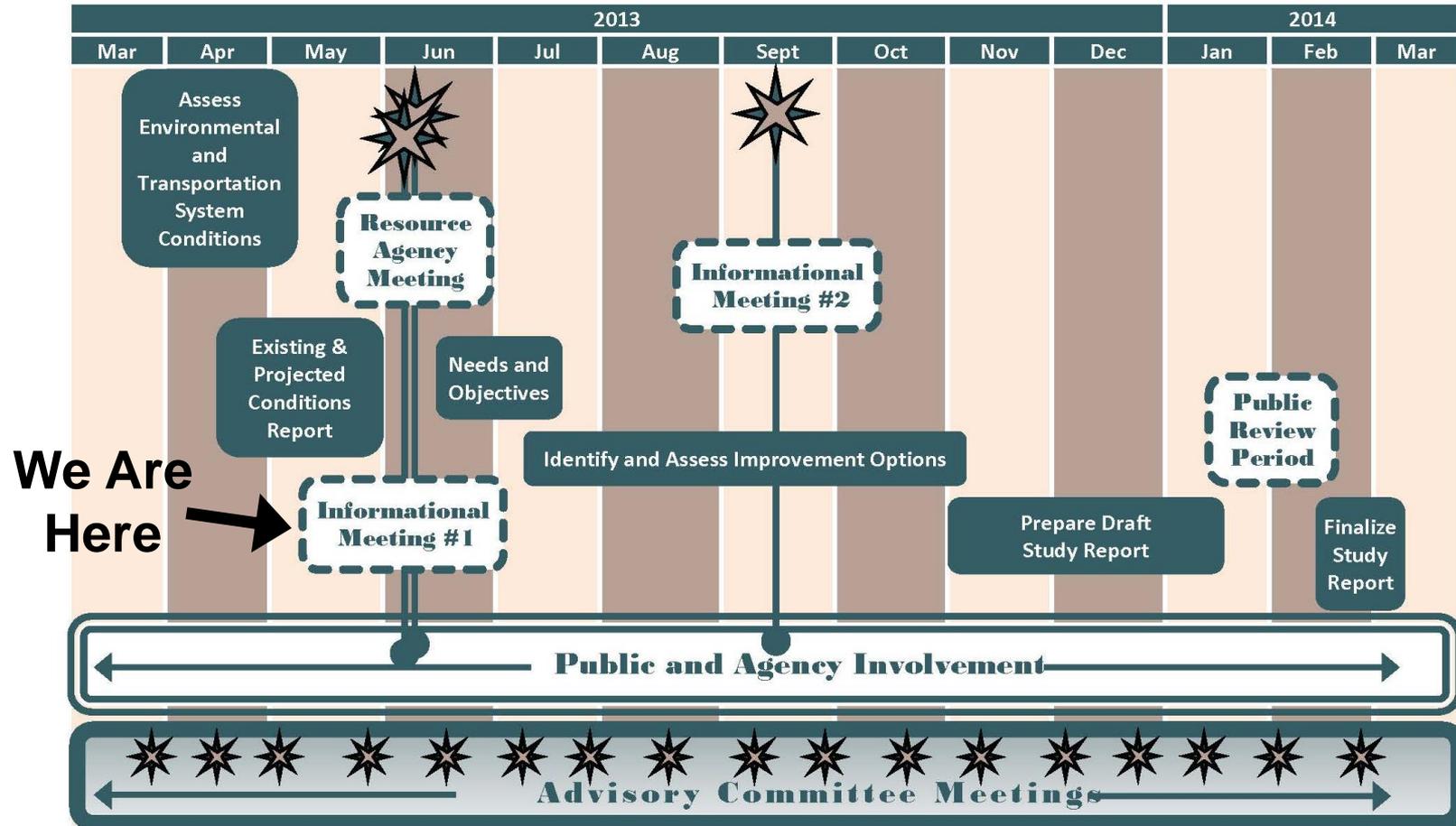
Historic Districts within Study Area

LEGEND

- Study Area Boundary
- ▭ Missoula Historic Districts



Next Steps



Part 2 – Breakout Session

Please join a station to discuss your issues/concerns!

Submit Comments:

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

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com



DOWL HKM

MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Corrina Collins
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: June 20, 2013

Subject: **Missoula Bridges Planning Study
Informational Meeting – June 12, 2013**

Introduction

An informational meeting for the Missoula Bridges Planning Study was held on June 12, 2013 at the Missoula Senior Center located at 705 South Higgins Avenue, Missoula, MT. The following MDT representatives and advisory committee members attended the meeting.

Corrina Collins	MDT – Rail, Transit and Planning Division
Sheila Ludlow	MDT – Rail, Transit and Planning Division
Chris Hardan	MDT – Bridge Bureau
Shane Stack	MDT – Missoula District
Ben Nunnallee	MDT – Missoula District
Kevin Slovarp	City of Missoula Engineering
Ellen Buchanan	Missoula Redevelopment Agency
Jason Wiener	Ward 1 City Council Member
Matt Mettler	DOWL HKM
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Twenty-eight (28) members of the public attended the informational meeting. Meeting attendees included Dave Strohmaier, Ward 1 Council Member; Bob Wachtel, Treasurer and Board Member of the Bike Walk Alliance for Missoula (BWAM); Kent Watson, BWAM Member; Charlie Beaton, Vice-Chairman of the Downtown Business Improvement District of Missoula; David Gray, City of Missoula Transportation Planner; Mike Haynes, Development Service Director for the City of Missoula; Sam Sill, Chamber of Commerce Member; and Bob Giordano, Executive Director of the Missoula Institute for Sustainable Transportation. Copies of the sign-in sheets are provided at the end of this memorandum.

Media Coordination and Newsletter

The informational meeting was advertised on May 30 and June 6, 2013 in the Missoula Independent. A press release was emailed to radio stations, newspapers, and other local media outlets on June 3, 2013. The study newsletter was posted to the study website. Copies of the display advertisement, press release, and newsletter are provided at the end of this memorandum.

Presentation

Shane Stack introduced the study, MDT representatives, and local advisory committee members. Sarah Nicolai explained the meeting format and planning study process. Sarah emphasized a planning study is not an environmental document or a design, right-of-way acquisition, or construction project. Sarah added this planning effort is not a lane configuration study for Higgins Avenue. A separate study would be needed to evaluate lane configuration options for Higgins Avenue.

The presentation continued with an overview of the study area. Sarah highlighted key findings from the existing and projected conditions report, including transportation system conditions and environmental conditions. A copy of the presentation is provided at the end of this memorandum.

Breakout Sessions

Following the presentation, attendees separated into smaller groups. Moderators noted attendee's issues and concerns during the breakout sessions and then shared common themes with the full group of attendees. Common themes pertaining to the two study bridges are summarized below.

Inadequate Bicycle/Pedestrian Facilities

Safety concerns were expressed for pedestrians and cyclists crossing the Higgins Avenue and Madison Street Bridges. Meeting attendees noted it is uncomfortable for cyclists to cross the bridges due to vehicle proximity and vehicular speed. Meeting attendees expressed their desire for wider bicycle lanes and sidewalks. Attendees noted the current sidewalks do not accommodate people stopping to enjoy the view and pedestrians crossing the bridge at the same time.

Suggestions (may appear in more than one category)

- Wider sidewalks on both sides of bridges to accommodate multiple wheelchairs or baby carriages
- Wider bicycle lanes
- Bump out/observation viewing area on west side of the Higgins Avenue Bridge
- Separate bicycle/pedestrian bridge underneath the Higgins Avenue Bridge

Lane Configuration

Striping and lane configuration on and adjacent to the bridges was noted as a concern. Vehicles in the outside lanes move to the left to provide more room for cyclists, creating safety issues for vehicles in the inside lanes.

Suggestions (may appear in more than one category)

- Wider bicycle lanes
- Updated striping to delineate vehicular and bicycle lanes

Bridge Deck Surface Deterioration

Meeting attendees noted the pavement condition (e.g., cracking, potholes) and expansion joints on the bridges are unsafe for pedestrians and cyclists crossing the two bridges. The age of the bridges was noted as a concern.

Suggestions (may appear in more than one category)

- Pavement and expansion joint repair

Environmental Concerns

Meeting attendees expressed concern about bridge drainage into the river.

Suggestions (may appear in more than one category)

- Appropriate bridge drainage features

Connectivity and Accessibility

Meeting attendees expressed concern about the lack of connectivity and accessibility to the river, parks, and other features near the bridges. Accessibility concerns were noted along both bridges, specifically access to Caras Park from the Higgins Avenue Bridge and access to the separate bicycle/pedestrian bridge underneath the Madison Street Bridge.

Suggestions (may appear in more than one category)

- Ramps from the Higgins Avenue Bridge to Caras Park
- Ramps from the Madison Street Bridge to the separate bicycle/pedestrian bridge

Aesthetic Appeal

Meeting attendees noted both bridges are aesthetically unappealing.

Suggestions (may appear in more than one category)

- Attractive lighting
- Bulbouts with benches

Bridge Railings

Meeting attendees explained bridge railings are inadequate and pose a safety concern. The Higgins Avenue Bridge railing was identified as unsafe for young children and pets due to rail spacing and height. Attendees noted the inside railing on the Higgins Avenue Bridge may be inadequate to protect pedestrians from a potential collision with a vehicle, and minimizes the usable sidewalk width.

Suggestions (may appear in more than one category)

- Bridge and pedestrian railings that meet current design standards
- Wider sidewalks

Higgins Avenue Bridge Lane Configuration

Some meeting attendees expressed a desire for a reduction in the number of lanes, while other meeting attendees expressed a desire for additional lanes.

Suggestions (may appear in more than one category)

- Appropriate number of lanes on the Higgins Avenue Bridge

Other Issues and Concerns

Attendees noted wind and noise concerns for pedestrians and cyclists crossing the bridges.

Suggestions (may appear in more than one category)

- Consideration of wind and noise effects

Written Comments

Five written comments were received at the informational meeting. Comments were generally related to the condition of the bridges, aesthetic appeal, sidewalks, and vehicular capacity. Copies of written comments are provided at the end of this memorandum.

Informational Meeting #1

Wednesday, June 12, 2013

Missoula, MT

Please Identify Your Most Important Issues/Concerns:

Issues/Concerns	Madison Street Bridge	Higgins Avenue Bridge
Structural Deterioration		
Sidewalk	too dangerous to use	very unsafe - unsafe railing
Bicycle/Pedestrian Accommodation	none - really	inadequate
Roadway Capacity		
Accessibility		
Roadway Safety		
Other (describe):		

MDT invites your comments:

Sidewalk - (Higgins) - is a joke. there is no curb rail on curb along outside edge - space is too great - a child could easily fall under the rail

Please provide your name and address to receive additional study information.

Name: Kent Watson

Address: 210 N Higgins Ave #334
Missoula MT 59802

E-mail: kentw@blackfoot-net

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

Informational Meeting #1

Wednesday, June 12, 2013

Missoula, MT

Please Identify Your Most Important Issues/Concerns:

Issues/Concerns	Madison Street Bridge	Higgins Avenue Bridge
Structural Deterioration		
Sidewalk		
Bicycle/Pedestrian Accommodation		
Roadway Capacity		
Accessibility		
Roadway Safety		
Other (describe):		

MDT invites your comments:

15 yrs we begged, pleaded, etc to get 4 lanes on Higgins — now we want to backward? 3 lanes. We have more people, traffic, businesses, cars on so side.
 Build bike lanes on the sides or under the bridge.
 Limiting police, ambulance, fire trucks, food trucks w 3 lanes.
 We have more cars than bikes!!! Remember

Please provide your name and address to receive additional study information.

Name: Carma Gilegan

Address: 1000 Cherry
Missoula, MT 59802

E-mail: N/A

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

our numbers.

Why aren't the bridges lasting 75 yrs — w eye?

Informational Meeting #1

Wednesday, June 12, 2013

Missoula, MT

Please Identify Your Most Important Issues/Concerns:

Issues/Concerns	Madison Street Bridge	Higgins Avenue Bridge
Structural Deterioration	yes?	yes?
Sidewalk		
Bicycle/Pedestrian Accommodation		Needs 6-8ft
Roadway Capacity		
Accessibility		too narrow for wheelchairs, baby carriages
Roadway Safety		
Other (describe):	lane width: can be 11'	

MDT invites your comments:

LOS on Higgins - personal observation: for cars: A (they move at 25 mph & we never see traffic backed up). LOS for Peds: D

Higgins is in a special area of high ped. bike choice. It could function well as 2-lanes - a 2-lane (on 3 w/ left turn island) all the way from X's to 39th.

Please provide your name and address to receive additional study information.

Name: Ethel McDonald

Address: 316 W Central
Missoula, MT 59801

E-mail: bike4ethel@gmail.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

Informational Meeting #1

Wednesday, June 12, 2013

Missoula, MT

Please Identify Your Most Important Issues/Concerns:

Issues/Concerns	Madison Street Bridge	Higgins Avenue Bridge
Structural Deterioration		
Sidewalk	yes ✓	yes ✓
Bicycle/Pedestrian Accommodation		✓
Roadway Capacity	In both cases contexts the current MDT LOS is a deeply flawed standard.	
Accessibility		
Roadway Safety		✓ Southbound crossing
Other (describe):		

MDT invites your comments:

Although the bridges are Higgins and Madison, the study area extends to Orange Street but stops at Madison. I have been asked about this incongruity and don't have an answer.

Access from Madison deck to underbridge and vice versa

Please provide your name and address to receive additional study information.

Name:

Jason Wiener

Address:

1122 Jackson
Missoula MT 59802

E-mail:

406-542-3232

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

240 Keith Ave.

Missoula, MT 59801

Mr. Ed Toavs

Montana Dept. of Transportation

PO Box 7039

Missoula, MT 59807

June 12, 2013

Re: The June 12, 2013, public meeting in Missoula concerning the Higgins Bridge

I will not be able to attend the meeting tonight at the Senior Center concerning the bridges in Missoula and the long term planning for their repair, replacement, etc. But I did want to express my concerns specifically about the **Higgins Bridge**, the gateway to the downtown Missoula business district and all the activities at Caras Park. Repairs are desperately needed right now so that whatever the long-range plans, I hope **some immediate repairs can be made to this important bridge.**

I walk over the Higgins Bridge several times a week, and I urge all of you addressed in this letter to do the same. If you do, you will easily see what is detailed below:

- Until recently, the concrete was so pock-marked that the metal grating was visible through the crumbling concrete. It may not have been unsafe, but it sure looked that way. Now patches of cement dot the bridge as patches to all those many spots. This is better, but, of course, looks like what it is, a temporary (for how long?) fix.
- Now there is duct tape and cardboard (Yes, really!!) stretched across several areas of the bridge. Truly you need to walk both sides and see this to believe it.
- The railings are peeling paint, rusted, and look like left-over pieces of junk.
- The yellow paint has worn off the street/bridge divide.

The city can hang whatever banners from the posts along the bridge, but the bridge itself is in a terrible state of which reflects terribly on the City of Missoula. It is an embarrassment.

Thank you for noting my concerns. I hope to hear from you about **the immediate repair plans** for the Higgins Bridge.

Sincerely,

A handwritten signature in cursive script that reads "Donna Koch". The first letter 'D' is large and loops around the start of the name.

Donna Koch

Cc: Mayor John Engen, Dave Strohmaier, Jason Wiener, Adam Hertz, Cynthia Wolken, Alex Taft, Bob Jaffe, John Wilkins, Caitlin Copple, Dick Haines, Mike O'Herron, Ed Childers, Marilyn Marlen

Stoner, David

From: Grant, Paul <pgrant@mt.gov>
Sent: Thursday, September 05, 2013 2:33 PM
To: Zanto, Lynn (MDT); Collins, Corrina; Strizich, Carol; Nicolai, Sarah
Cc: Toavs, Ed; Stack, Shane
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Thursday, September 05, 2013 2:29 PM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 09/05/2013 14:28:44
Project Commenting On: MissoulaBridges
Name: Jennifer Meyer-Vaughan
City: Missoula
State/Province: MT
Postal Code: 59804
Email Address: tinydancerjen@hotmail.com

Comment or Question:

I appreciate that you are looking into Higgins and Madison St bridges, but what's going on with the Russell St bridge? Most Missoulians I know have major concerns over the Russell St bridge. Please update me on this issue. Thank you.

Submitter's IP address: 184.166.83.215

Reference Number = picomment_307403564453125

Stoner, David

From: Pari LeCoure <palcoure@hotmail.com>
Sent: Tuesday, October 01, 2013 12:32 AM
To: Nicolai, Sarah
Subject: Missoula bridges

I am appalled that no one is concerned about the Russell Street bridge..on any given day there are long lines of traffic and one only needs to be on the bridge to know the danger potential. Hopefully it won't take something major for the current Missoula staff to promote and prioritize state attention to it.

Sent from my iPod

June 6, 2013

To: Resource Agency Distribution

Subject: Missoula Bridges Planning Study
Resource Agency Meeting
Wednesday, June 26, 2013 from 10:00 a.m. to 12:00 p.m.

The Montana Department of Transportation (MDT) has initiated a planning study to identify potential bridge improvement options for the Higgins Avenue and Madison Street Bridges in the city of Missoula, Montana. The study area is located within township 13 north, range 19 west, sections 21 and 22. This study is a planning-level evaluation; it is not a design, maintenance, or construction project. Depending on need and funding availability, improvement options may be forwarded from this planning-level study and developed into projects at a later date.

MDT invites you to attend a resource agency meeting for the Missoula Bridges Planning Study. The purpose of the meeting is to provide an overview of the planning study, identify existing environmental conditions in the study area, and to discuss any issues or concerns regarding environmental resources that may be affected by potential improvement options.

When: **Wednesday, June 26, 2013 from 10:00 a.m. to 12:00 p.m.**

Where: **MDT Planning Division** or **MDT Missoula District**
Conference Room A
2960 Prospect Avenue
Helena, MT 59601
2100 W. Broadway
Missoula, MT 59807

Remote video and telephone accommodations will be provided at the MDT Missoula District Office.

Please review the enclosed CD containing the draft environmental scan report and the draft existing conditions report for this study. If you will not be attending the resource agency meeting, please forward these files to an appropriate agency designee.

Please provide comments on the enclosed reports by **Wednesday, July 10, 2013** to Corrina Collins at the address indicated on the letterhead. Additional information about the study is available at the study website (<http://www.mdt.mt.gov/pubinvolve/missoulabridges/>).

Please contact Sarah Nicolai, Consultant Project Manager, by **Wednesday, June 19, 2013** to confirm your participation in the resource agency meeting.

Sarah Nicolai
DOWL HKM
P.O. Box 1009
Helena, MT 59624
406.324.7412
snicolai@dowlhkm.com

Thank you in advance for your agency's participation.

Sincerely,



Tom Martin
Environmental Services Bureau Chief

Enclosure: CD containing electronic versions of draft reports

Resource Agency Distribution:

Julie DalSoglio, U.S. Environmental Protection Agency
Mike McGrath, U.S. Fish and Wildlife Service
Todd Tillinger, U.S. Army Corps of Engineers
Tony Liane, Montana Department of Natural Resources and Conservation
Dana Boruch, Montana Department of Natural Resources and Conservation
Bonnie Lovelace, Montana Department of Environmental Quality
Jeff Ryan, Montana Department of Environmental Quality
Dean Yashan, Montana Department of Environmental Quality
Mack Long, Montana Fish, Wildlife and Parks
David Schmetterling, Montana Fish, Wildlife and Parks
Michael Thompson, Montana Fish, Wildlife and Parks
Mark Baumler, Montana State Historic Preservation Office
Wade Humphries, City of Missoula Code Compliance Division

Copy (without CD): Tom Martin, MDT Environmental Services Bureau Chief
Doug Lieb, MDT Environmental Services Bureau
Corrina Collins, MDT Statewide & Urban Planning
Missoula Bridges Advisory Committee
File

Resource Agency Meeting

Monday, June 17, 2013
Helena and Missoula, MT

AGENDA

- **Welcome and introductions**
- **Overview of planning study process**
- **Existing transportation system conditions**
- **Key findings from draft environmental scan**
 - Physical environment
 - Biological resources
 - Social and cultural resources

Questions/comments are welcome throughout the presentation.

Visit the website at:

<http://www.mdt.mt.gov/pubinvolve/missoulabridges/>

Resource Agency Meeting

Monday, June 17, 2013

**Montana Department of Transportation
Planning Division – Conference Room C
2960 Prospect Avenue
Helena, MT**

10:00 a.m. to 12:00 p.m.



Welcome & Introductions

Meeting Format

Informal Presentation

- Overview of planning study process
- Existing transportation system conditions
- Key findings from draft environmental scan
 - ⊙ Physical environment
 - ⊙ Biological resources
 - ⊙ Social and cultural resources

Questions/comments welcome throughout the presentation.

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:

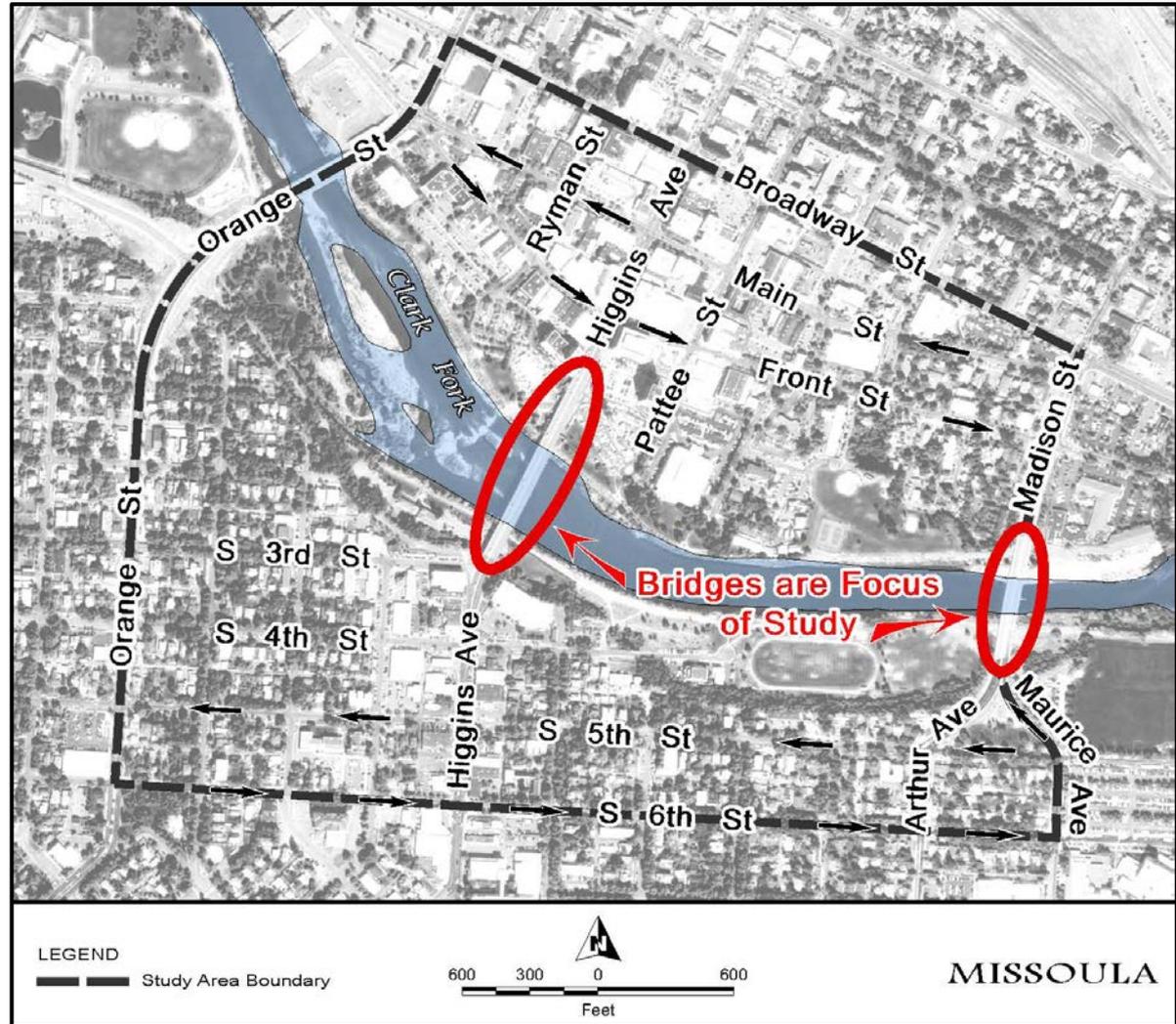
- A design, right-of-way acquisition, or construction project
- An environmental compliance document
- A lane configuration study for Higgins Avenue

What are the Steps?

- Existing Conditions
- Public Meeting # 1
- **Resource Agency Meeting**
- Needs and Objectives
- Potential Improvement Options
- Public Meeting # 2
- Draft Study Report
- Public/Agency Review Period
- Final Study Report



Study Area



Transportation System Conditions

Bridge Characteristics

● Higgins Avenue Bridge (MDT Route U-8113 at RP 0.23)

- ⦿ Urban minor arterial
- ⦿ Constructed in 1962
- ⦿ Approximately 972 feet long

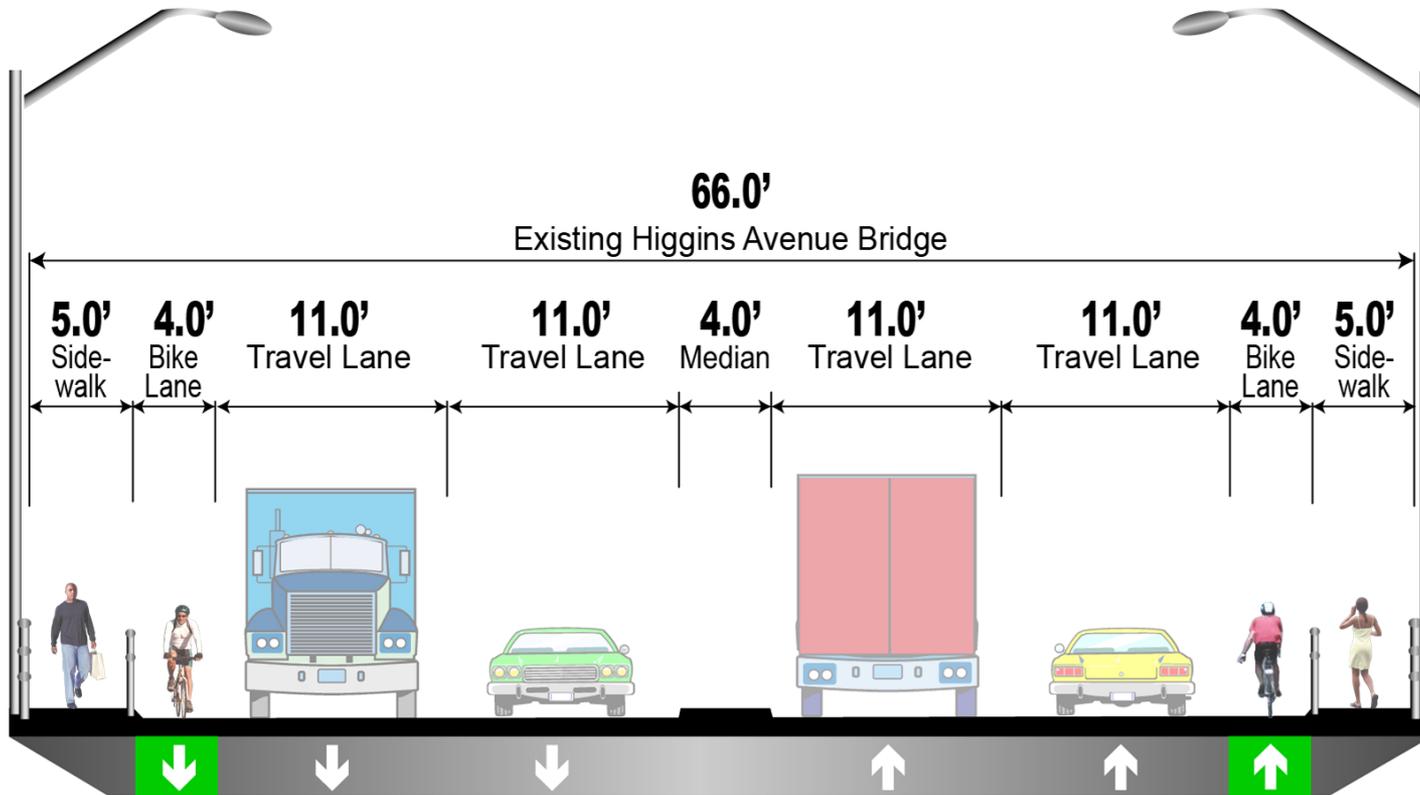


● Madison Street Bridge (MDT Route P-7 at RP 95.05)

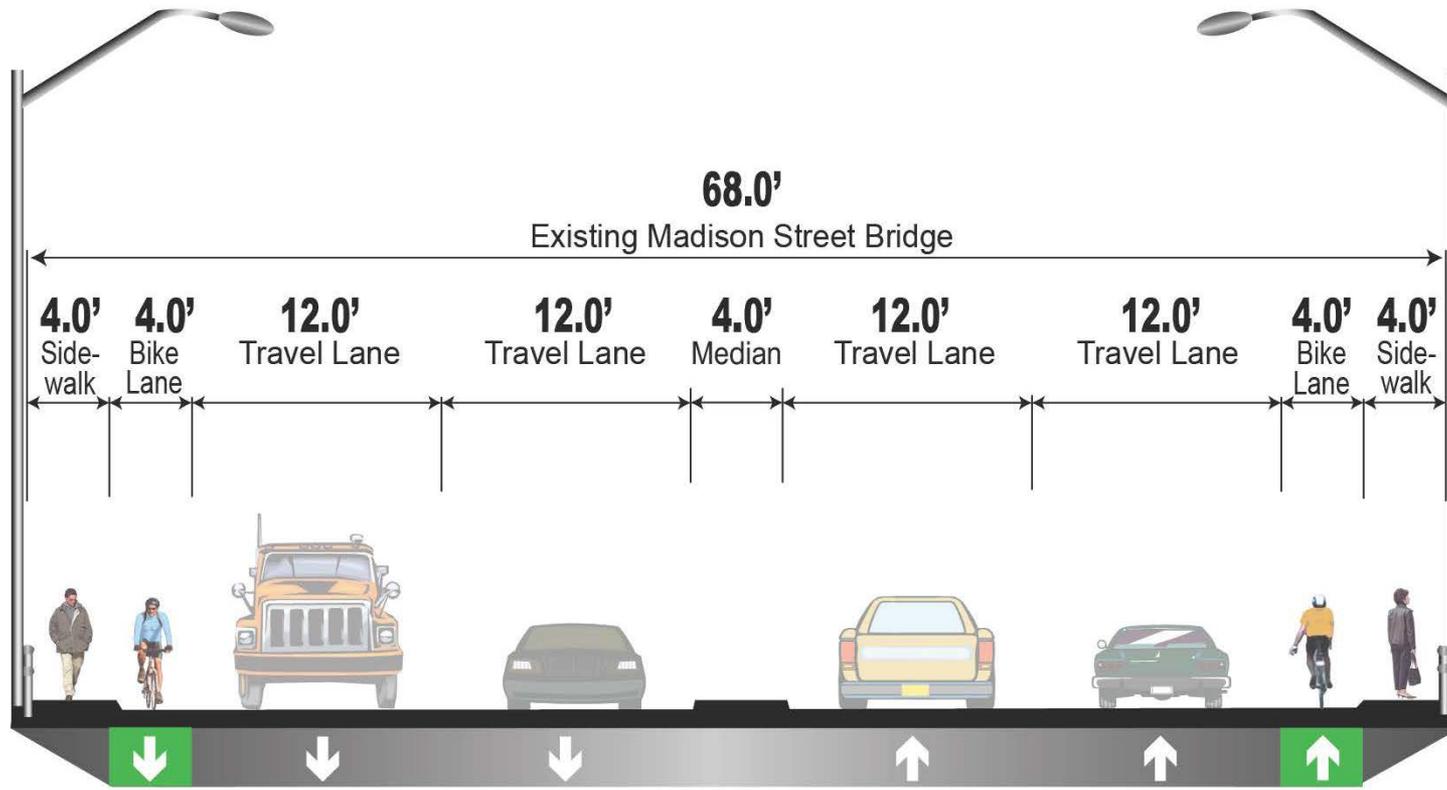
- ⦿ Urban principal arterial
- ⦿ Constructed in 1958
- ⦿ Approximately 552 feet long



Higgins Avenue Bridge Existing Lane Configuration



Madison Street Bridge Existing Lane Configuration



Structural/Functional Definitions

● Structurally Deficient

- ⦿ Structural elements are in poor condition or bridge was designed using smaller loads than current legal load limit.

● Functionally Obsolete

- ⦿ Bridge was built to standards no longer used today.

● Fracture Critical

- ⦿ Bridge does not include redundant supporting elements.

Terms do not imply bridges are unsafe.

Bridges do not meet current standards and may require higher maintenance/repair to remain in service.

Sufficiency Rating & Funding Eligibility

● Rating Criteria

- ⦿ Based on a 0 (worst) to 100 (best) scale
- ⦿ Lower sufficiency rating = higher funding priority

● Eligibility for Rehabilitation

- ⦿ Structurally deficient or functionally obsolete and
- ⦿ Sufficiency rating of 50 to 80

● Eligibility for Replacement

- ⦿ Structurally deficient or functionally obsolete and
- ⦿ Sufficiency rating of 0 to 49.9

Structural/Functional Status

Element	Higgins Avenue	Madison Street
Sufficiency Rating	61.4	35.5
Structure Status	Structurally Deficient	Structurally Deficient
Functional Status	Not Functionally Obsolete	Functionally Obsolete
Fracture Critical Status	Fracture Critical	Fracture Critical
Eligibility Status	Eligible for Rehabilitation	Eligible for Replacement

Field Review – Structural Elements



Confirmed MDT Inspection Reports

- Concrete deterioration
- Corroding steel
- Leaking joints

Seismic Rating

○ Criteria

- Bridge's structural vulnerability
- Seismicity of the bridge site
- Bridge's importance as a vital transportation link

○ Range

- 7 (least vulnerable) to 100 (most vulnerable)
- Montana average is 24.4
- Most vulnerable in Montana is 66

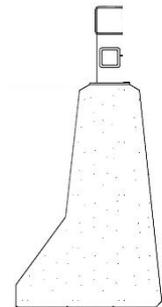
○ Higgins Avenue Bridge: 45

○ Madison Street Bridge: 46

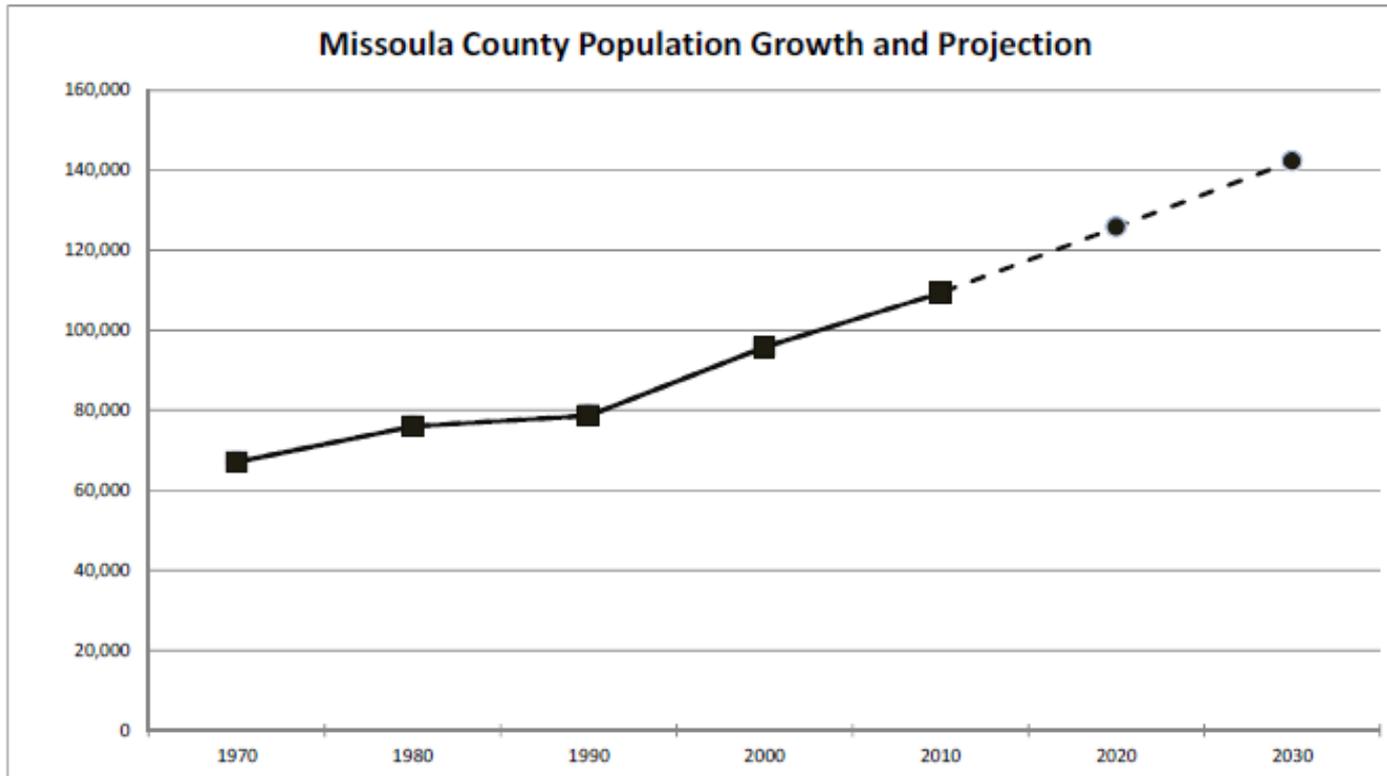
Field Review – Bicycle/Pedestrian Elements



- Concrete deterioration
- Ramp discontinuities
- Railing type and height
 - ⊙ Crashworthy barrier required
 - ⊙ Minimum height of 43 inches
- Usable width

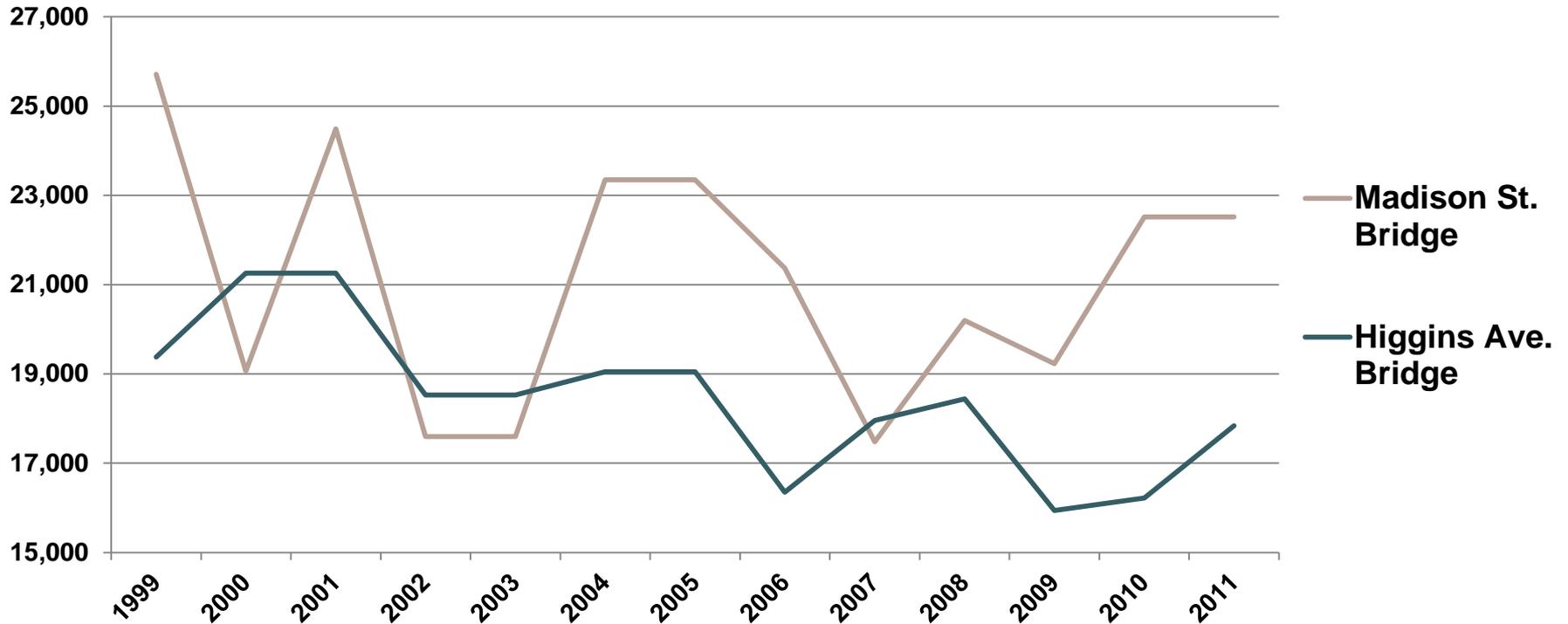


Population Growth



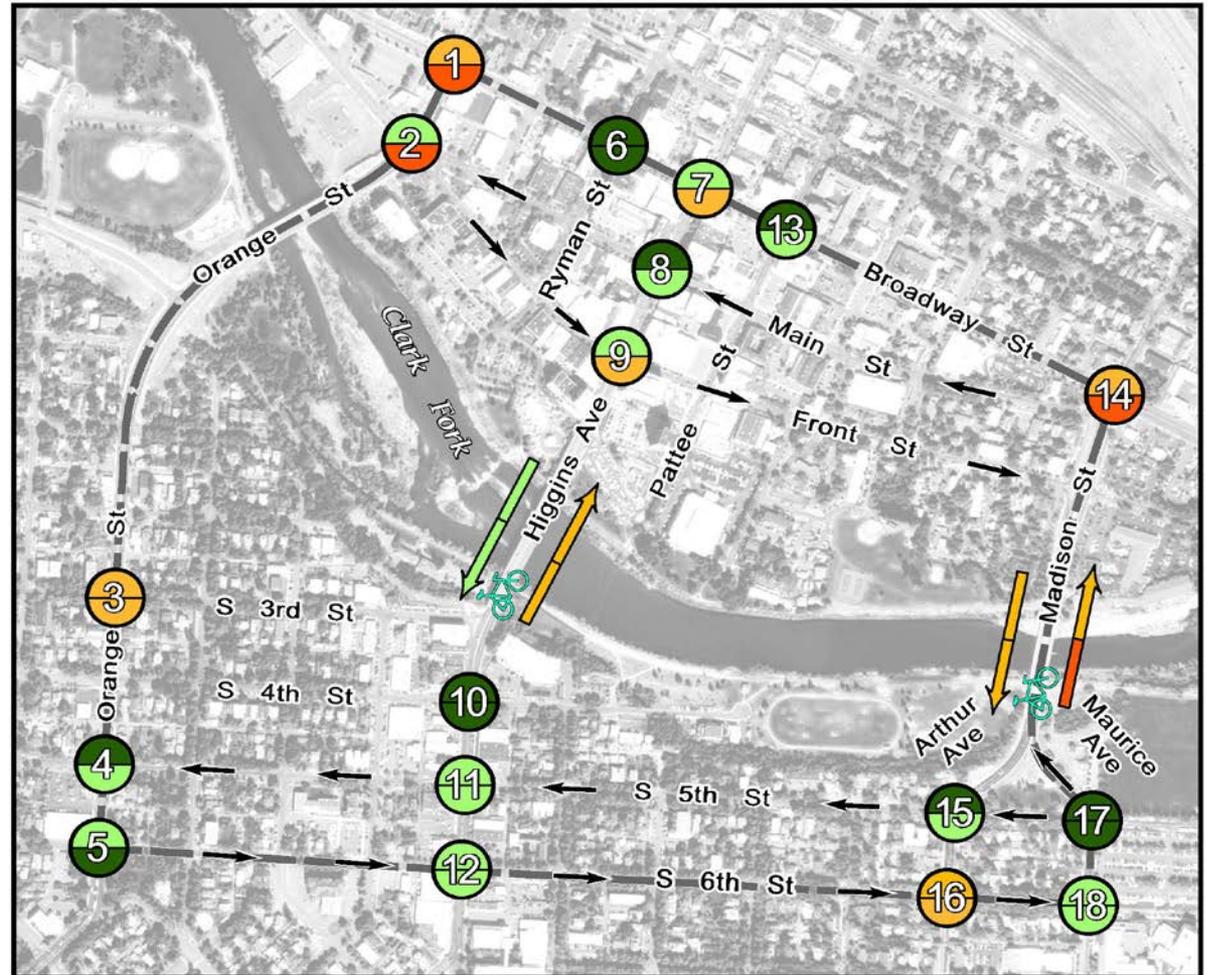
Source: Montana Department of Commerce with permission from NPA Data Services, Inc.,

Annual Average Daily Traffic (AADT) Volumes (1999 - 2011)



LOS Results

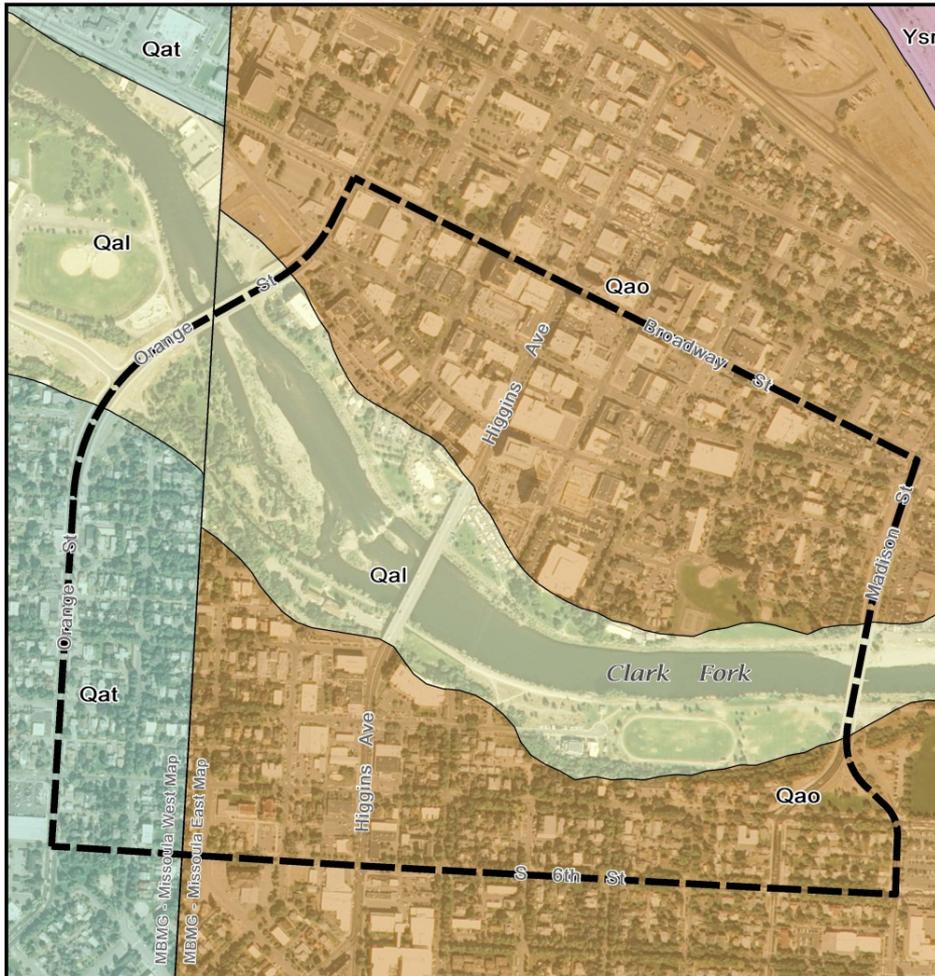
Level of Service	
A	
B	
C	
D	
E	
F	



Environmental Conditions

Soil and Geologic Resources

- No prime farmland, unique farmland, or farmland of statewide or local importance
- Alluvium of older and active stream channels and floodplains



Geologic Map

LEGEND

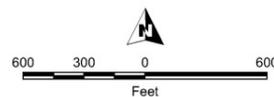
MBMG CODE - Missoula West

- Qal - Alluvium of Alluvial Terrace Deposits
- Qat - Alluvium of Modern Channels and Flood Plains

MBMG CODE - Missoula East

- Qal - Alluvium of Modern Channels and Flood Plains
- Qao - Older Alluvium of Tributaries
- Ysn - Snowslip Formation

Study Area Boundary

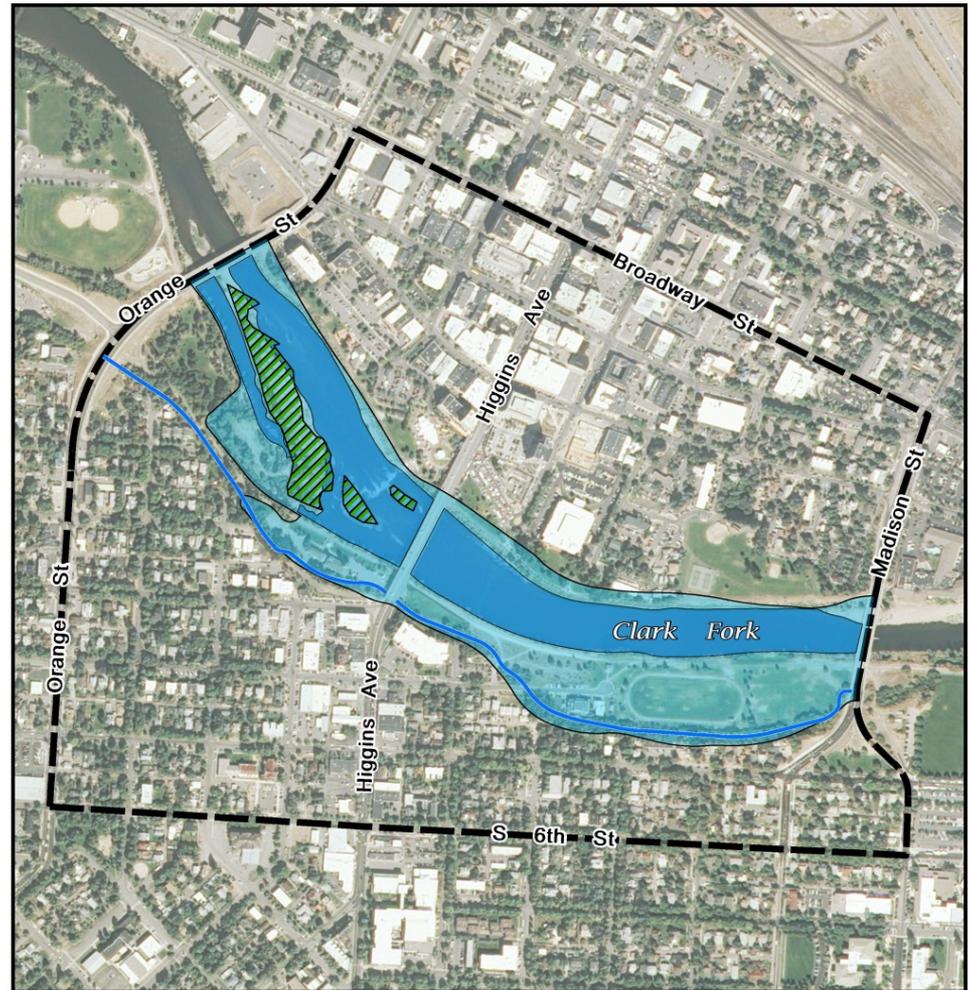


Source: Geologic Map of the Montana Part of the Missoula West 30' x 60' quadrangle, Lewis, 1998, MBMG: Open File Report 373.
 Geologic Map of the Missoula East 30' x 60' quadrangle, Lonn and others, 2010, MBMG: Open File Report 593.

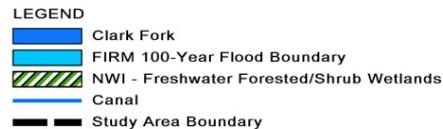
Surface Waters, Wetlands, & Floodplains

- Clark Fork River
 - Impaired under Section 303(d) of the Clean Water Act
 - Considered navigable by the state
- Freshwater forested/shrub wetlands
- Within 100-year floodplain of the Clark Fork River

**figure
pending**



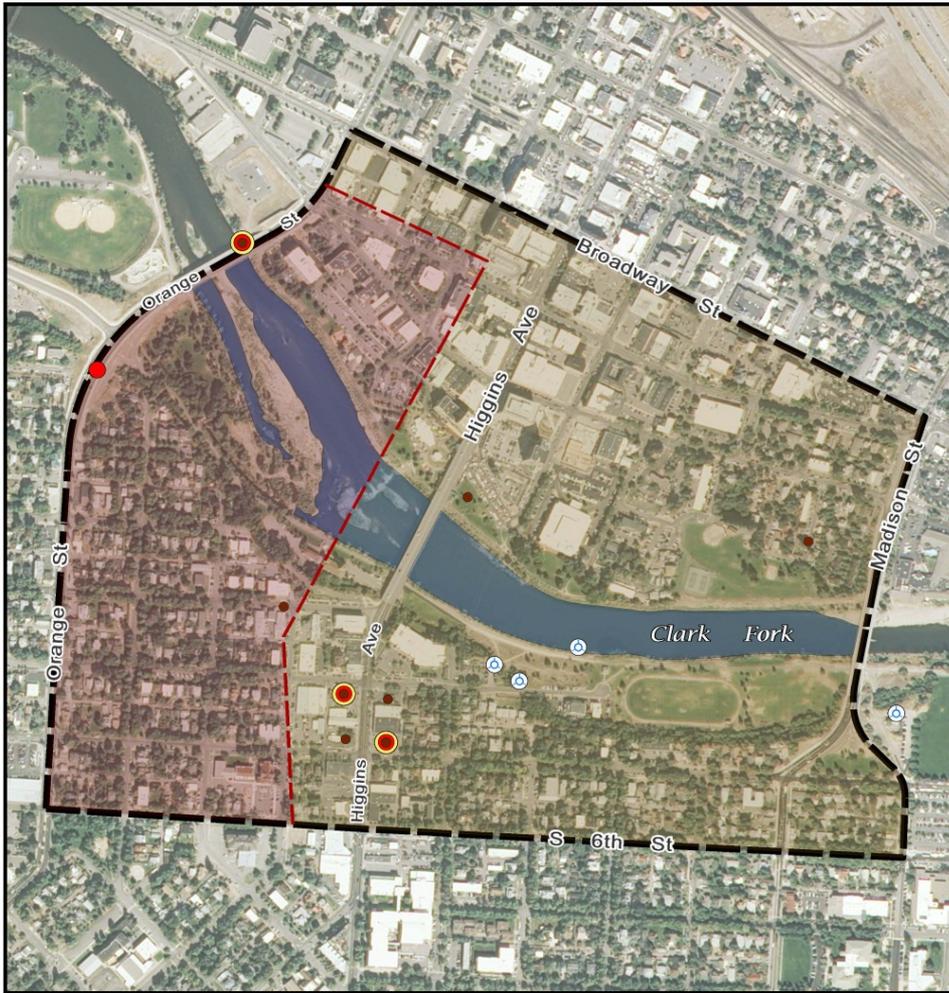
Surface Waters, Wetlands, and Floodplain in the Study Area



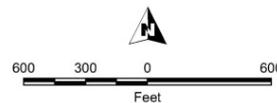
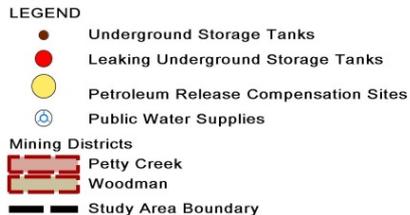
Source: FEMA FIRM MAP 30063C14800
USFWS NWI Wetland Mapper, Date 2013
Montana NRIS Digital Atlas

Hazardous Materials and Public Water Supplies

- Nine UST sites
- Four of the nine sites are reported as leaking
- Three public water supply locations between the two bridges



Hazmat Materials Sites



Source: Hazmat Environmental Data obtained from: Montana NRIS, DEQ Remediation Division Data, Updated 9/26/2011 (website date). Data Accuracy and Location has not been verified by DOWL HKM.

Path: H:\33\11156\ArcGIS\Exhibits\2013\Hazmat\Map
Date Saved: 4/2/2013 4:18:29 PM

Migratory Bird Treaty Act



- Several bird species in the study area are protected under MBTA
- Cliff swallow nests under Madison Street Bridge

Aquatic Resources

- Brook trout (Rare) • Brown trout (Rare) • Bull trout (Rare) • Lake trout (Rare)
- Largemouth bass (Rare) • **Largescale sucker (Abundant)** • **Longnose dace (Common)**
- **Longnose sucker (Abundant)** • **Mountain whitefish (Common)** • Northern pike (Rare)
- Pumpkinseed (Rare) • **Rainbow trout (Common)** • Rocky Mountain sculpin (Unknown)
- Westslope cutthroat trout (Rare) • Yellow perch (Rare)



Largescale sucker



Mountain whitefish

Threatened & Endangered Species

Missoula County

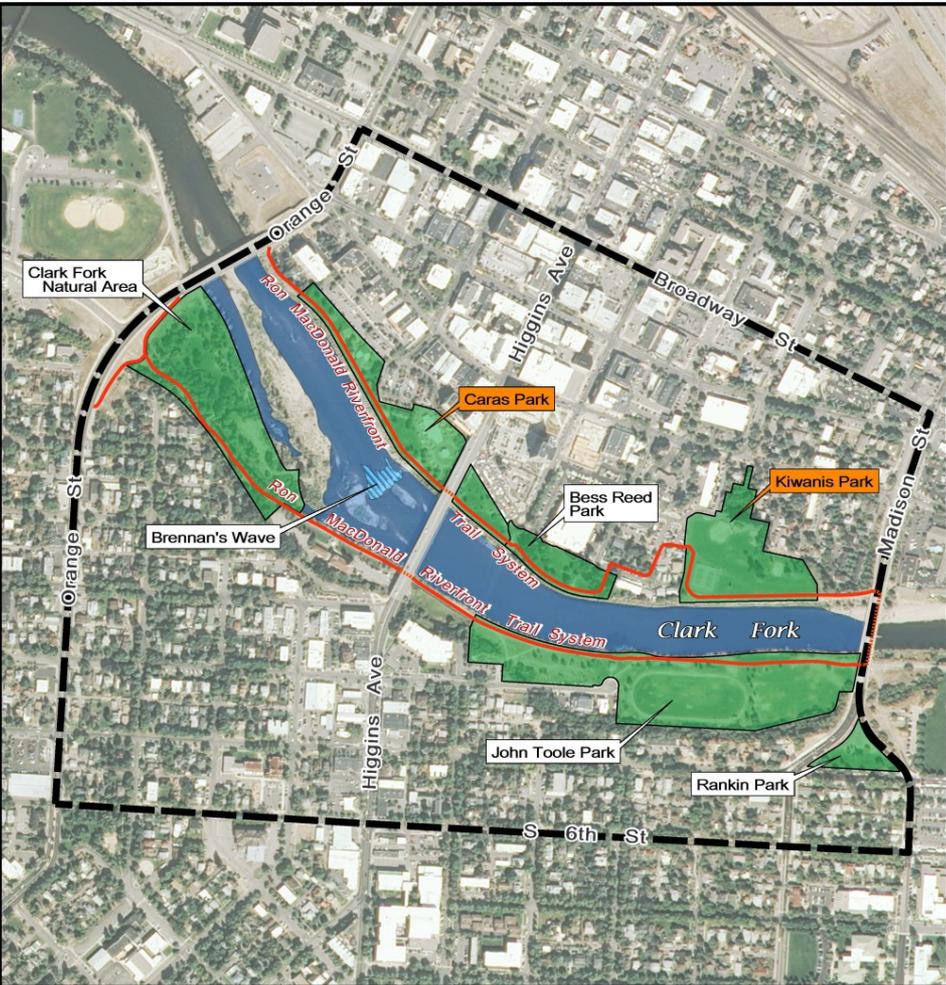
Category	Scientific Name	Common Name	Federal Status
Fish	<i>Salvelinus confluentus</i>	Bull trout	Listed Threatened, Critical Habitat
Mammals	<i>Lynx canadensis</i>	Canada lynx	Listed Threatened
	<i>Ursus arctos horribilis</i>	Grizzly bear	Listed Threatened
	<i>Gulo gulo luscus</i>	North American wolverine	Proposed Threatened
Plants	<i>Howellia aquatilis</i>	Water howellia	Listed Threatened
	<i>Pinus albicaulis</i>	Whitebark pine	Candidate
Birds	<i>Coccyzus americanus</i>	Yellow-billed cuckoo	Candidate

- Bull trout most likely to occur in study area

Species of Concern

Category	Scientific Name	Common Name	State Rank
Mammals	<i>Myotis thysanodes</i>	Fringed myotis	S3
	<i>Lasiurus cinereus</i>	Hoary bat	S3
	<i>Martes pennanti</i>	Fisher	S3
Birds	<i>Ardea herodias</i>	Great blue heron	S3
	<i>Histrionicus histrionicus</i>	Harlequin duck	S2B
	<i>Haliaeetus leucocephalus</i>	Bald eagle	S4
	<i>Otus flammeolus</i>	Flammulated owl	S3B
	<i>Dryocopus pileatus</i>	Pileated woodpecker	S3
	<i>Haemorhous cassinii</i>	Cassin's finch	S3
Fish	<i>Oncorhynchus clarkia lewisi</i>	Westslope cutthroat trout	S2
	<i>Salvelinus namaycush</i>	Lake trout	S2
Reptiles	<i>Eumeces skiltonianus</i>	Western skink	S3
Invertebrates	<i>Stygobromus tritus</i>	A subterranean amphipod	S1S2
	<i>Austrotyla montani</i>	A millipede	S1S3
Plants	<i>Arctoparmelia subcentrifuga</i>	A lichen	S1
	<i>Camissonia andina</i>	Obscure evening-primrose	S2
	<i>Phlox kelseyi var. missoulensis</i>	Missoula phlox	S2S3

Section 4(f) and 6(f) Recreation Resources



Section 4(f) and Section 6(f) Recreational Resources

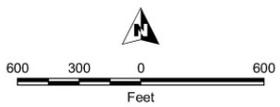
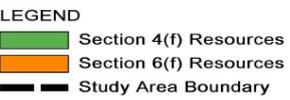


figure
pending

Section 4(f)

- Six public parks
- Portions of the Riverfront Trail System
- Brennan's Wave

Section 6(f)

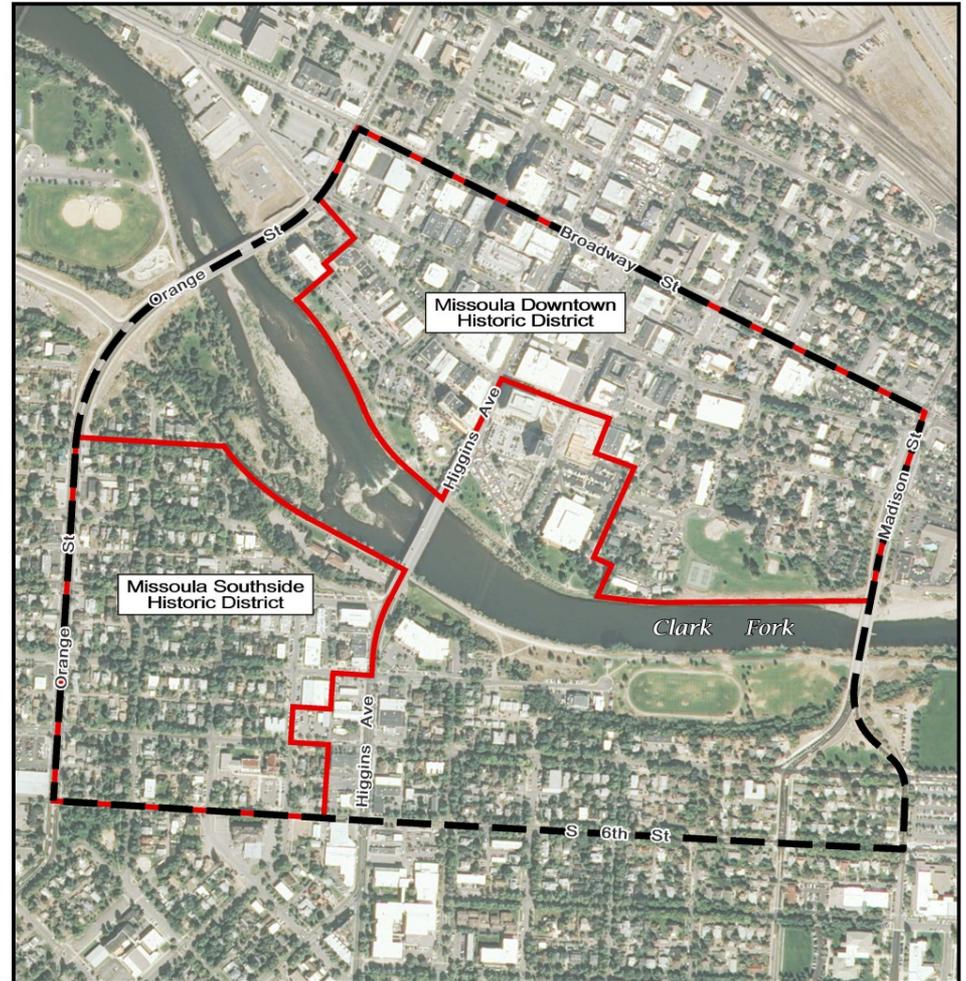
- Caras Park and Kiwanis Park

Path: H:\33\11156\ArcGIS\Exhibits\2013\CulturalResources.mxd
Date Saved: 4/15/2013 10:37:30 AM

Source: City of Missoula Parks, Open Space, and Trails Map 2013.
MFWP LWCF Funds by County 2012

Cultural Resources

- Three historic districts within study area
- Individual properties within and outside the districts
- Bridges have not been surveyed or recorded as historic properties

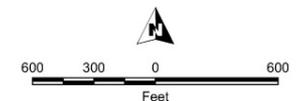


Historic Districts within Study Area

**figure
pending**

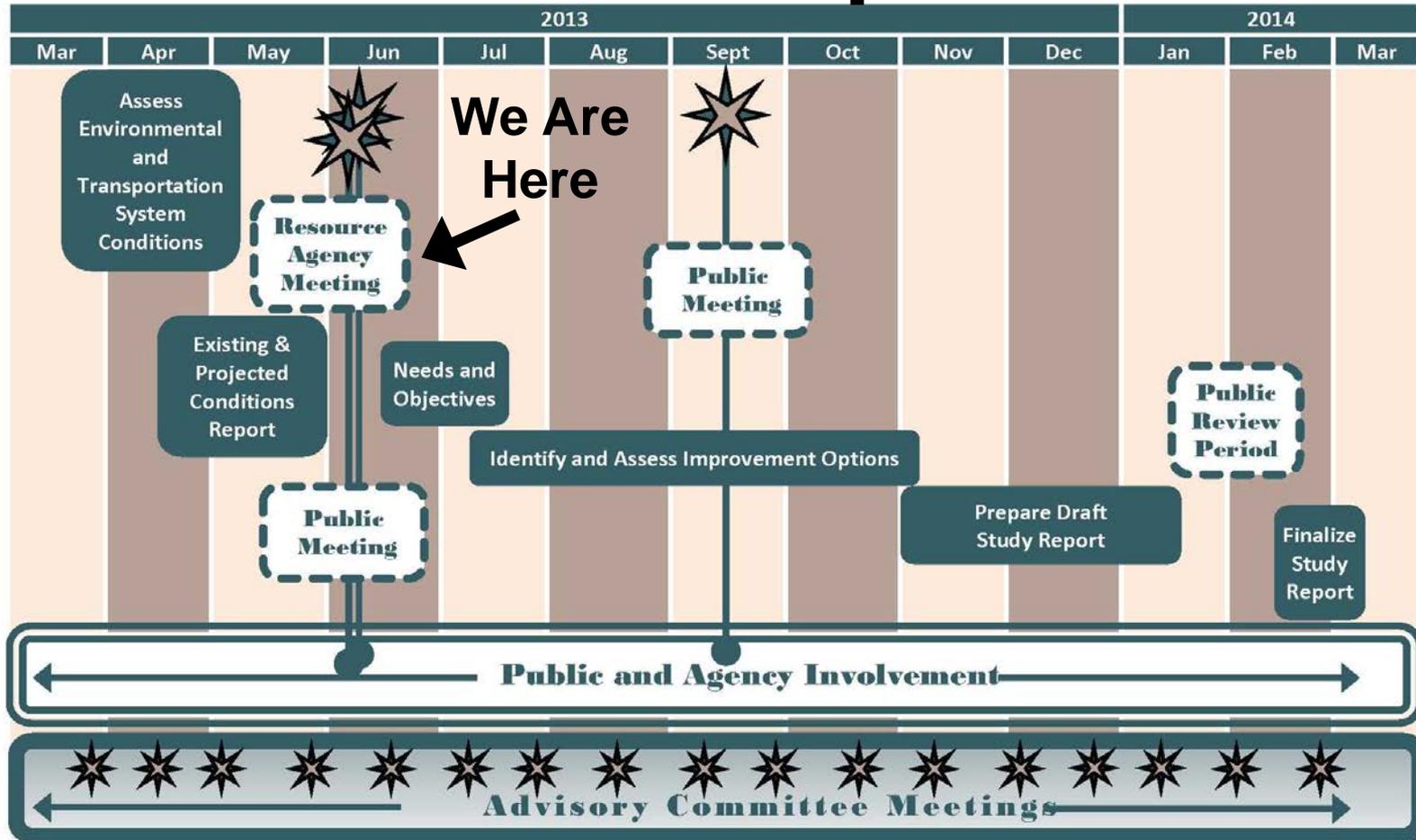
LEGEND

- Study Area Boundary
- ▭ Missoula Historic Districts



Path: H:\300\10250\ArcGIS\Exhibits2013\MissoulaDistricts.mxd
Date Saved: 3/29/2013 5:08:38 PM

Next Steps



Please Submit Comments!

Mail comments to:

Corrina Collins
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
ccollins@mt.gov
406.444.9131



MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Corrina Collins
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: July 2, 2013

Subject: **Missoula Bridges Planning Study
Agency Meeting on June 26, 2013**

A resource agency meeting for the Missoula Bridges Planning Study was held on June 26, 2013, at the Montana Department of Transportation (MDT) Planning Division Conference Room A in Helena at 10:00 a.m. Attendees also participated in the meeting from the MDT Missoula District Office and by conference call. Meeting attendees are listed below.

Corrina Collins	MDT – Rail, Transit and Planning Division
Jean Riley	MDT – Rail, Transit and Planning Division
Doug Lieb	MDT – Environmental Services Bureau
Shane Stack	MDT Missoula District
David Gray	City of Missoula
Mike McGrath	USFWS
Dana Boruch	DNRC
Christina Schroeder	USACE
Leslie Schwab	City of Missoula Historical Society
Sarah Nicolai	DOWL HKM
Emily Peterson	DOWL HKM

Resource Agency Coordination

An invitation letter was sent to the resource agency distribution list on June 6, 2013. A copy of the letter is provided at the end of this memorandum. DOWL HKM conducted follow up phone calls to the distribution list on June 20, 2012 to confirm attendance at the meeting.

Meeting Format

Sarah Nicolai, DOWL HKM Project Manager, and Emily Peterson, DOWL HKM Environmental Specialist, provided an overview of the planning study process, study area, and key findings from the Draft Environmental Scan Report and Draft Existing and Projected Conditions Report.

Meeting attendees provided comments throughout the meeting. Discussion items are noted below. A copy of the meeting presentation is provided at the end of this memorandum.

Discussion Items

- Sarah began the meeting by providing an overview of the planning study process and noting this is a pre-NEPA, planning-level study and there are no nominated projects at this time. The study team will develop a list of needs and objectives for both the Madison Street and Higgins Avenue Bridges based on input from agencies and members of the public.
- Sarah presented information on the study area; transportation system conditions; existing characteristics at both bridges, including lane configuration, structural and functional status, seismic rating, and bicycle and pedestrian elements; and on population growth.
 - Mike McGrath (USFWS) asked what the time frame for the study was. Sarah stated that it was a year-long study period, with a second public meeting taking place in the fall of 2013.
- Emily presented key findings from the Draft Environmental Scan Report, including surface waters/floodplains, wetlands, hazardous materials, public water supply, aquatic resources, threatened and endangered species, species of concern, recreational resources, and cultural resources. Agencies were asked to identify any missing or inaccurate information provided in the draft report.
 - Mike McGrath (USFWS) stated that osprey have been observed outside the study area in the ball field (McCormick Park) just west of the Orange Street Bridge.
 - Mike McGrath noted that current Montana Natural Heritage Program data shows recent observations of yellow-billed cuckoo outside the study area on Beckwith Street, Myrtle Street, and Tower Street.
 - Mike McGrath asked if storm water from the bridges drains directly into the Clark Fork River. Jean Riley stated she believes storm water drains directly into the river. Mike requested that storm water drainage on the bridges be directed to settling ponds adjacent to the bridges before the drainage is discharged into the river. If the bridges need to be replaced, Mike requested that the design minimize the number of piers in the river.
 - Jean Riley commented that MDT would need to consult with USFWS regarding the bull trout. Mike agreed with this comment, adding that impacts to migratory birds will also need to be considered.
 - Leslie Schwab (Missoula Historical Society) stated that the eligibility of the Missoula Irrigation Ditch and the old Milwaukee Road, which parallels the river to the south, would need to be considered if an improvement option is forwarded from the study. She stated that the Milwaukee Depot is just west of the Higgins Avenue Bridge. Any constructive use of the historic property (including visual, noise, and access impacts) would need to be considered at the project level.
- Christina Schroeder (USACE) and Dana Boruch (DNRC) had no comments.



Informational Meeting

Discuss the Missoula Bridges Planning Study
(Higgins Ave. and Madison St. Bridges)
Tuesday, October 8, 2013 6:00 P.M.
Holiday Inn-Missoula Downtown
200 South Pattee St., Missoula, MT

The Montana Department of Transportation (MDT) will discuss the Missoula Bridges Planning Study which is a pre-environmental study that allows for early planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study identifies potential options and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Missoula Bridges Planning Study is a planning-level study and is not a design or construction project.

The purpose of the meeting is to present planning-level improvement concepts for the Higgins Avenue and Madison Street bridges and gather public feedback on issues and concerns related to the Higgins Avenue and Madison Street bridge crossings.

The meeting is open to the public and the public is encouraged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com or online at <http://www.mdt.mt.gov/pubinvolve/missoulabridges/comments.shtml>
Please indicate comments are for Missoula Bridges Planning Study.

Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Sarah Nicolai at snicolai@dowlhkm.com

Nicolai, Sarah

From: Grant, Paul <pgrant@mt.gov>
Sent: Monday, September 30, 2013 8:08 AM
To: Ann Cundy; ASHTO; Jones, Dean; Ginny Merriam - Comm. Dir. City of Missoula; KDTR-KYJK-KKVU-FM (brittaney@montanaradio.com); KECI-TV (news@keci.com); KGGL - KGRZ - KYLT - KZOQ - KBQQ (parrish@eagle93.com); KIM BRIGGEMAN; KLTC-FM KGVO-KYSS-KLCY AM; KMSO-FM; KMSO (info@kmsso.com); KPAX; KPAX-TV (news@kpax.com); KUFM-TV / KUFM-FM (william.marcus@umontana.edu); Lolo Peak News; MAX MONTANA; Mirtha Becerra; MISSOULA COUNTY CHAMBER OF COMMERCE; Missoula Independent (calendar@missoulanews.com); Missoula Independent (jmcquillan@missoulanews.com); Missoulia (newsdesk@missoulia.com); Vosen, Robert; Senator Jon Tester - Virginia Sloan; Senator Max Baucus - Kirby Campbell-Rierson; The Kaimin
Cc: Nicolai, Sarah; Collins, Corrina; Zanto, Lynn (MDT); Strizich, Carol; Toavs, Ed; Nunnallee, Benjamin; Stack, Shane; Madison, Davey; Ryan, Lori; Grant, Paul; Hardan, Chris; Missoula County Commissioners; Missoula Public Works; Road Supervisor
Subject: MDT schedules an Informational meeting for Missoula Bridges Planning Study

September 30, 2013

FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, MDT Public Information Officer, (406) 444-6821

Informational meeting scheduled for Missoula Bridges Planning Study

Missoula - The Montana Department of Transportation (MDT) is conducting an informational meeting to present planning-level improvement concepts for the Higgins Avenue and Madison Street bridges and to gather public feedback. The meeting will be held on Tuesday, October 8, 2013, at the Holiday Inn - Missoula Downtown (200 South Pattee Street) in Missoula, MT. A presentation will begin at 6:00 p.m., followed by informal discussion.

The Missoula Bridges Planning Study is a pre-environmental study that allows for early planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. This is a planning-level study and will not include design or construction.

Community participation is a very important part of the process, and the public is encouraged to attend. Verbal and written comments may be presented at the meeting. Written comments may also be submitted by mail to Sarah Nicolai, DOWL HKM, P.O. Box 1009, Helena, MT 59624; by email to snicolai@dowlhkm.com; or online at

<http://www.mdt.mt.gov/pubinvolve/missoulabridges/comments.shtml>

Please indicate comments are for the Missoula Bridges Planning Study.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of the department. If you require reasonable accommodations to participate in this meeting, please call Sarah Nicolai at (406) 442-0370 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

-----END-----



Informational Meeting #2

Tuesday, October 8, 2013
Missoula, MT

Name	Organization/Title	Address	City, State, ZIP Code	E-mail
ROGER SEWARD		1400 STARWOOD DR.	MISSOULA 59808	
CHRIS HARDAN	MOT	2701 Prospect Ave. MISSOULA, MT	Helena 59670	
Morgan Donnell		501 University Ave	Missoula 59801	
MARTIN GREYE		2700 LORAINE DR	MISSOULA 59803	-
Bill Evans		1823 Mount	Msia 59801	-
Chris Kelly	HDR Engineering	1715 S. Reserve, Ste C	Msia MT 59801	Chris.kelly@hdrinc.com
Loral Means	City of Missoula, Dev. Services			
Corrina Collins	MDT	2701 Prospect	Helena 59601	ccollins@mont.gov
Aaron Wilson	City of Missoula / Dev. Services			
Patricia A. Hogan	n/a	1650 S12W	-01	phogan@mt.gov
BOB WACHTEL	BWAM / BPAB	646 LIVINGSTON	MSLA 59801	QUARRE@MSA.COM
STEVE GERMAN		330 EDDY	MSLA 59801	
KEVIN SLOVAK	CM	435 RUMAN	MSLA 59802	kslovak@ci.missoula.mt.us
CHRIS RILEY	FITWA		HELENA 59602	CHRIS.W.RILEY@MT.GOV
DAVE GRAY	MSLA MPO			
MATT ELLIS	MDA BOARD / MISSOULA DSPREY	140 N. HIGGINS #201	MISSOULA 59802	mellis@blackfoot.net
Carina Gillegan	BID	PO Box 9344	Msia 59802	
Bob Giordano	MIST	91 campus dr #1412	msia MT 01	mist@strans.org
ELLEN BUCHANAN	MBA	140 W PINE	MSLA, MT 59802	EBUCHANAN@CI.MISSOULA.MT.US
Nancy Wilson	Missoula HD 97 Rep	3325 1st St W Apt A	msia MT 59802	nancy.wilson@msa.umt.edu



Informational Meeting #2

Tuesday, October 8, 2013
Missoula, MT

Name	Organization/Title	Address	City, State, ZIP Code	E-mail
Sara Perkins-Jones		3000 S. Higgins Ave	Missoula, MT 59801	sara.perkins-jones@umontana.edu
Anita McNamara		1307 Woburn A	MSLA, MT 59803	agmcnamara@msn.com
Mike Haynes		City of Missoula		mikehaynes@city.missoula.mt.us
John Wolverton		1637 S 8th St W MSB	BLU/AM/MAST	yodelongdog@kernnet/
Dan Cederberg		269 W Front Msk, MT 59803		dcederberg@cederberg-law.com
Linda McCarthy	MSA/BID	218 E Main St Suite C	Missoula, MT 59802	linda@missouladowntown.com
		332 S 1st St W APT A	" " 59801	



MISSOULA BRIDGES PLANNING STUDY

STUDY DESCRIPTION

The Montana Department of Transportation (MDT) initiated the Missoula Bridges Planning Study to identify potential bridge improvement options for the Higgins Avenue and Madison Street Bridges.

The study will define short-, mid-, and long-term improvement options based on the bridge needs and objectives. Improvement options will include:

- rehabilitation/repair work that must be accomplished for structural integrity;
- cost of rehabilitation/repair work and available funding;
- prioritization of work to be completed in the short-term;
- timeline for any remaining improvements (including potential long-term bridge replacement); and
- potential traffic mitigation during construction.

This study is a planning-level evaluation of the two bridges. It is not a design, maintenance, or construction project, or a lane configuration study for Higgins Avenue. Depending on need and funding availability, improvement options may be forwarded from this study and developed into projects at a later date.



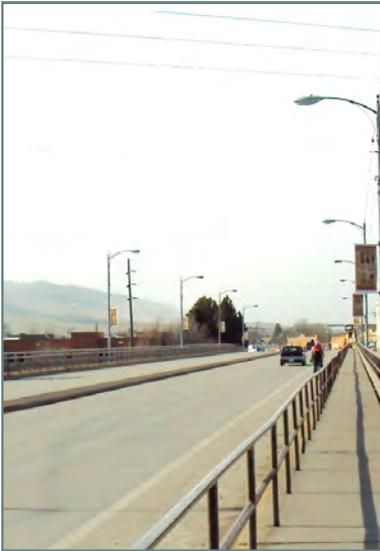
INSIDE THIS ISSUE

Study Description.....	1
Needs & Objectives.....	2
Improvement Options ..	3
Study Contacts.....	4
Involvement Opportunities	4

**PLEASE JOIN US
FOR AN
INFORMATIONAL
MEETING!**

**Tuesday,
October 8, 2013**

Holiday Inn
Missoula Downtown
200 South Pattee Street
6:00 p.m. to 8:00 p.m.



NEEDS AND OBJECTIVES

Needs and objectives are based on existing and projected conditions within the study area, comments from members of the public and resource agencies, and input from the study advisory committee. These statements reflect MDT and community desires to improve or maintain connectivity, safety, accessibility, and capacity where practicable given physical constraints and funding availability.

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.

Other Issues

The following issues will be considered during the improvement option screening process.

- 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.

IMPROVEMENT OPTIONS

Three improvement options are under consideration for this study.

OPTION 1: MINOR REHABILITATION

This option would repair or replace railings, expansion joints, deck seal, paint, drainage, and striping. *This would only be viable as a short-term option pending bridge rehabilitation/replacement.*

OPTION 2: MAJOR REHABILITATION

This option would include deck overlay or replacement and substructure repairs. Deck widening may not be viable due to structural limitations.

OPTION 3: BRIDGE REPLACEMENT

This option would provide a new four-lane or six-lane bridge. The Higgins Avenue Bridge width would range up to 92 ft (four lanes) or 114 ft (six lanes), including widened pedestrian/bicycle facilities. The Madison Street Bridge would range up to 96 ft (four lanes) or 120 ft (six lanes), and would perpetuate non-motorized function and connectivity.



Option	Cost Estimate Ranges	
	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

STUDY CONTACTS

Shane Stack

MDT Missoula District
406-523-5830
sstack@mt.gov

Corrina Collins

MDT Project Manager
406-444-9131
ccollins@mt.gov

Sarah Nicolai

DOWL HKM
Project Manager
406-442-0370
snicolai@dowlhkm.com

INVOLVEMENT OPPORTUNITIES

An informational meeting is scheduled for **Tuesday, October 8, 2013** at the Holiday Inn — Missoula Downtown (200 South Pattee Street) from 6:00 p.m. to 8:00 p.m. We encourage you to attend and provide feedback about the bridges.

Please visit the study website (<http://www.mdt.mt.gov/pubinvolve/missoulabridges>) for more information on upcoming involvement opportunities.

MDT attempts to provide accommodations for any known disability that **may interfere with a person's participation in any service, program or activity** of the department. Alternative accessible formats of this information will be provide upon request. For more information, please call Sarah Nicolai at (406) 442-0370 or Montana Relay at 711.



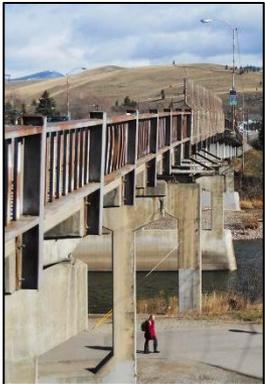
Informational Meeting #2

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?

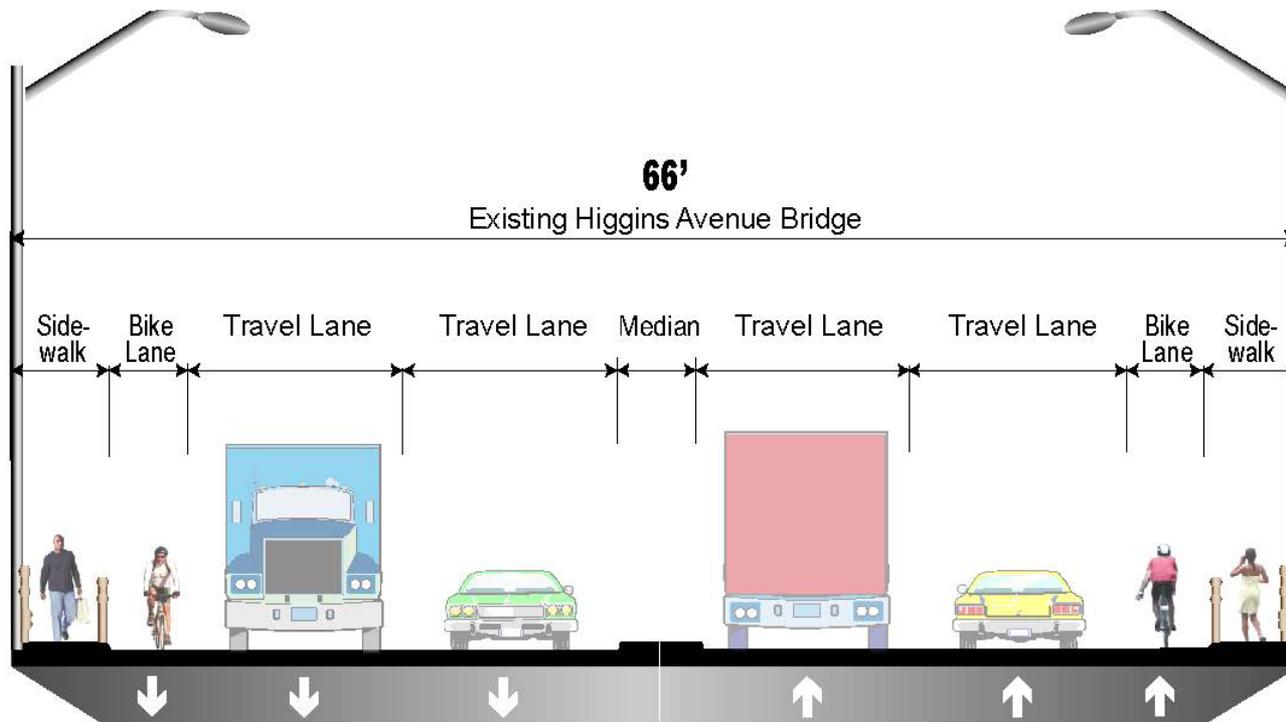
- Existing and Projected Conditions
- Informational Meeting # 1
- Resource Agency Meeting
- Needs and Objectives
- Improvement Options
- **Informational Meeting # 2**
- Improvement Option Screening
- Draft Study Report
- Public/Agency Review Period
- Final Study Report



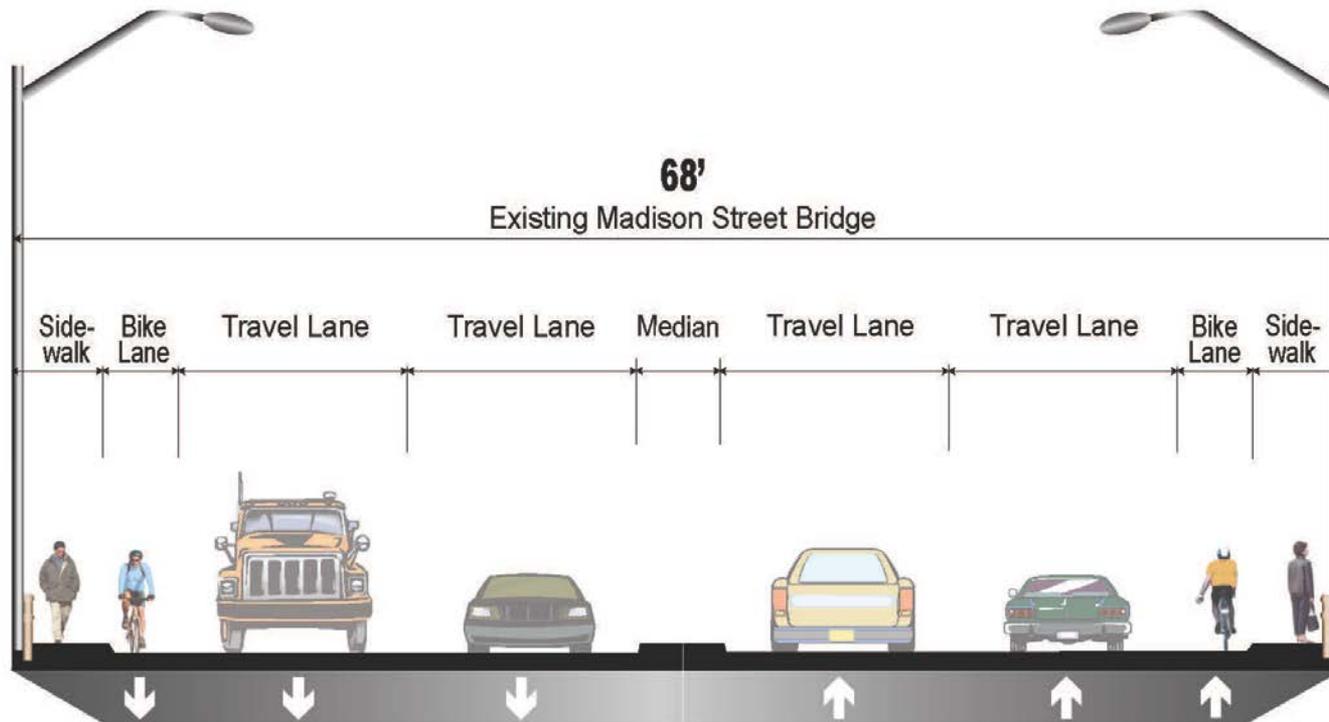
We Are Here

Existing and Projected Conditions

Existing Higgins Avenue Bridge Lane Configuration



Existing Madison Street Bridge Lane Configuration



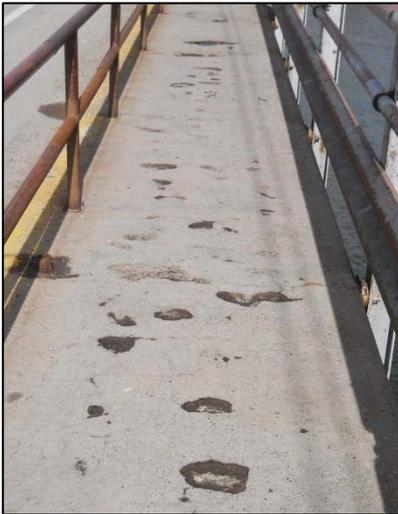
Existing Bridge Condition

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

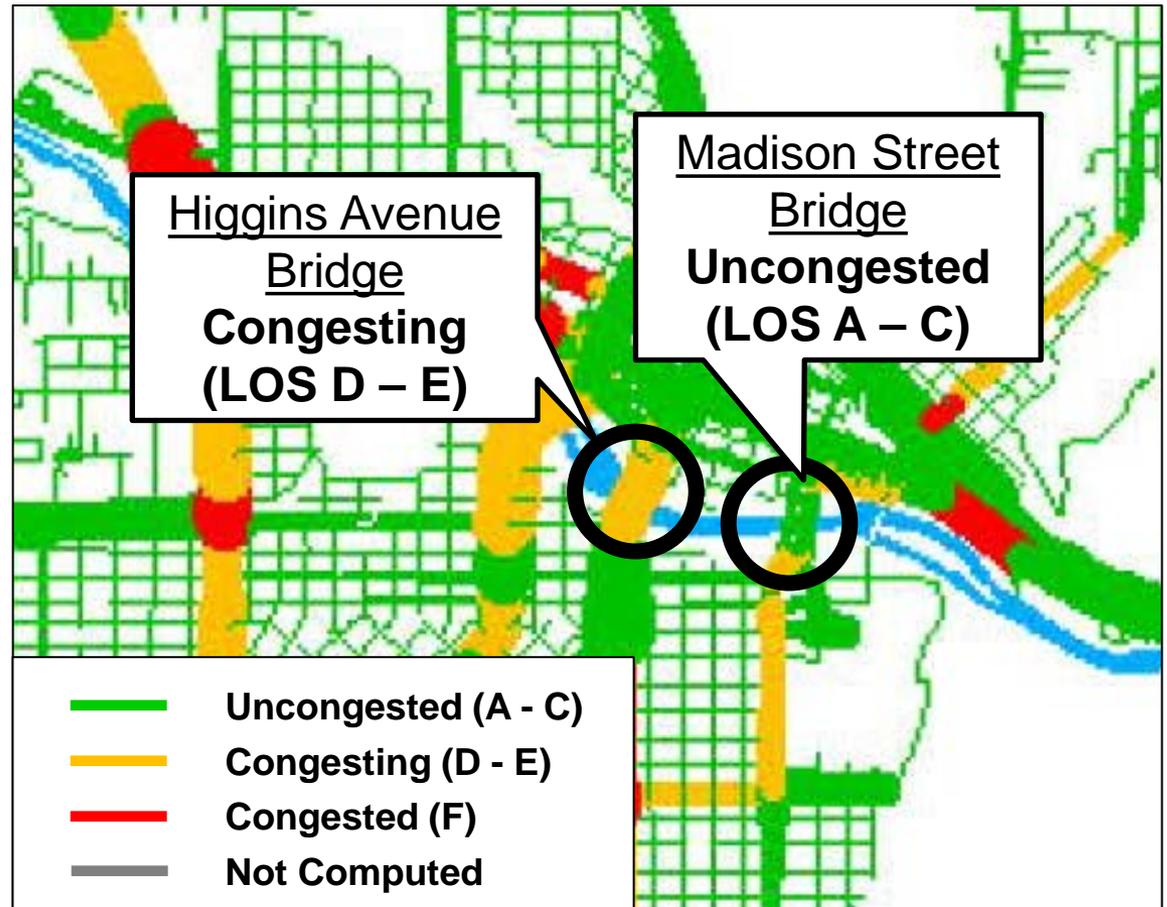
Bridge Segments

2010

AM Peak Hour
(Missoula LRTP)

Design target for
urban arterials is

LOS C



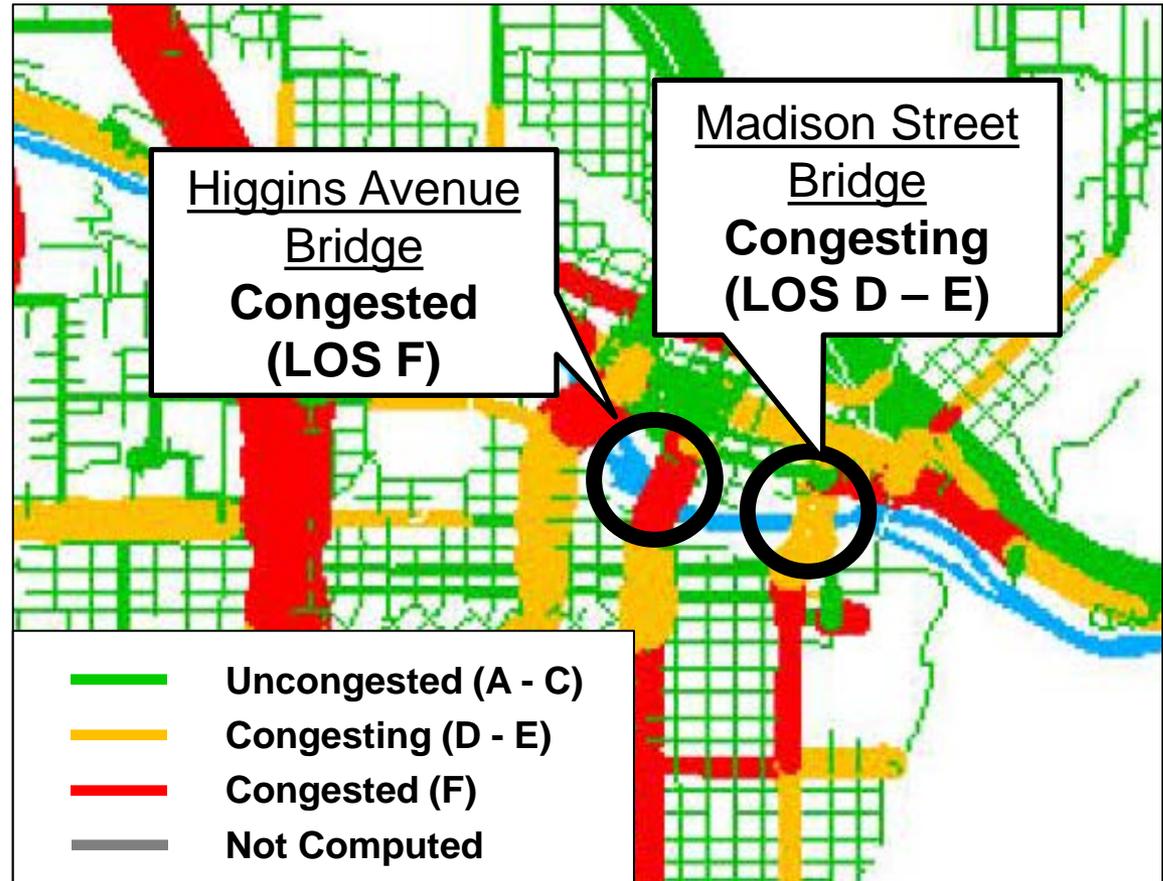
Bridge Segments

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:

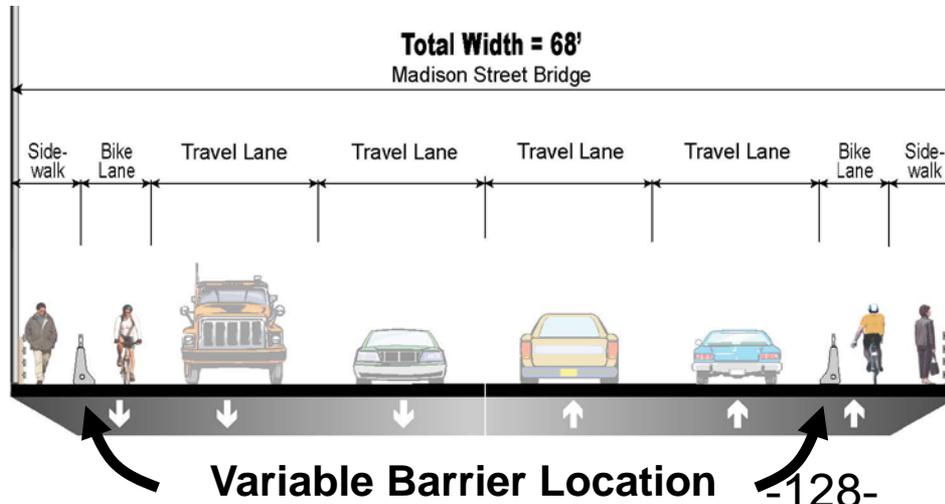
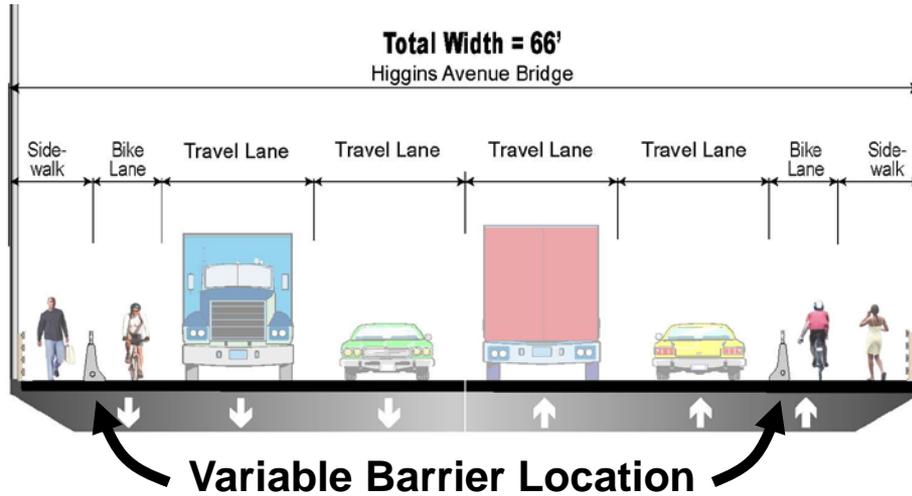
- Railings
- Expansion Joints
- Deck Patching
- Medians
- Paint
- Drainage
- Striping



**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.

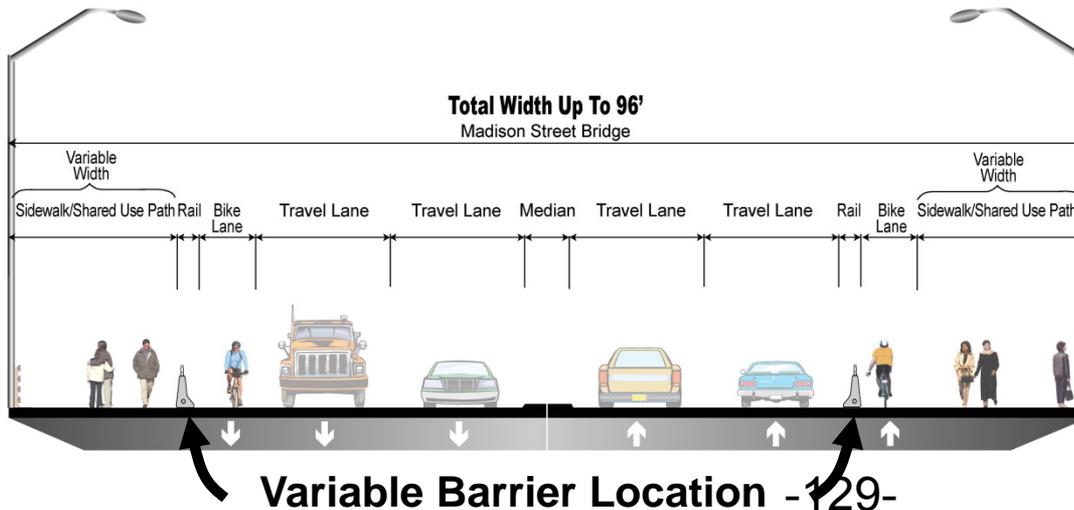
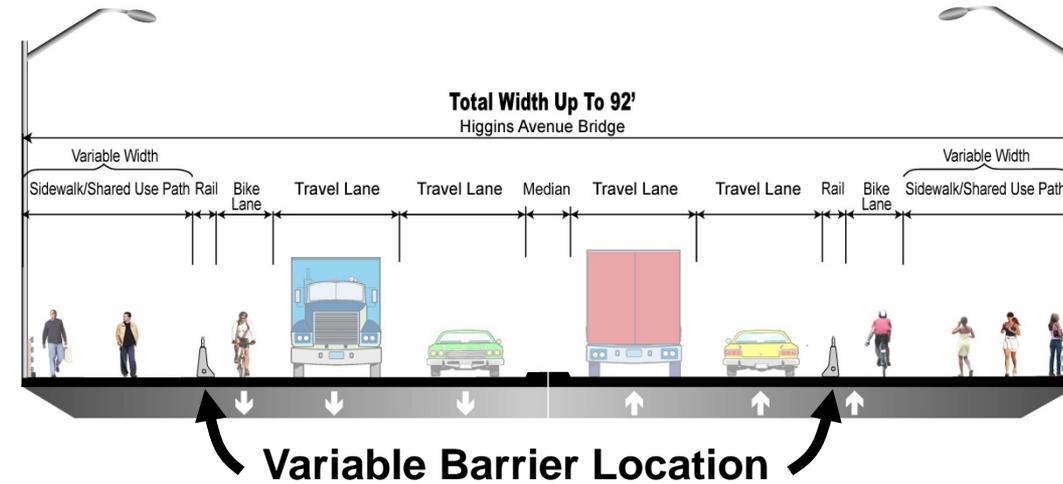


- **Deck Overlay or Replacement** (existing width)

- **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

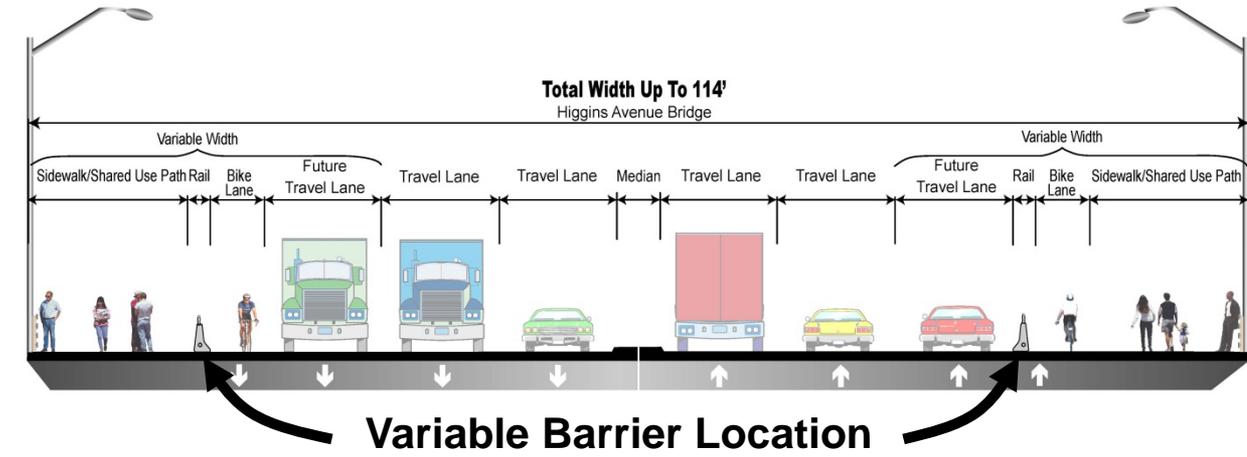
- Up to 92 ft in width

Madison Street

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

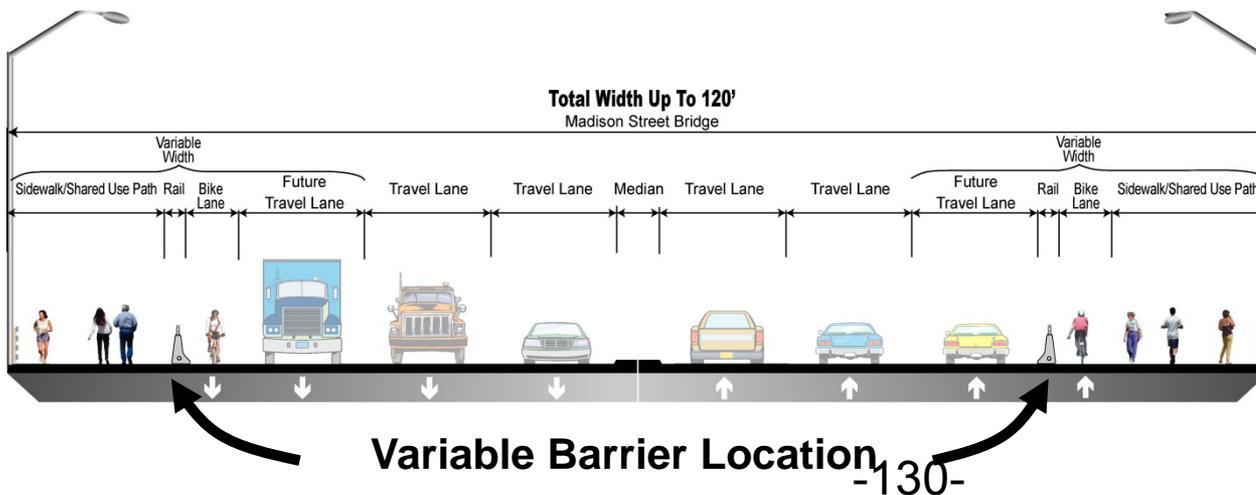
3B) Bridge Replacement (Six Lanes)

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

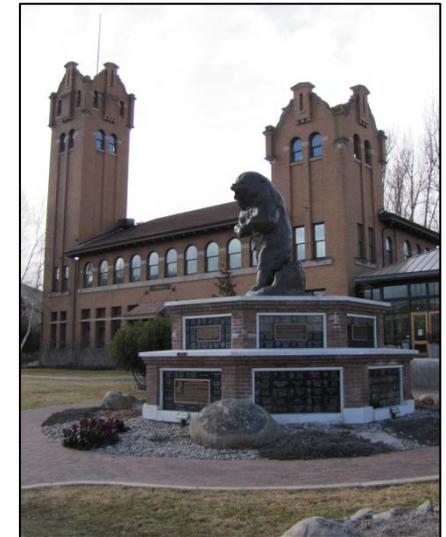
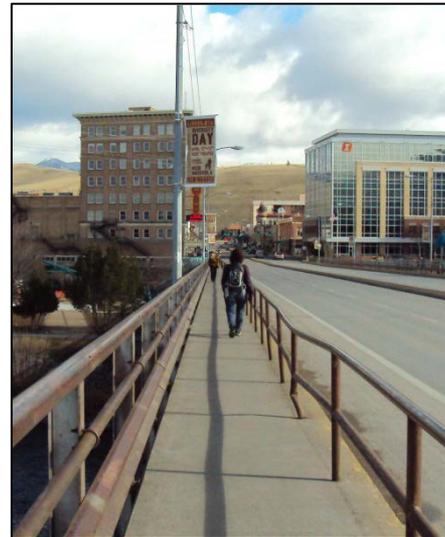
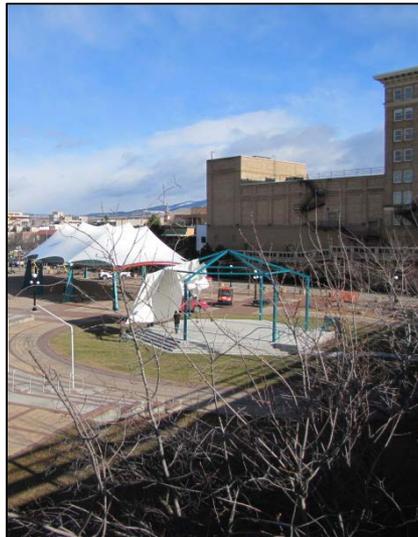
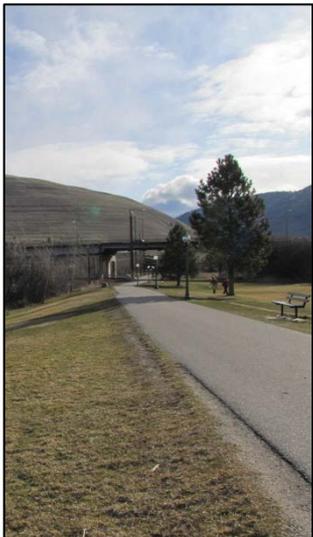
Environmental Resources

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



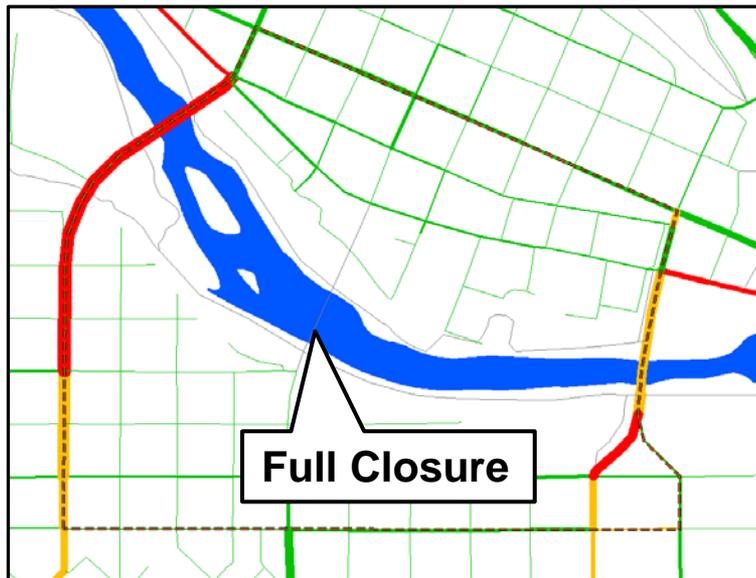
Social Resources

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

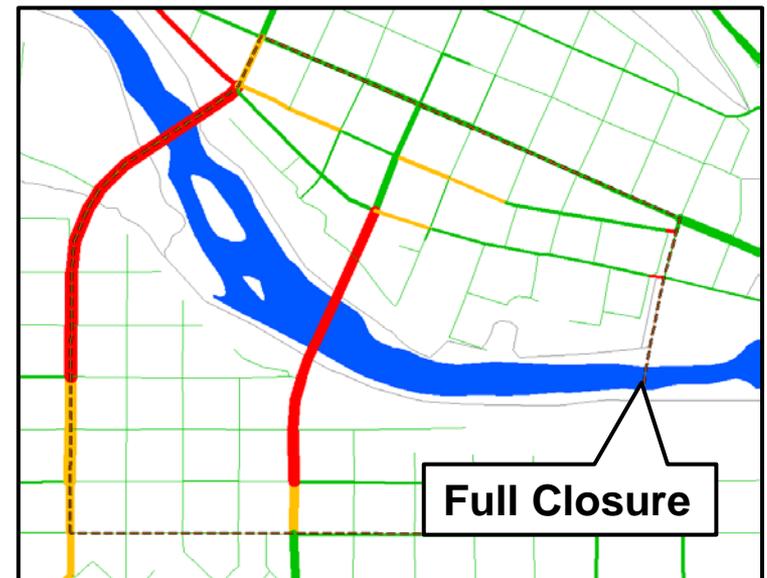


Traffic Impacts During Construction

Full Closure of Higgins Avenue Bridge



Full Closure of Madison Street Bridge



Traffic Impacts During Construction

Consider:

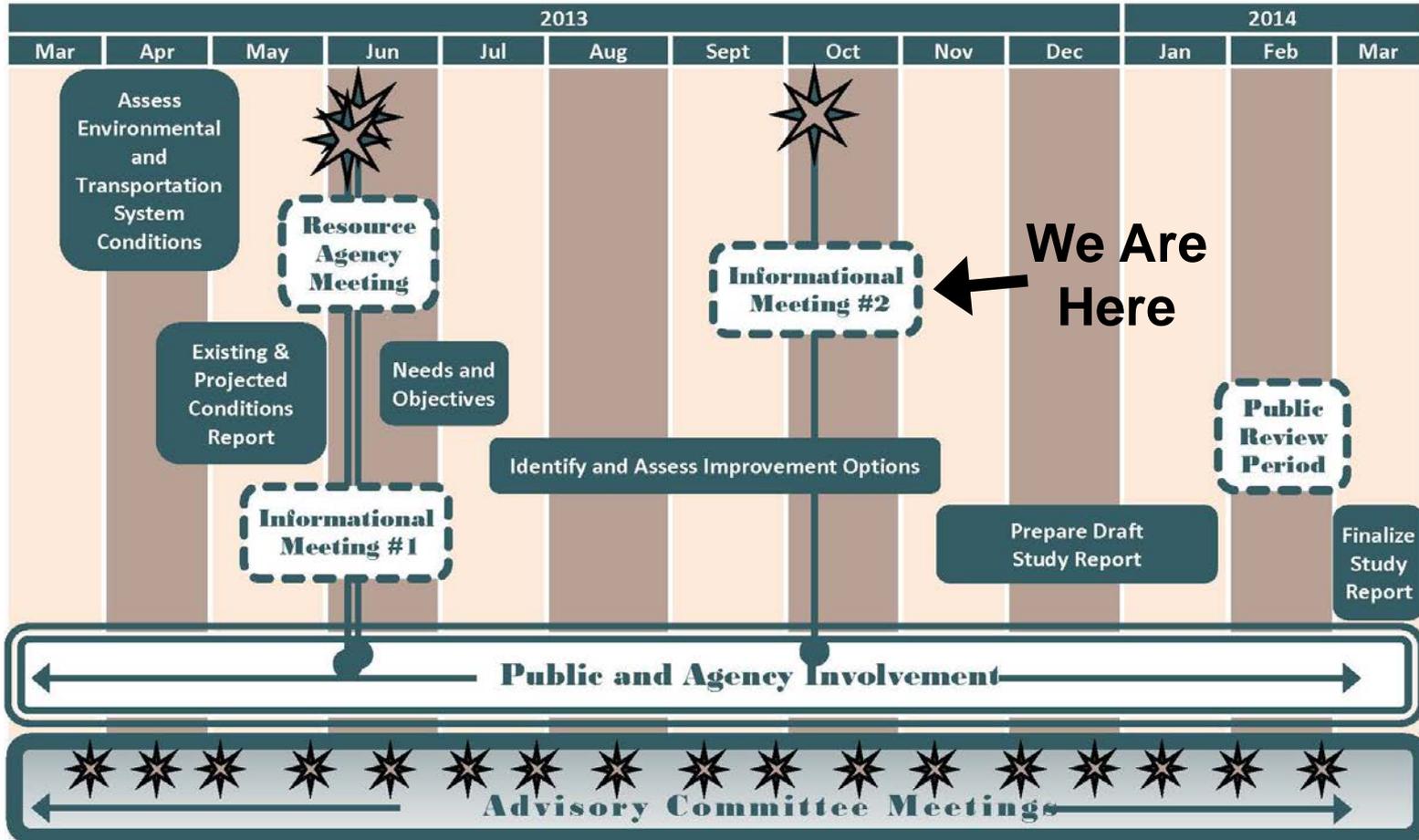
- Detours
- Media Campaign
- Signage
- Signal Timings
- Pedestrian/Bicycle Accommodations



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:**

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624
snicolai@dowlhkm.com



MEMORANDUM

Physical Address:
104 East Broadway
Suite G-1
Helena, Montana 59601

Mailing Address:
P.O. Box 1009
Helena, Montana 59624

Phone: (406) 442 - 0370

Fax: (406) 442 - 0377

To: Corrina Collins
MDT Project Manager

From: Sarah Nicolai
DOWL HKM Project Manager

Date: October 14, 2013

Subject: **Missoula Bridges Planning Study
Informational Meeting – October 8, 2013**

Introduction

An informational meeting for the Missoula Bridges Planning Study was held on October 8, 2013 at the Holiday Inn – Missoula Downtown located at 200 South Pattee Street, Missoula, MT. The following MDT representatives and advisory committee members attended the meeting.

Corrina Collins	MDT – Rail, Transit and Planning Division
Sheila Ludlow	MDT – Rail, Transit and Planning Division
Chris Hardan	MDT – Bridge Bureau
Shane Stack	MDT – Missoula District
Kevin Slovarp	City of Missoula Engineering
David Gray	City of Missoula Transportation Planning
Ellen Buchanan	Missoula Redevelopment Agency
Laval Means	City of Missoula Development Services
Jason Wiener	Ward 1 City Council Member
Sarah Nicolai	DOWL HKM
David Stoner	DOWL HKM

Twenty-six (26) members of the public attended the informational meeting. Meeting attendees included Aaron Wilson, City of Missoula Development Services; Bob Wachtel, Treasurer and Board Member of the Bike Walk Alliance for Missoula (BWAM)/Missoula Bicycle & Pedestrian Advisory Board (BPAB); Chris Riley, Federal Highway Administration (FHWA); Matt Ellis, Missoula Downtown Association (MDA)/Downtown Business Improvement District (BID); Carma Gilligan, MDA/BID; Nancy Wilson, Representative HD 97 and Director of Associated Students of the University of Montana (ASUM) – Office of Transportation; Linda McCarthy, MDA/BID; and Bob Giordano, Executive Director of the Missoula Institute for Sustainable Transportation (MIST). Sign-in sheets are provided at the end of this memorandum.

Media Coordination and Newsletter

A press release was emailed to radio stations, newspapers, and other local media outlets on September 30, 2013. Advertisements ran in the *Missoula Independent* on September 19 and October 3, 2013. Newsletter #2 was posted to the study website and mailed/e-mailed to the study mailing list. Additional print copies of the study newsletter were sent to the MDT Missoula District Office and Nancy Wilson, ASUM – Office of Transportation. The advertisement, press release, and newsletter are provided at the end of this memorandum.

Presentation

Sarah Nicolai (DOWL HKM Project Manager) introduced MDT representatives and advisory committee members. Sarah provided an overview of the meeting format and planning study process. Sarah emphasized this is a planning study, and MDT has not nominated a project at this time. Sarah added the planning effort will not assess lane configuration alternatives for Higgins Avenue. A separate study would be needed to consider this issue.

The presentation continued with an overview of existing and projected conditions. Sarah highlighted key findings, including the existing lane configuration and structural condition of the Higgins Avenue and Madison Street Bridges. Sarah explained the study's needs and objectives, and presented improvement options and screening criteria. The presentation concluded with an explanation of anticipated next steps following completion of the planning study. The presentation is provided at the end of this memorandum.

Discussion Period

A discussion period was held following the presentation. Public comments/questions and MDT/DOWL HKM responses are summarized below.

- Patricia Hogan asked if the separated pedestrian/bicycle bridge at Madison Street would be perpetuated.
 - Sarah affirmed MDT's commitment to preserve non-motorized function and connectivity in this location.
- Alex Taft suggested the study should focus on enhancing connectivity and accessibility for bicyclists and pedestrians and should consider reducing vehicular capacity on the bridges. Alex explained Missoula is committed to developing infill projects, increasing transit ridership, and lowering speed limits, which he felt would decrease traffic volumes and allow two-lane bridge facilities to operate at a desirable level of service (LOS).
 - Sarah explained the needs and objectives for the Missoula Bridges Planning Study are based on the best available data, comments from members of the public, resource agencies, and input from the study advisory committee. Sarah added the 2012 Missoula Long Range Transportation Plan (LRTP) projects increasing traffic demands throughout the planning horizon. Sarah explained a two-lane or three-lane configuration on Higgins Avenue would need to be assessed through a separate study initiated by the City of Missoula.

- Matt Ellis noted the study's needs and objectives should reflect recommendations made in the Missoula Downtown Master Plan, which includes enhanced river connectivity, multimodal mobility, and a commitment to preserving the separated pedestrian/bicycle bridge at Madison Street.
- Carma Gilligan stated her desire to maintain four vehicular travel lanes on the Higgins Avenue Bridge.
- Ellen Buchanan requested an explanation of statewide bridge needs and available funding. Ellen asked if the public would have an opportunity to provide comments during a future design phase.
 - Chris Harden explained the Higgins and Madison Street Bridges are among hundreds of bridges statewide in need of repair or replacement. Funding for these two bridges will be identified based on recommendations from this planning study. The public will have an opportunity to provide comments on design elements if MDT nominates a project in the future.
- Nancy Wilson recommended designing a potential replacement bridge to slow vehicular speeds and maintain existing trail connections at the river.
- Bob Giordano stated surveys have indicated a desire for the Higgins Avenue Bridge to be a safe, enjoyable, and walkable facility. Bob suggested the design for the Higgins Avenue Bridge should accommodate the surrounding environment, and recommended a two- or three-lane configuration.
 - Sarah explained a two- or three-lane configuration on Higgins Avenue would need to be assessed through a separate study initiated by the City of Missoula. The Missoula Bridges Planning Study would not preclude consideration of an alternative lane configuration in the future.
- Bob Giordano asked if MDT would accept results of a study indicating a two- or three-lane configuration on Higgins Avenue would provide a desirable LOS.
 - Sarah stated MDT would participate in a lane configuration study for Higgins Avenue and would be open to the results. Sarah added it may be several years before MDT considers nominating a project, allowing time for the City of Missoula to undertake a lane configuration study.
- Ellen Buchanan asked why a new river crossing was not being considered to address capacity issues.
 - Sarah explained consideration of a new river crossing is outside the scope of this study, which is focused exclusively on appropriate improvements to the two existing bridges. A new river crossing would need to be analyzed in the context of the entire transportation network at the time of the LRTP update.
- David Gray stated obtaining environmental permits for a new bridge could be difficult and time consuming. David recommended accommodating capacity needs at the existing river crossings and designing replacement bridges to incorporate separated pedestrian/bicycle facilities at the Higgins Avenue and Madison Street locations.
- Bob Wachtel stated the importance of the Madison pedestrian/bicycle bridge to the community of Missoula.

- Linda McCarthy expressed her desire for amenities to be included in any future bridge project, as depicted within the Missoula Downtown Master Plan.
- Bob Giordano stated LOS C is the most dangerous operational condition for bicyclists and pedestrians. Bob explained this is due to the LOS C condition allowing relatively unimpeded flow of traffic with only minor gaps in the traffic stream. Bob stated LOS E would be safer because traffic flow would be congested and traveling more slowly.
 - Sarah explained MDT is not requiring LOS C traffic operations for this study. The Higgins Avenue Bridge is already operating below MDT's LOS C design target, and both bridges are expected to operate below LOS C by 2040. Based on the best available data documented in the 2012 LRTP, MDT has identified a need to preserve existing capacity (physical width) on the bridges.
- Dan Cederberg urged MDT to consider interim bridge improvements, since a replacement bridge may take at least twenty years to be built.
 - Sarah noted MDT is considering interim improvements to the bridges as part of this study, including a short-term minor rehabilitation option.

Written Comments

Seven written comments were received at the informational meeting. Comments were generally related to lane configuration on the Higgins Avenue Bridge, bicycle lane and sidewalk widths, bicycle/pedestrian safety, the separated pedestrian/bicycle bridge at Madison Street, interim bridge improvements, vehicular speed, and consistency with the Missoula Downtown Master Plan. Written comments are provided at the end of this memorandum.

Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

- * Please include a 2-lane Bridge as an option, And use TDM measures to lower future projected VMT/AdT.
- * Lower desired LOS From C to E, as many Communities have done, and MDT has done I think.
- * Emphasize pedestrian & bicycle safety and enjoyment
- * trail connections at all Four Cornes is very desired and very important
- * Increasing Sidewalk & Bike lane width is critical
- * Preserving Madison Underbridge is critical, and adding a Higgins Underbridge is strongly desired

Thank you.

Please provide your name and address to receive additional study information.

Name: Bob Giordano
Address: 91 Campos da #1412
Missoula MT 59801
E-mail: mist@strans.org

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

Please consider interim improvements. I expect a rebuild is 7 to 25 yrs away and we need some changes now.

I favor option 3a with the addition of the trail connectivity features in the Downtown Master Plan and the under bridge for the Higgins Avenue bridge.

Maintaining the under bridge on Madison is important.

Please provide your name and address to receive additional study information.

Name: Dan Cedarberg
Address: 269 West Front
Missoula, MT 59802
E-mail: dcederberg@cederberg-lca.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.



Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

MUST PROVIDE SAFE AND COMFORTABLE PEDESTRIAN FACILITIES
INVITING,

MUST PROVIDE SAFE FACILITY FOR BICYCLISTS

EXAMINE NACTO GUIDELINES WITH RESPECT
TO DESIGN

Please provide your name and address to receive additional study information.

Name: _____

Address: _____

E-mail: _____

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.



Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

Reduce ^{apivms} lane widths / increase pedestrian facilities

Do NOT Build big wide bridges
→ then try → slow traffic

Build the bridges so traffic is naturally slowed -

Please provide your name and address to receive additional study information.

Name: Nancy Wilson
Address: 3325 1st St W Apt A
Missoula MT 59801
E-mail: nancy.wilson@msu.yumt.edu

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

① Absolutely want 4 lanes, either minor or major; not 6 lanes; we begged & pleaded for 4 lanes — to reduce when we have more car traffic, more bikes for 9 mo — why would we reduce lanes down? We need 4 lanes for safety (police, fire engines, ambulance, service traffic like food, + beer trucks!) Some of us can't bike! Be considerate of the car driver + seniors, bikers, + pedestrians not just for the bikers.

Please provide your name and address to receive additional study information.

Name: Carmen Gilegan
Address: PO Box 9344
Missoula, MT 59807
E-mail: N/A

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

- At minimum:
Planning for these bridges must accommodate existing pedestrian and bicycle use. (Bike/Ped LOS)
- At best: Planning for these bridges should elevate the priority of bike/ped facilities over motorized. Madison bridge width representations should include bike/ped underbridges -- it IS a transportation corridor.
- The study should recognize that, due to shifting demographic trends, downtown Missoula needs enhanced bike/ped LOS on all corridors. Focusing solely (or at all) on motor vehicle LOS, does not address Missoula's desires.
- It is contradictory to express that (at this point) this is not a lane configuration study, then post images of 4 and 6 lane "options". Images should also include 2 or 3 lane options → and pedestrian promenade options as illustrated in the Downtown Master Plan. ~~the~~

Please provide your name and address to receive additional study information.

Name: John Wolverton
Address: 1637 S 8th St West
Missoula, MT 59801
E-mail: yodelingdog@hotmail.com

• BWAM/MAST member

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

- The study should address Broadway Av treatments that would encourage through-traffic to use the Orange, Russell Street and Madison Street bridges. in order to reduce motor vehicle travel on Higgins Bridge. (Higgins car LOS is low Madison is high; thus shift the users over).
- The study should address the feasibility of cantilevering wider sidewalks off the Higgins Bridge in the immediate future ... THIS NEEDS NOW!

Screening:

- Social and community ~~needs and~~ desires and impacts must be addressed as a need and not as an "other issue".
- Missoula's downtown master plan and "Focus Inward" long range transportation plan MUST be applied in screening criteria --- This means the expressly stated desire for Missoula to design its future. takes priority over any desire to increase motor vehicle capacity.

Informational Meeting #2

Tuesday, October 8, 2013

Missoula, MT

MDT invites your comments:

1. Please consider the Missoula Downtown Master Plan recommendations in your Higgins improvements. The plan is online at www.missouladowntown.com. This plan was unanimously approved by both the Missoula City Council and the Missoula County Commission. Highlights are:
 - improved bike/ped amenities
 - wider bike lanes + sidewalks
 - ramps from the bridge deck to the riverfront trails + parks
 - cantilevers if necessary
 - viewing decks for pedestrians
 - pedestrian-scale lighting consistent with other Downtown lighting
2. Your Needs Statements must include improved access to riverfront trails + parks
3. It's important to connect the Madison deck to the Madison underbridge with bike-ped amenities
4. Funding could be multi-sourced

Please provide your name and address to receive additional study information.

Name: Linda McCarthy
Address: 218 E Main #C
Missoula MT 59802
E-mail: linda@missouladowntown.com

Please leave your comments with staff at the meeting, or mail to:

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624

Please indicate comments are for the Missoula Bridges Planning Study.

- 3A is likely the best scenario presented
- Please consider multiple revenue sources for the amenities desired by the community.

Stoner, David

From: Bob Giordano <mist@strans.org>
Sent: Tuesday, October 08, 2013 9:21 AM
To: Nicolai, Sarah
Cc: Jason Wiener; Corrina Collins; Stoner, David; Laval Means; Shane Stack; Chris Hardan; David Gray; Sheila Ludlow; Carol Strizich
Subject: RE: Missoula Bridges widths

Thanks for this explanation Sarah. Here is a lingering concern of ours:

If you show 11' travel lanes, when they are in fact 10' or even 9'3" (as I've measured), then the public can have a strong backlash for having 10' lanes.

If you say the lane is 11', and a driver thinks, 'well that lane sure does feel tight,' then that driver is going to balk at 10' lanes, or even balk at 11' lanes and may advocate for 12' lanes. 12' lanes tend to encourage higher speeds and thus more severe crashes, and may not be appropriate in a denser urban area full of people on foot and people on bicycles.

It may be much better to remove references to lane widths (and maybe you have?) and just have the overall width of the bridge (which should be double and triple checked). Thank you for your work so far.

-Bob Giordano, mist

Nicolai, Sarah wrote:

> Bob,
>
> Thank you for your e-mail. This study is focused on the Higgins Avenue
> and Madison Street Bridges, and will not consider lane modifications
> for Higgins Avenue and Madison Street north and south of the bridges.
> We recognize there is interest in alternative lane configurations for
> these roadways. The 2012 LRTP recommends a feasibility study "of
> different treatments on Higgins Avenue to improve access and safety
> for all modes, including conversion to three lanes." The City of
> Missoula would need to undertake a separate study to consider this
> issue, and demonstrate that a lane reduction could serve current and
> projected traffic demands and avoid adverse air quality impacts. As
> Dave points out in his e-mail, the Missoula Bridges Planning Study
> does not preclude consideration of a two-lane configuration in the future.
>
> MDT is considering a six-lane bridge option because the 2012 LRTP
> indicates the Madison Street and Higgins Avenue Bridges will be
> "congesting" and "congested" by 2040 in their current four-lane
> configuration. Following the informational meeting on October 8th,
> the planning team will weigh multiple criteria (including impacts and public
> feedback) to identify recommended option(s). We anticipate the six-lane
> option will be eliminated based on impacts to important resources and
> other factors.
>

> The existing and projected conditions report notes the existing lane
> configuration illustrations are based on bridge plans. We recognize
> the bridges have been striped differently over the years, and may not
> conform exactly to these dimensions. This planning-level study is
> focused primarily on total bridge width (as opposed to exact travel
> lane, sidewalk, and bicycle lane widths).

>
> Please let me know if you have any additional questions.

>
> Thank you,
> Sarah

>
>
> -----Original Message-----

> From: David Gray [<mailto:DGray@ci.missoula.mt.us>]
> Sent: Tuesday, October 01, 2013 12:14 PM
> To: Bob Giordano
> Cc: Jason Wiener; Corrina Collins; Stoner, David; Nicolai, Sarah;
> Laval Means
> Subject: RE: Missoula Bridges Meeting

>
> Bob,
> My position has always been that the bridge rehabilitation options
> presented in this planning study will not preclude any design options
> that may be undertaken in the future. I hope this clarifies any
> misunderstanding.

> Thanks,
> Dave

>
> David L. Gray II, Transportation Planner III Missoula Office of
> Development Services – Transportation Division
> 435 Ryman Street
> Missoula, MT 59802

>
> Phone: 406.552.6669
> Website: <http://www.ci.missoula.mt.us/transportation>

>
> -----Original Message-----
> From: Bob Giordano [<mailto:mist@strans.org>]

> Sent: Tuesday, October 01, 2013 10:46 AM
> To: Nicolai, Sarah
> Cc: David Gray; Jason Wiener; Corrina Collins; Stoner, David
> Subject: Missoula Bridges Meeting

>
> Sarah,
>
> Can you confirm that a 2-lane Higgins and/or Madison Bridge will be an
> option for the community when an actual project comes up?

>
> Dave Gray with the City was adamant that 2-lanes will be an option,
> yet that does not seem to be the case according to the latest newsletter.

>

- > If the rest of Higgins moves to a 3-lane at some point, why would we
- > want a 4 or 6 lane bridge?
- >
- > Are you really going to have 6-lanes as an option? Do advocates need
- > to start letting the community know that MDT is considering a project
- > that will require the tearing down of historic Missoula?
- >
- > A 3-lane can move just about the same as a 4-lane urban roadway. Yet
- > a bridge would not need the center, 3rd lane. Thus a 3-lane Higgins
- > that many people are supporting- including Public Works- for both
- > north and south of the Bridge would only require a 2-lane bridge.
- >
- > A 2-lane bridge would then allow wonderful, safe walking and cycling
- > facilities if the current bridge(s) are modified instead of replaced.
- >
- > Also, have the existing conditions been corrected? The lane widths
- > shown at the last public meeting were not correct. Thank you.
- >
- > Bob Giordano, Director
- > Missoula Institute for Sustainable Transportation

Stoner, David

From: Grant, Paul <pgrant@mt.gov>
Sent: Tuesday, October 15, 2013 11:04 AM
To: Collins, Corrina; Nicolai, Sarah; Ludlow, Sheila; Zanto, Lynn (MDT); Strizich, Carol
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Friday, October 11, 2013 12:18 PM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 10/11/2013 12:18:06
Project Commenting On: MissoulaBridges

Comment or Question:

I favor option #2.

Deck widening would probably not be necessary, anyway, if the travel lanes were narrowed. Three lanes for Higgins sounds reasonable.

These two bridges should not be replaced or widened, because downtown Missoula cannot tolerate more through traffic. We can work with what we have.

Thank you.

Submitter's IP address: 10.144.81.120

Reference Number = picomment_816009521484375

MISSOULA
Downtown
CONNECTING OUR
COMMUNITY

Missoula Downtown
Master Plan
Implementation Team

Matt Ellis

Missoula Osprey/MSO
Hub/Uptown
Co-Chair

Dan Cederberg

Cederberg Law Offices, PC
Co-Chair

Ellen Buchanan

Missoula Redevelopment Agency

Lori Davidson

Missoula Housing Authority

Anne Guest

Missoula Parking Commission

Jon Lange

Missoula Family YMCA

Linda McCarthy

Missoula Downtown Association
Downtown BID of Missoula

Jim McLeod

The Farran Group

Laval Means

City of Missoula
Development Services

Liz Roosa Millar

The University of Montana

Gregory Oliver

Missoula Planning Board

Dave Strohmaier

Missoula City Council

Michael Tree

Mountain Line

218 East Main St., Suite C
Missoula, MT 59802

October 25, 2013

Shane Stack, MDT Missoula District
Corrina Collins, MDT Project Manager
Sarah Nicolai, DOWL HKM Project Manager

Shane, Corrina and Sarah,

On behalf of the Missoula Downtown Master Plan Implementation Team, we are writing in response to the October 8 meeting held in Missoula regarding proposed bridge improvements to both the Higgins Avenue and Madison Street bridges.

The Missoula Downtown Master Plan Implementation Team is a group of Missoula citizens who are working to implement the 2009 Downtown Master Plan. The team is excited about the prospect of addressing the future of the two bridges and looks forward to being involved in the process.

We feel it is important for the final report to acknowledge and follow the recommendations of the Downtown Master Plan, which has unanimous support from both Missoula County and the City of Missoula and has been incorporated into the community's growth policy. We have a few suggestions we would like to put forth for bridges.

HIGGINS AVENUE BRIDGE

We believe the future improvements should acknowledge the Master Plan and not create impediments to the future implementation of the plan.

When considering short-term improvements, we would appreciate consideration for improved facility safety, including removal of the center median and widening both the pedestrian paths and the bicycle lanes.

When considering long-term improvements for the Higgins Bridge, we believe it is imperative to incorporate ADA compliant ramps from the top of the bridge to the riverfront trails and parks, improve pedestrian-scale lighting, widen the sidewalks and separate bike lanes.

MADISON STREET BRIDGE

In regards to the Madison Street Bridge, our community highly values the under-bridge, and we want to ensure this key bike-ped amenity is retained and valued by MDT. In addition, we urge you to consider improving connectivity from the top of the Madison Bridge to the riverfront trail system.

BOTH BRIDGES

We would like for you to consider modifying your "Needs and Objectives" to incorporate improved safety, access, and connectivity to the bicycle and pedestrian systems that surround both bridges.

We understand MDT's primary focus is on moving vehicles as efficiently as possible, and we appreciate your willingness to accommodate other modes of transportation in recent Missoula downtown projects. As you know, our community places significant value on multi-modal transportation, a vibrant downtown, and connectivity to the river and its adjacent parks and trails.

We are thankful for MDT's work and recognize the value placed on motorized transportation. The Higgins and Madison bridges are vitally important to our community, and we appreciate the time and funds you put into this critically important infrastructure in our city center.

We have included with this letter copies of the bridge recommendations from the Downtown Master Plan. However, you can find the full plan online at <http://bit.ly/MDAMasterplan>.

As always, we are available to serve as a resource for both MDT and HKM. We meet monthly and would welcome the opportunity to have your representatives attend a meeting to exchange ideas on the project.

Thank You,



Matt Ellis & Dan Cederberg, Co-Chairs
Downtown Master Plan Implementation Team



November 1, 2013

Matt Ellis & Dan Cederberg, Co-Chairs
Downtown Master Plan Implementation Team
218 East Main Street, Suite C
Missoula, MT 59802

Matt and Dan,

Thank you for submitting written comments on behalf of the Downtown Master Plan Implementation Team. We appreciate your involvement in the Missoula Bridges Planning Study.

Through this study, MDT is considering short-term and long-term options to improve or maintain connectivity, safety, accessibility, and capacity for all users (including pedestrians and bicyclists) where practicable given physical constraints and funding availability. MDT values public input and attempts to maintain consistency with local plans. The study team will consider Downtown Master Plan recommendations in the context of federal and state funding requirements, which require compliance with relevant design standards and guidelines.

Again, thank you for your participation in the study.

Sincerely,

DOWL HKM

A handwritten signature in blue ink that reads "Sarah Nicolai".

Sarah Nicolai
Project Manager

cc: Shane Stack, MDT
Carol Strizich, MDT
Corrina Collins, MDT

Stoner, David

From: Grant, Paul <pgrant@mt.gov>
Sent: Tuesday, November 12, 2013 8:22 AM
To: Hardan, Chris; Nicolai, Sarah
Subject: FW: Comment on a Project Submitted

-----Original Message-----

From: www@mdt.mt.gov [<mailto:www@mdt.mt.gov>]
Sent: Monday, November 11, 2013 3:28 PM
To: MDT Comments - Project
Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web page.

Action Item: Comment on a Project
Submitted: 11/11/2013 15:28:27
Project Commenting On: MissoulaBridges
Name: Ken Duce
Address Line 1: 701 S 3rd W
City: Missoula
State/Province: MT
Postal Code: 59801
Email Address: kencathyduce@yahoo.com
Phone Number: 406-546-1785

Comment or Question:

Interest is mostly Higgins Avenue Bridge, but also Madison Avenue Bridge. Would like to see a lot of public involvement, even public fund raising for really special "place making designs" that are different or spectacular bridges that can bring real ownership and pride to a community. Both of these bridges are in the "center of town" and connect important parts of our urban core. It is very important for these structures to be special and meet not only the motorized traffic needs but the bicycle and pedestrian needs in very special and useful ways. I would very much like to be involved with this public input. I also think, like other communities that private "fund raising" can help meet these objectives. Thank you, Ken Duce, Architect

Submitter's IP address: 70.211.11.119

Reference Number = picomment_931640625



"Healthy environment, healthy people"

Montana Department of
ENVIRONMENTAL QUALITY

Steve Bullock, Governor
Tracy Stone-Manning, Director

P. O. Box 200901 • Helena, MT 59620-0901 • (406) 444-2544 • Website: www.deq.mt.gov

March 31, 2014

Montana Department of Transportation
Attn: Tom Martin
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001



RECEIVED
APR -2 2014
ENVIRONMENTAL

RE: Potential bridge improvement options for the Higgins Avenue and Madison Street Bridge in Missoula

Dear Mr. Martin:

The Department of Environmental Quality (DEQ) received your solicitation for an environmental review related to the above-referenced project on the MDT potential bridge improvement options for the Higgins Avenue and Madison Street Bridge in Missoula.

Water Protection Bureau

The DEQ Water Protection Bureau (WPB) is a fee-based permitting program. The WPB does not provide the up-front service of an environmental assessment (possible impacts to surface or ground water) other than through processing certain permit applications. However, under 75-5-402, Montana Code Annotated (MCA), the WPB may assist parties in determining the potential need for permit coverage under WPB permit programs. This is called a Section 402 request and involves the submittal of an application, in order to have the level of information necessary for the permit assessment, and the payment of a fee (based on Administrative Rules of Montana [ARM] 17.30.201) in order to process the Section 402 request.

You could request a Section 402 determination. However, in this particular circumstance we are providing you with permitting direction through this letter. You will need to determine whether your projects require permitting based on the information below.

- **Section 318 permit authorization related to short-term increase in turbidity.**
If you anticipate excavation near state waters or other means of increase in stream or wetland turbidity you may want to apply for a 318 authorization. You may contact Jeff Ryan at (406) 444-4626 for more information about the 318 authorization or visit our website at <http://deq.mt.gov/wqinfo/OtherCert/318Authorization.mcp.x>.
- **Storm Water Discharge Associated with Construction Activity.**
If your project will disturb an acre or more of ground you will need to determine whether your project requires a Storm Water Construction permit. Any clearing, excavating, grading, or stockpiling of earth materials, which may be associated with construction, tracks/wheels on

1-A

1-A

Thank you for your comment. MDT will coordinate with regulatory agencies regarding permitting requirements for any future bridge projects.

equipment tearing up the ground, borrow material areas, fill areas, accessibility development (dirt roads, etc.), equipment staging areas, etc., would typically be considered disturbance.

For permitting storm water discharges associated with construction activity, if the larger common plan of development or sale for the proposed work is disturbing one acre or more of ground, then the storm water discharge associated with construction activity would need permit coverage under the DEQ's General Permit for Storm Water Discharges Associated with Construction Activity (General Permit).

Among other requirements, authorization under this General Permit will require you to evaluate and address potential pollutant sources (such as sediment, fuels, wastes, etc.) to surface waters through the development and implementation of a Storm Water Pollution Prevention Plan. For more information on construction storm water discharge permitting, including the General Permit, rules, definitions, forms, and guidance, please refer to the following website: <http://deq.mt.gov/wqinfo/MPDES/StormwaterConstruction.mcp.x>.

■ **Construction Dewatering**

You will need to determine whether any water will need to be removed from the construction area in order to complete your project. You may contact Christine Weaver at cweaver@mt.gov or by phone at (406) 444-3927 for additional information.

If you have additional questions, feel free to contact the Water Protection Bureau at (406) 444-3080.

Waste and Underground Tank Management Bureau

In addition to water issues I believe you might want to consider waste issues. The Waste and Underground Tank Management Bureau is available to help should questions pertaining to waste, materials management, underground storage tanks, or asbestos arise during the course of the projects. The bureau may be reached at (406) 444-5300.

Sincerely,



Bonnie Lovelace
Regulatory Affairs Manager
Director's Office
(406) 444-1760



DEVELOPMENT SERVICES

435 RYMAN • MISSOULA, MT 59802 - 4297 • (406) 552-6630 • FAX: (406) 552-6053

April 7, 2014

Sarah Nicolai
Project Manager
Dowl HKM

RE: Draft Missoula Bridges Planning Study

Dear Sarah,

Thank you for allowing City of Missoula, Development Services to review and provide comments on the Draft Missoula Bridges Planning Study. The City of Missoula and Development Services are committed to working with their partners to provide transportation facilities that are safe, efficient, accessible, and connected as part of a coordinated transportation system that serves all modes, both motorized and non-motorized..

The Higgins and Madison Street bridges are critical links in our transportation network, providing two of the most important connections over the Clark Fork River, thereby connecting our neighborhoods to the Downtown and to other key commercial, employment, and recreational centers throughout the city. Every day, thousands of Missoulians travel over the bridges to access their destinations. This includes vehicles, transit riders, bicyclists, and pedestrians and it is imperative that the facilities meet not only existing user needs, but those in the future as well.

2-A

As has been highlighted in the Draft Planning Study, in addition to the structural deficiencies of both the Higgins and Madison Street bridges, both bridges lack the appropriate infrastructure to meet the needs of the community. As is noted, the existing bicycle lanes, sidewalks, and railings do not meet current MDT design standards, nor do they meet City of Missoula standards. The City and Development Services appreciate the evaluation of the proposed alternatives and recognize the inherent trade-offs associated with the choice between a major rehabilitation of the bridges or complete replacement, particularly as it relates to cost, the timeframe for completion of improvements, and the impacts from construction. However, because these bridges will be in place for decades and generations to come, we are most interested in having a Higgins bridge and a Madison Street bridge that meet the needs and desires of the community and are concerned that a major rehabilitation of each bridge may not meet those objectives.

2-B

In regard to the Higgins bridge in particular, we look forward to reviewing the results of the engineering feasibility and structural analysis to determine whether deck widening would be possible (and cost effective) in order to accommodate improved non-motorized facilities and we

2-A

Thank you for your comment. The Missoula Bridges Planning Study considers existing and projected needs for the Higgins Avenue and Madison Street Bridges, including transit, bicycle, pedestrian, and motorized vehicle demands.

2-B

Option 2 (major rehabilitation) is recommended for implementation in the short term. It is expected to be the lowest-cost option that will address the structural condition of the bridges and provide an adequate service life extension. A major rehabilitation may not meet all the needs and objectives identified through this study. For this reason, Option 3A (four-lane bridge replacement) is recommended for consideration as a long-term option to meet all identified needs and objectives. Implementation of improvement options is dependent on funding availability.

look forward to further engagement with HKM and MDT to determine the best course of action for the bridges. Thank you for considering our comments. Please feel free to contact me if you have any questions.

Sincerely,



Mike Haynes, AICP
Development Services Director
City of Missoula

Cc. Corrine Collins, MDT Project Manager
Shane Stack MDT Missoula District



Missoula Bicycle & Pedestrian Advisory Board

Bob Wachtel
Board Chair
Committee of the Whole Chair
Active Transportation Plan
Implementation Committee

April 8, 2014

Montana Department of Transportation

Peter Walker-Keleher
Board Vice chair

Regarding: Missoula Bridges Planning Study

Gabriel Furshong
Board Recording Secretary

The Missoula Bicycle and Pedestrian Advisory Board submits the following comments relative to the Missoula Bridges Planning Study.

Wes Delano

Katherine Fielding

Caleb Kasper

Tom Sullivan

Tom Thompson

Jerry Wolf

Ben Weiss
Ex-official

Greg Amundsen
Ex-official

3-A

We find that the overall approach to analysis and description of existing conditions to be inconsistent and inaccurate. While structural analysis of the surface, deck, and substructure has been done on the existing present day condition of the bridges, the lane configuration analyses have relied on "as built" dimensions rather than existing on the ground conditions. Specifically on the Higgins Avenue bridge, while the sidewalk surface may be 5 feet wide, the usable space is at most 4' due to the railing intrusions; the bike lanes were created at 5.5 feet between August 2007 and 2008 reducing the outside travel lane to 9 feet 6 inches. Ignoring these existing conditions provides an inaccurate comparison of claimed existing conditions and proposed modifications.

3-B

We strongly agree that the existing conditions on both the Higgins and Madison Bridges are unacceptable and unsafe for both pedestrians and bicyclists. With respect to recommendations for future dimensions, we strongly urge a minimum sidewalk width of 6 feet (72 inches) for the full length of the bridges. While section 4.3.4 Passing Space and Passing Space Interval of the Federal Highway Administration document Designing Sidewalks and Trails for Access specifies a minimum of 5 feet of width, this provides minimal functional passing space for persons required to use a wheelchair for their mobility.

3-C

We also support comments made at the March 26 meeting of the Missoula Public Works Committee regarding the communities desire to look carefully at the design recommended in the Missoula Downtown Master Plan of a 2 lane Higgins bridge configuration. Given the trend of reduced traffic volumes on the Higgins Avenue on the bridge and immediately north and south of the bridge during the last 8 years, a 2 lane bridge for Higgins Avenue would provide appropriate motor vehicle capacity while providing equitable pedestrian and bicycle facilities without significant widening the bridge deck.

We support the recommendation that Option 2 (major rehabilitation) be studied further regarding the structural integrity of the substructure. This further study should include the option of a 2 motor vehicle lane configuration as well as the 4 lane configuration. If the substructure is found to be physically sound,

3-A

Thank you for your comment. Current roadway striping may vary from dimensions indicated in bridge plans. As noted in Section 4.1 of the study, railings currently reduce usable sidewalk width. The Missoula Bridges Planning Study is primarily focused on the total bridge deck width.

3-B

MDT will consider specific dimensions for bridge elements (including vehicular travel lanes, sidewalks, bicycle lanes, and railings) following nomination of a future project.

3-C

As indicated in Section 6.2, this study identifies a need to maintain connectivity equivalent to the two existing river crossings and to preserve existing bridge capacity. This need was primarily identified based on the 2012 Missoula LRTP, which documents growing vehicular demand on the Higgins Avenue Bridge and Madison Street Bridge through the 2040 planning horizon. These demand projections indicate a need to preserve the existing number of travel lanes on each bridge.

3-D

the major rehabilitation will provide a more rapid remediation of the existing unsatisfactory and unsafe conditions for pedestrians and bicyclists while continuing to provide necessary motor vehicle transit in either a 2 or 4 lane configuration. Given the differential between potential implementation and the existing unsafe pedestrian and bicycle conditions it is imperative that remediation be accomplished as soon as possible. This bridge in a central section of Missoula must provide safe and comfortable transit for all users of this downtown area. We cannot wait 20 years to accomplish this goal.

Respectfully submitted,



Robert L. Wachtel
Missoula Bicycle & Pedestrian Advisory Board Chair

3-D

The study recognizes the Higgins Avenue and Madison Street Bridges are in need of repair/rehabilitation. Implementation timeframes for improvement options are dependent on funding availability.

Comment #4



President
Brent Campbell
WGM Group

Vice President-Advocacy
Kim Johns
MSO Hub

Vice President-Marketing & Events
Julie McFarland
AAA

Vice President-Master Plan
Matt Ellis

Missoula Osprey/Uptown Diner

Vice President-Membership
Heidi Starrett
Missoula Independent

Treasurer
Rick Eneas
Galusha, Higgins & Galusha, PC

Past President
Todd Frank
The Trail Head

Larry Brehm
OZ Architects

Anders Brooker
The Runner's Edge

Lynda Brown
HR Consultant

Dan Cederberg
Cederberg Law Offices, P.C.

Wade Herbert
Black Knight Security

John Horner
First Interstate Bank

Diane Lanning
Providence St. Patrick Hospital

Scott MacIntyre
Badlander Complex/Access ATM

Aimee McQuilkin
Betty's Divine

Brooke Redpath
Missoulian

Mario Schulzke
University of Montana

Kent Watson
Kent Watson & Associates

Ex-Officio Members
Melanie Brock

Missoula Economic Partnership

Ellen Buchanan
Missoula Redevelopment Agency

Anne Guest
Missoula Parking Commission

Shane Stack
Montana Dept. of Transportation

Michael Tree
Mountain Line

218 East Main St., Suite C
Missoula, MT 59802
Phone: 406-543-4238
www.missouladowntown.com
info@missouladowntown.com

4-A

4-B

4-C

4-D

April 14, 2014

Ed Toavs & Shane Stack
MDT Missoula District
P.O. Box 7039
Missoula, MT 59807-7039

Corrina Collins
MDT Project Manager
P.O. Box 201001
Helena, MT 59620-1001

Sarah Nicolai
DOWL HKM Project Manager
104 E. Broadway, Suite G-1
Helena, MT 59601

To Whom It May Concern,

The Missoula Downtown Association (MDA) represents more than 475 businesses and more than 6,000 employees. The MDA, along with the Downtown Master Plan Implementation Team, is extremely grateful for the recent analysis and assessments by the Montana Department of Transportation and its contractor DOWL HKM on the Higgins Avenue and Madison Street bridges in Downtown Missoula, Montana. We appreciate the opportunity to provide input, and we recommend consideration of and compliance with the Downtown Master Plan for future improvements to both bridges.

The Downtown Master Plan was completed in 2008 and unanimously approved by the Missoula City Council, the Missoula County Commissioners and others in 2009. It speaks significantly to land use and circulation, including travel corridors, transit, and infrastructure needs for all modes of transportation.

The Higgins and Madison bridges are key structures to developing a strong, economically successful, safe, beautiful, comfortable and vibrant city center that serves as a major destination in Western Montana. This infrastructure provides major gateways, connectors, and thoroughfares in the heart of Missoula. Our community's interest in these bridges speaks to our culture, our values, our priorities, our history, and our deep interests in improving the river corridor and building a more sustainable community for future Montanans.

With that in mind, we believe it is very important for the Montana Department of Transportation to work in conjunction with local municipalities and downtown constituents to ensure the following are incorporated into any future improvements – short term or long term – for these two bridges.

- Improvements to the bicycle and pedestrian infrastructure must be priorities. Both bridges need wider sidewalks, improved bike lanes, and improved pedestrian-scale lighting.
- Improving connectivity to the riverfront corridor system – including parks and trails on both the north and south sides of the Clark Fork River – is a significant and valuable component of the Downtown Master Plan. It is imperative to ensure folks of all abilities can connect to/from the riverfront corridor and the bridges that are important river crossings in our community. Please ensure future improvements include ramps for all modes of transportation.
- The Madison Street Underbridge is a relatively-new and extremely-valuable connector in our community for those not travelling in a vehicle or on a bus. Please ensure it remains in any future improvements planned for Madison. In the event the entire bridge must be rebuilt, you must ensure a comparable grade-separated bicycle-pedestrian crossing is included in any future plans for improvements. This is truly a one-of-a-kind creation that is very important to our values, identity and connectivity.

MDT Response #4

4-A

Thank you for your comment. The Missoula Bridges Planning Study considers recommendations outlined in local plans in the context of federal and state funding requirements, which require compliance with relevant design standards and guidelines, as discussed in Section 6.1.

4-B

The study recognizes the need for improved bicycle and pedestrian facilities, as indicated in Section 5.0.

4-C

The study recognizes the need to accommodate non-motorized connectivity, as indicated in Section 5.0.

4-D

MDT is committed to maintaining a grade-separated bicycle/pedestrian bridge at Madison Street.

Comment #4, continued

4-E

- Missoula is just completing a community-wide wayfinding system for Missoula, and any future improvements should include implementation of the wayfinding system design, signs, maps and more.

4-F

As a true epicenter of Missoula, Montana, the Higgins Avenue Bridge serves as a gathering point for weather events, sunrises and sunsets, river viewing, parades, races, and more. Please consider going beyond the basics and include the addition of viewing decks on both sides of the bridge, potentially in multiple locations. We believe this bridge could serve as a glowing illustration for how a piece of transportation infrastructure could be the architectural highlight or even identity of a community. That's the kind of bridge we want for future generations.

As the primary gateway to The University of Montana – the largest institution in the State of Montana – the Madison Street Bridge should always have a strong connection to UM and its facilities on both sides of the river. Therefore, future improvements should account for improved lighting, signage, bicycle and pedestrian usage on both levels, safe connections to the riverfront parks and trails, and improved connections to nearby residential areas. This is a highly-travelled corridor, and UM's pending expansion to the East Broadway corridor will increase travel of all modes across the Madison Bridge.

We understand there are times when the state transportation division and the local community interests are divergent, and we appreciate MDT's needs and desires to serve primarily those who are driving in vehicles and trucks. However, we hope you will observe, respect and include the goals of the Downtown Master Plan in all future improvements to the Higgins and Madison Bridges.

Thank you for your thoughtful consideration.

With Respect,

Linda K. McCarthy
Executive Director

On behalf of the
Missoula Downtown Association and the
Downtown Master Plan Implementation Team

MDT Response #4, continued

4-E

MDT will consider specific bridge signage following nomination of a future project.

4-F

The current bridge decks cannot accommodate viewing areas. Future engineering analysis is needed to determine if the existing bridge decks can be widened during a major rehabilitation project.



To: Sarah Nicolai - DOWL-HKM Project Manager
 CC: Corrina Collins - MDT Project Manager ; Shane Stack - MDT Missoula District ; Mayor John Engen - City of Missoula ; Missoula City Council members ; Michael Reid - University of Montana ; Linda McCarthy - Missoula Downtown Association

To Whom It May Concern,

On behalf of our 780 members, the Missoula Area Chamber of Commerce writes to share the perspective of the Missoula business community regarding proposed improvements to the Madison Street and Higgins Avenue bridges from the recently issued planning study report. Thank you for this opportunity to provide public comment.

Vehicle lane configurations:

As river crossings on high use north-south corridors, the Madison and Higgins bridges are crucial to moving people and goods throughout our community. They are also heavily relied upon by the University of Montana and downtown Missoula. Please consider that the new Missoula College and development stemming from the proposed Hellgate Urban Renewal District will rely on the bridges as well. In the Chamber's view, our community's economic prosperity and quality of life depend upon both bridges being safe and efficient for users of all modes.

5-A

With that in mind the Chamber supports the draft planning study reports' recommendation to preserve existing vehicle capacity by only giving further consideration to four lane improvement options for both bridges. We believe it is critical that the Higgins Avenue bridge retains sufficient capacity to encourage folks attending University events to visit downtown afterwards. If a bottleneck is created at the Higgins Avenue bridge it may be tempting for out of town visitors to hop onto the interstate and leave Missoula, or for residents to go immediately home after University events.

5-B

Improvement options:

The Chamber supports option 2 (major rehabilitation, four lanes) and option 3A (replacement, four lanes) for further consideration for both bridges. We understand that both bridges are structurally deficient, and do not support option 1 (minor rehabilitation) for further consideration. The Chamber does not support further consideration of option 3B (replacement, six lanes) for either bridge at this time due to excessive estimated costs and potential for adverse impacts to the surrounding area.

P.O. Box 7577 • Missoula, MT 59807-7577 • (406) 543-6623 • Fax: (406) 543-6625
www.missoulachamber.com

5-A

Thank you for your comment.

5-B

Thank you for your comment.

Structural analysis and deck widths:

We encourage Montana Department of Transportation (MDT) to conduct a thorough structural analysis for both bridges to determine the extent to which the bridge decks may be safely widened. We view this as a necessary first step in determining the viability of improving bicycle and pedestrian facilities while simultaneously preserving existing vehicle capacity. To this end, the Chamber supports consideration of widening both bridges' decks to the greatest extent that is appropriate and cost effective.

5-C

Connectivity to trails and existing bicycle and pedestrian facilities:

We support consideration of appropriate and cost effective treatments to improve the connectivity and ADA access of both bridge decks to nearby non-motorized facilities, such as to the riverfront trail system. We also support retaining the Madison Street under bridge. The Chamber recognizes that such amenities can enhance community quality of life and give Missoula a competitive advantage for economic development.

5-D

Timeliness:

The Chamber recognizes that funding for these potential projects may be limited and that both bridges seem to have immediate needs. We further recognize that due to potential financial and structural constraints there are no guarantees that all parties will get everything that they want. In any event, we encourage the City of Missoula and the State of Montana to try to achieve appropriate compromises, and to work together to move these potential projects forward. A protracted debate between the city and the state over design features of either bridge will increase costs and delay construction, outcomes that are certainly not in Missoula's best interests.

5-E

The Chamber is grateful for MDT's work on bringing needed improvements to the Higgins Avenue and Madison Street bridges, and we appreciate the consideration of our comment by all the involved parties. We welcome any thoughts or questions you may have.

Sincerely,

Kim Latrielle
President/CEO

Shawn Clouse
Chairman of the Board of Directors

5-C

Thank you for your comment.

5-D

Please see responses 4-C and 4-D.

5-E

MDT is committed to working cooperatively with the City of Missoula to improve the Higgins Avenue and Madison Street Bridges.



**Montana Fish,
Wildlife & Parks**

Region 2 Office
3201 Spurgin Road
Missoula, MT 59804-3101
406-542-5500
Fax 406-542-5529
April 18, 2014

Sarah Nicolai
DOWL HKM
PO Box 1009
Helena, MT 59624-1009

Reference: Draft Missoula Bridges Planning Study, March 2014

Dear Ms. Nicolai:

Montana Fish, Wildlife and Parks (FWP) has reviewed portions of the Draft Planning Study documents related to the possible repair or replacement of the Madison and/or Higgins bridges in Missoula. One activity we did not find specific mention of was the very heavy summer use of the Clark Fork River through Missoula by recreational floaters, many on inner tubes ("tubers") or small rubber rafts. These folks often enter the river from near Bonner to East Missoula and then float downstream. They exit or "take out" all along the river as it flows through Missoula.

6-A

6-B

6-C

- This activity should probably be taken into account relative to safety issues during any repair or construction activities on the bridges.
- Additionally, FWP wonders if specific take-out facilities should be planned for at the bridges--since floaters often use the bridges as takeout points. Planning for that activity could help reduce damage to the river banks near bridges in the long run.

Thank you for your time and commitment in seeing this project and partnership succeed.

Sincerely,

Randy Arnold
Regional Supervisor

RA/sr

6-A

Thank you for your comment. The study now lists floating as one of the recreational opportunities on the Clark Fork River.

6-B

As indicated in Section 6.3, the study recognizes that temporary impacts to recreation may result due to limited river access during construction periods for any improvement option.

6-C

MDT will coordinate with FWP regarding recreational considerations following nomination of a future project.

Comment #7	MDT Response #7
<p data-bbox="268 164 1079 191"><u>Comments from MIST on the Missoula Bridges Planning Study, April 18, 2014</u></p> <p data-bbox="268 256 772 284">-thank you for undertaking this important work</p> <p data-bbox="268 305 1188 358">-we are including a pdf of a presentation we made to city council about the Higgins Bridge, and would like this to be included as a comment.</p> <p data-bbox="121 402 235 430">7-A</p> <p data-bbox="268 380 1209 513">-P.7 says that the Active Transportation Plan calls for 'protected bikeways' (also known as cycle tracks). While this is true, project 129 calls for 'Improve Higgins Street to include safe, continuous and accessible bike/ped facilities from Brooks to Broadway.' This means that future bikeways on the Higgins Bridge could be either bike lanes or cycle tracks.</p> <p data-bbox="121 548 235 576">7-B</p> <p data-bbox="268 542 1171 570">P.12 lists the wrong dimensions for both the Higgins Bridge and the Madison Bridge.</p> <p data-bbox="121 613 235 641">7-C</p> <p data-bbox="268 591 1209 644">P.19 lists a volume of 12k cars a day in 2010 on the Madison Bridge. This does not seem correct.</p> <p data-bbox="121 678 235 706">7-D</p> <p data-bbox="268 667 1222 898">P.20 speaks towards LOS. We disagree that LOS A represents the best case from a travelers perspective. From a lot of travelers' perspective (walkers, bikers, etc.), LOS A is very dangerous. From a drivers' perspective, LOS A is typically costly and dangerous. LOS tends to induce high speed motor travel, which is counter to livability. Also, we think it is wrong for MDT to have a target of LOS B and/or a minimum target of LOS C. Many great communities accept LOS E, especially for rush hour. To have the same target for the heart of Missoula as a rural highway is demeaning to the Missoula community, in our opinion.</p> <p data-bbox="121 922 235 950">7-E</p> <p data-bbox="268 915 1222 1089">P.22 States that current LOS for bikes is B. The on-the-ground reality does not match up with the manuals that were used to calculate LOS for cycling. We do not fault the consultant for this discrepancy, yet merely point out that ground conditions may be very different from theory of conditions. MIST has performed many surveys on cycling conditions in Missoula, and the Higgins Bridge and Madison Bridge continually rate poor to unacceptable.</p> <p data-bbox="121 1125 235 1153">7-F</p> <p data-bbox="268 1110 1192 1195">P.39 The City of Missoula has a more appropriate target for bike lane widths than the State. A minimum of a 5' bike lane is not acceptable for the heart of our community. For safety and comfort a wider bikeway is needed on both bridges.</p> <p data-bbox="121 1222 235 1250">7-G</p> <p data-bbox="268 1216 1209 1269">-the railings on both bridges need fixing immediately. These are safety hazards, do not meet current standards, and we should not wait any longer to fix these.</p> <p data-bbox="121 1295 235 1323">7-H</p> <p data-bbox="268 1289 873 1317">-all options need to enhance water, air and soil quality.</p> <p data-bbox="121 1360 235 1388">7-I</p> <p data-bbox="268 1338 1234 1451">-a 2-lane bridge for both Madison and Higgins, yet especially for Higgins, would perform well for all modes of transportation. (See attached presentation for specifics on Higgins). Modern single lane roundabouts would likely need to be used in order for a 2-lane Madison St. Bridge to work at optimum.</p>	<p data-bbox="1325 164 1438 191">7-A</p> <p data-bbox="1478 164 1831 191">Thank you for your comment.</p> <p data-bbox="1325 256 1438 284">7-B</p> <p data-bbox="1478 233 1990 298">Dimensions listed on page 12 are based on bridge plans. Please see response 3-A.</p> <p data-bbox="1325 345 1438 373">7-C</p> <p data-bbox="1478 342 2011 513">Volumes listed in Table 4.1 are drawn from the <i>2012 Missoula LRTP</i>, and were produced by the Missoula TransCAD model, a travel demand forecasting software program. Volumes do not reflect actual count data.</p> <p data-bbox="1325 560 1438 587">7-D</p> <p data-bbox="1478 557 1982 621">Reconsidering MDT's target LOS for urban arterials is outside the scope of this study.</p> <p data-bbox="1325 669 1438 696">7-E</p> <p data-bbox="1478 662 1965 764">The study recognizes local desires for improved bicycle facilities on the Higgins Avenue and Madison Street Bridges.</p> <p data-bbox="1325 808 1438 836">7-F</p> <p data-bbox="1478 805 1934 907">Minimum width specifications do not preclude MDT from considering wider facilities. Please see response 4-A.</p> <p data-bbox="1325 954 1438 982">7-G</p> <p data-bbox="1478 948 2011 1084">As indicated in Section 4.1, bridge railings do not meet current design standards. Railings would be replaced as part of any future design project.</p> <p data-bbox="1325 1131 1438 1159">7-H</p> <p data-bbox="1478 1125 1990 1261">MDT would minimize impacts to water, air, and soil quality, to the extent practicable, with any future design and construction project.</p> <p data-bbox="1325 1308 1438 1336">7-I</p> <p data-bbox="1478 1302 1990 1404">This study relies on the best available information reported in the <i>2012 Missoula LRTP</i>. Please see response 3-C.</p>

7-J

-a flaw of this study is not looking further at the context, in our opinion. Higgins will likely become a 3-lane road from either Brooks to Railroad or 5th to Railroad in the future. This is supported by the City of Missoula. A bridge does not need a turn lane, so a bridge with one lane in each direction for motor vehicles is almost always sufficient. Here is some evidence that the City of Missoula, via former Public Works director Steve King, is supportive of a 3-lane Higgins throughout downtown:

----- Original Message -----
 From: "Steve King" <SKing@ci.missoula.mt.us>
 Date: Thu, August 28, 2008 9:10 am
 To: "Ellen Buchanan" <EBuchanan@ci.missoula.mt.us>
 "Bob Giordano" <mist@strans.org>
 "Phil Smith" <PSmith@ci.missoula.mt.us>
 "Ethel MacDonald" <ethelmacd@gmail.com>
 "Mcmurtry-hauptman, Timothy"
 <timothy.mcmurtry-hauptman@grizmail.unt.edu>
 "Wilson, Nancy" <nancy.wilson@mso.unt.edu>
 "Jordan Hess" <wjordanhess@gmail.com>
 "Benjamin Courteau" <Benjamin.Courteau@du.edu>
 "Alex Taft" <alextaft9@msn.com>
rayaten@earthlink.net
 "Jason Wiener" <JWiener@ci.missoula.mt.us>
 "Dave Strohmaier" <DStrohmaier@ci.missoula.mt.us>
 "Brent Campbell" <BCampbell@wgmgroup.com>
 "Linda McCarthy" <linda@missouladowntown.com>
 "Alex Stokman" <astokman@co.missoula.mt.us>
 "Jim Sayer" <jsayer@adventurecycling.org>
philgardner@mac.com
mcmillan@montana.com
wachteir_m@msn.com
 "Greg Amundsen" <GAmundsen@ci.missoula.mt.us>
jtwolf@fs.fed.us
 "John Weber" <jweber@ci.missoula.mt.us>
 "John Weyhrich" <jweyhrich@adventurecycling.org>
 "John Weyhrich" <john_weyhrich@yahoo.com>
mabikes@hotmail.com
mblunt@montanadsl.net
 "Phil Condon" <cphil@bigsky.net>
 "Shirley K Zylstra" <szylstra@fs.fed.us>
jim.shirl@in-tch.com
 "Travis Dye" <travis@kalksteinlaw.com>
tdye@montana.com
 "Kevin Slovarp" <KSlovarp@ci.missoula.mt.us>
 "Kailey, Dwane" <dkailey@mt.gov>
 "Stack, Shane" <sstack@mt.gov>

 Ellen & All,

 City Public Works supports the extension of a 3-lane Broadway from Orange to Madison Street and 3-lane Higgins from S. 5th Street to Railroad Street.

 Steve King
 Public Works Director

7-J

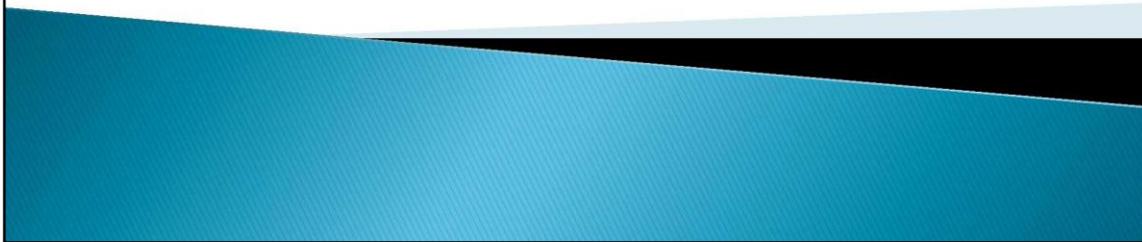
Please see response 3-C.

Improving the Higgins Bridge For the Community

Presented by the Missoula Institute for Sustainable Transportation (MIST), to the Public Works committee of City Council, 3/26/14

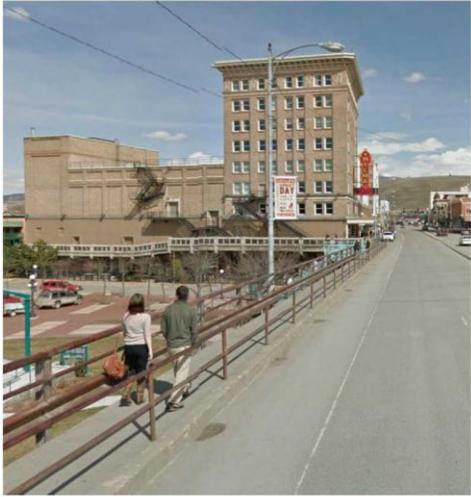
7-K

Current Bridge Does Not Meet Community Needs



7-K

Thank you for your comment.

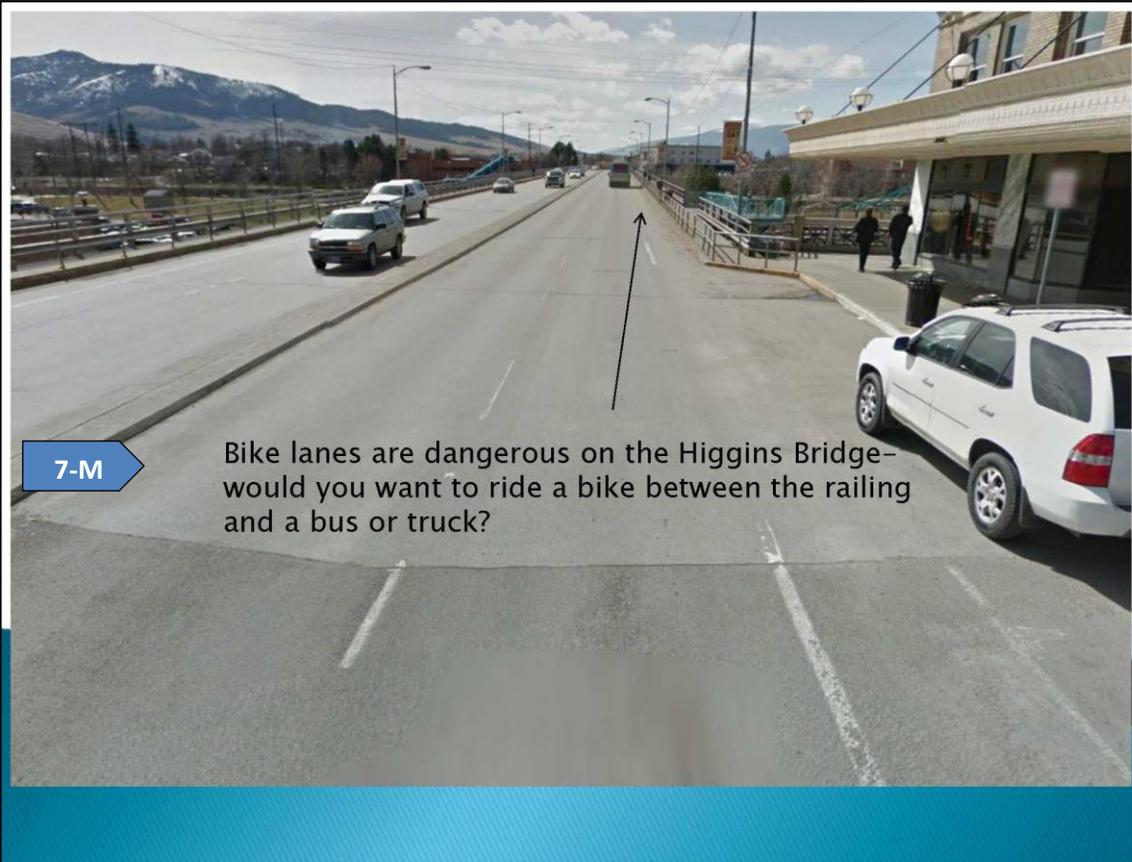


7-L

Thank you for your comment.

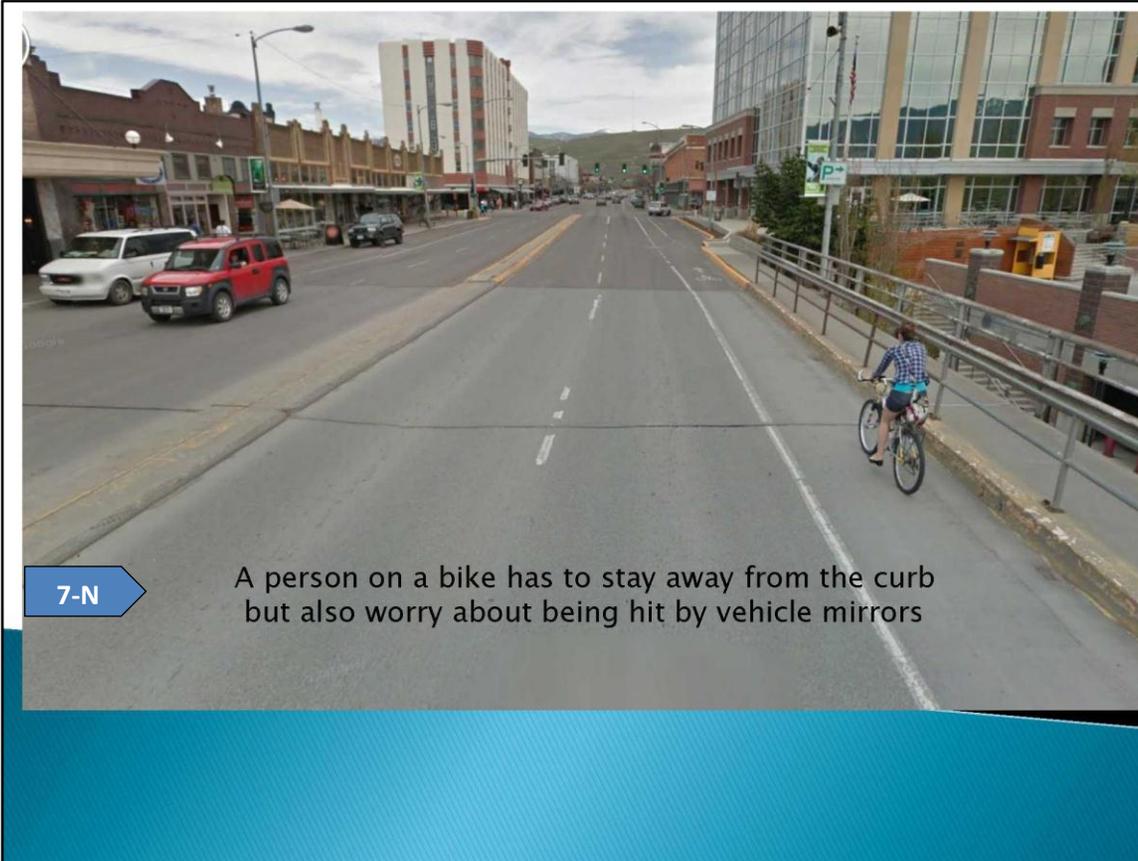
7-L

Two people cannot walk side by side—
one person has to walk slightly in front or behind



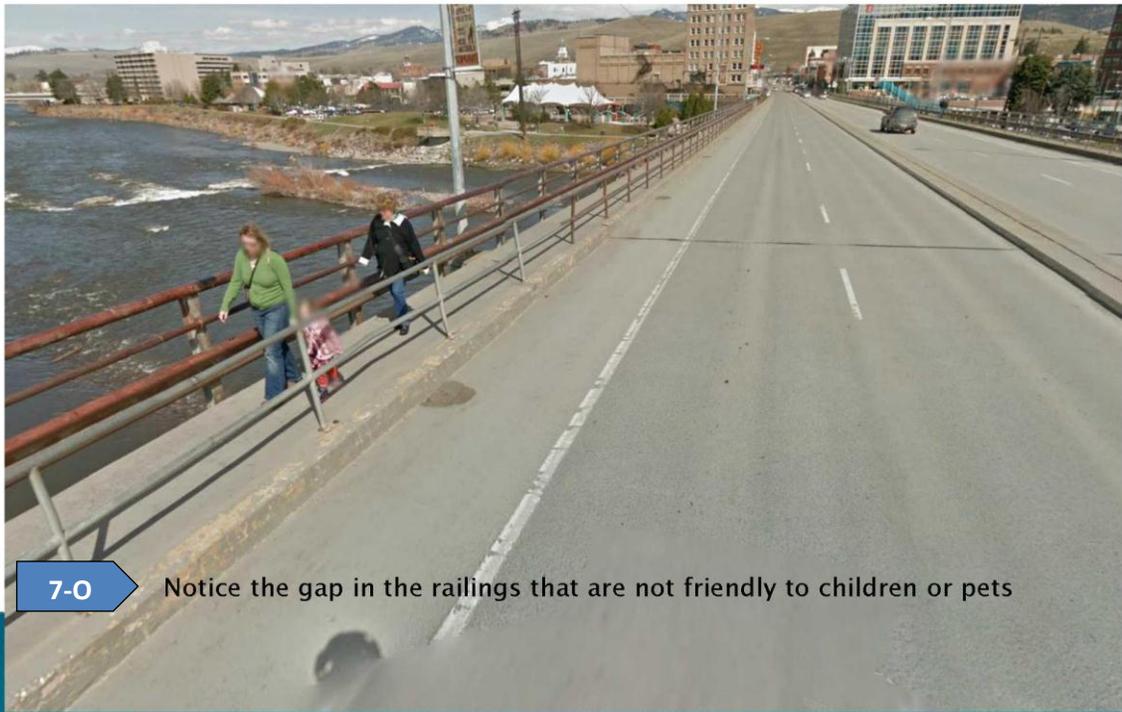
7-M

Thank you for your comment.



7-N

Thank you for your comment.



7-0

Notice the gap in the railings that are not friendly to children or pets

7-0

Thank you for your comment.

7-P

MISSOULA LONG RANGE TRANSPORTATION PLAN UPDATE- 2012

"The public demonstrated strong support for multi-modal improvements during both the 2008 Envision Missoula workshops and the 2012 Connections workshops."

7-Q

487 RECOMMENDED

Higgins/Broadway Reconfiguration Study: To study feasibility of different treatments to improve access and safety for all modes, including conversion to three lanes. STPU and local funds \$50,000.00

The Long Range Plan calls for change on the bridge

7-P

Thank you for your comment.

7-Q

Please see response 3-C. As noted in Section 6.2, a two-lane configuration on Higgins Avenue could be assessed through a separate analysis initiated by the City of Missoula, in coordination with MDT and FHWA.

7-R

Missoula Active Transportation Plan- 2011
An amendment to the 2005 Missoula County Growth Policy

#69- Higgins Avenue Bridge Improvements-
Protected bikeways, enhanced connections to Caras Park, widened walkway, and Historic Street Lights.

#129- Bike and pedestrian facilities on Higgins-
Improve Higgins Street to include safe, continuous and accessible bike/ped facilities from Brooks to Broadway.

*The Active Transportation Plan also calls for change on Higgins Ave

7-R

Please see response 4-A. MDT values public input and attempts to maintain consistency with local plans.

Downtown Master Plan- 2009

"a 20-year vision for the heart of our community"

7-S

Pedestrians

To ensure that downtown Missoula thrives, improvements to the pedestrian environment must be of highest transportation priority.

Bicycles

Increased ridership should be fostered by providing a connected system that is safe for riders of all ages and skill levels.

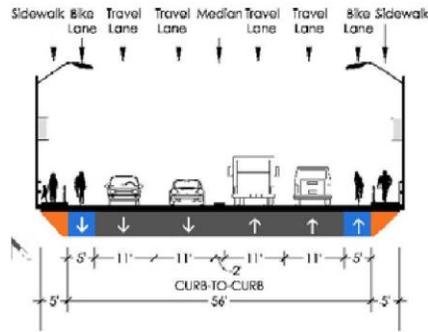
Higgins Avenue

- . Initiate a public process for design and review of alternatives for Higgins Avenue as a four-lane or a three-lane street between Brooks and Railroad streets

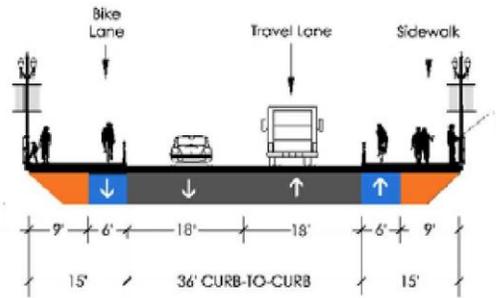
The Downtown Master Plan strongly supports walking and biking and calls for change on Higgins Avenue

7-S

Please see response 4-A and 7-R.



Existing Higgins Bridge



Existing Bridge: Three-Lane with Protected Bikeway

From DTMP

7-T

The 'existing bridge' figures are not correct: the bike lane is 5'6" and the outside travel lane is about 9'6" and not 11'.

7-T

Please see response 3-A.



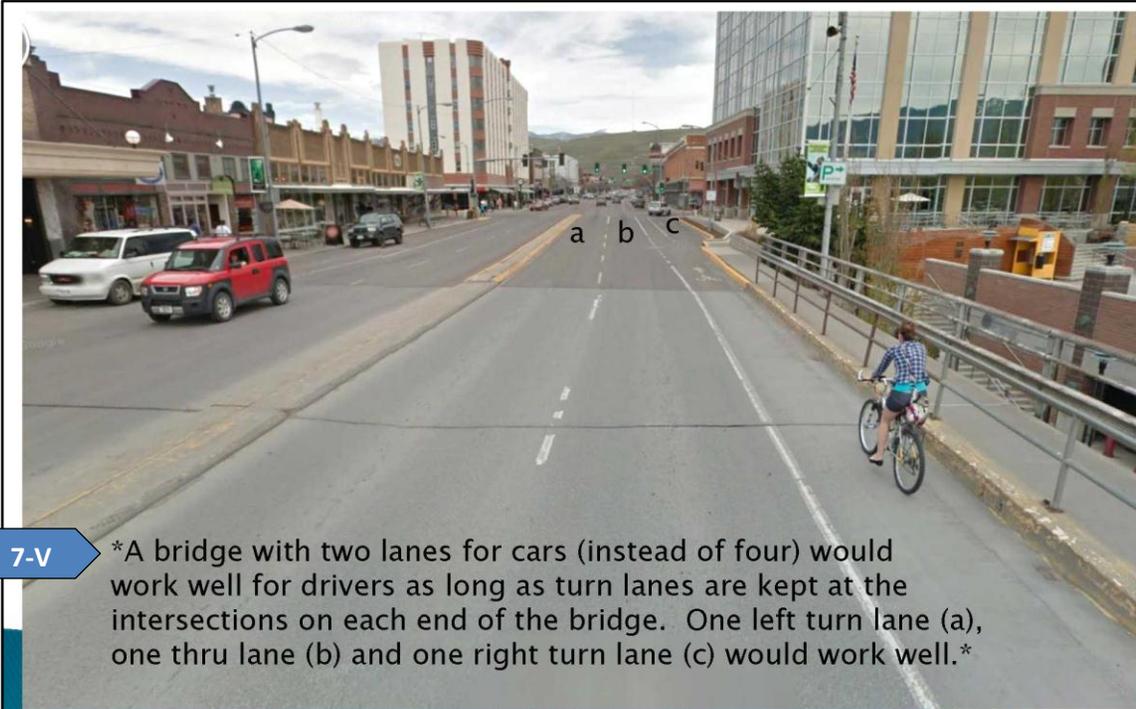
7-U

One vision of what the Higgins Bridge could look like in the future. We suggest increasing the space for people on bikes a couple of feet, as compared to this rendering. There is plenty of room for an increase

Proposed Higgins Avenue Bridge (DTMP, p.99)

7-U

Please see response 3-C.

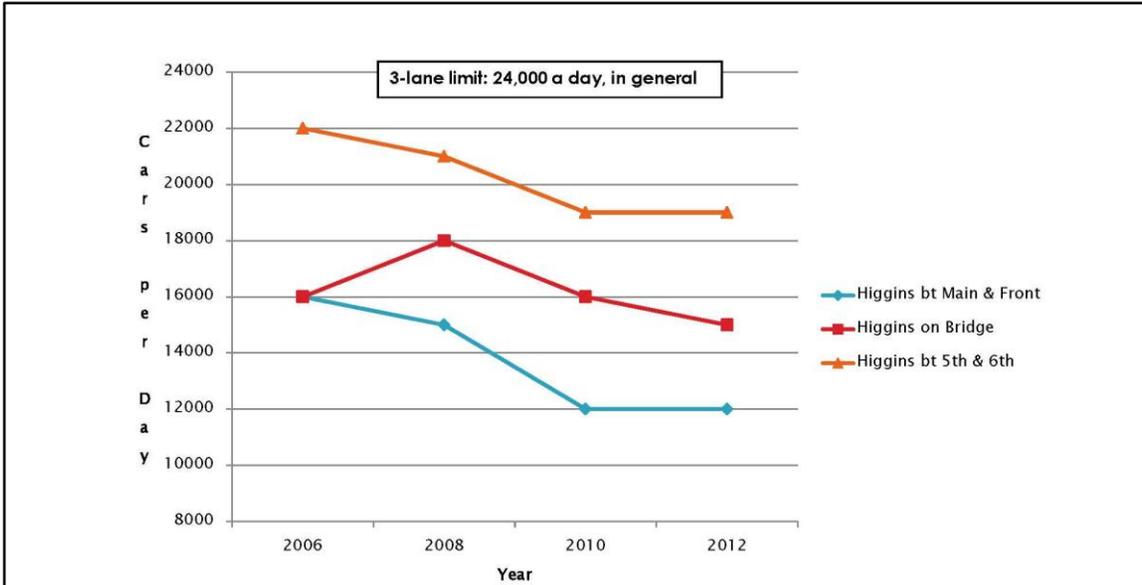


7-V

A bridge with two lanes for cars (instead of four) would work well for drivers as long as turn lanes are kept at the intersections on each end of the bridge. One left turn lane (a), one thru lane (b) and one right turn lane (c) would work well.

7-V

Please see response 3-C.

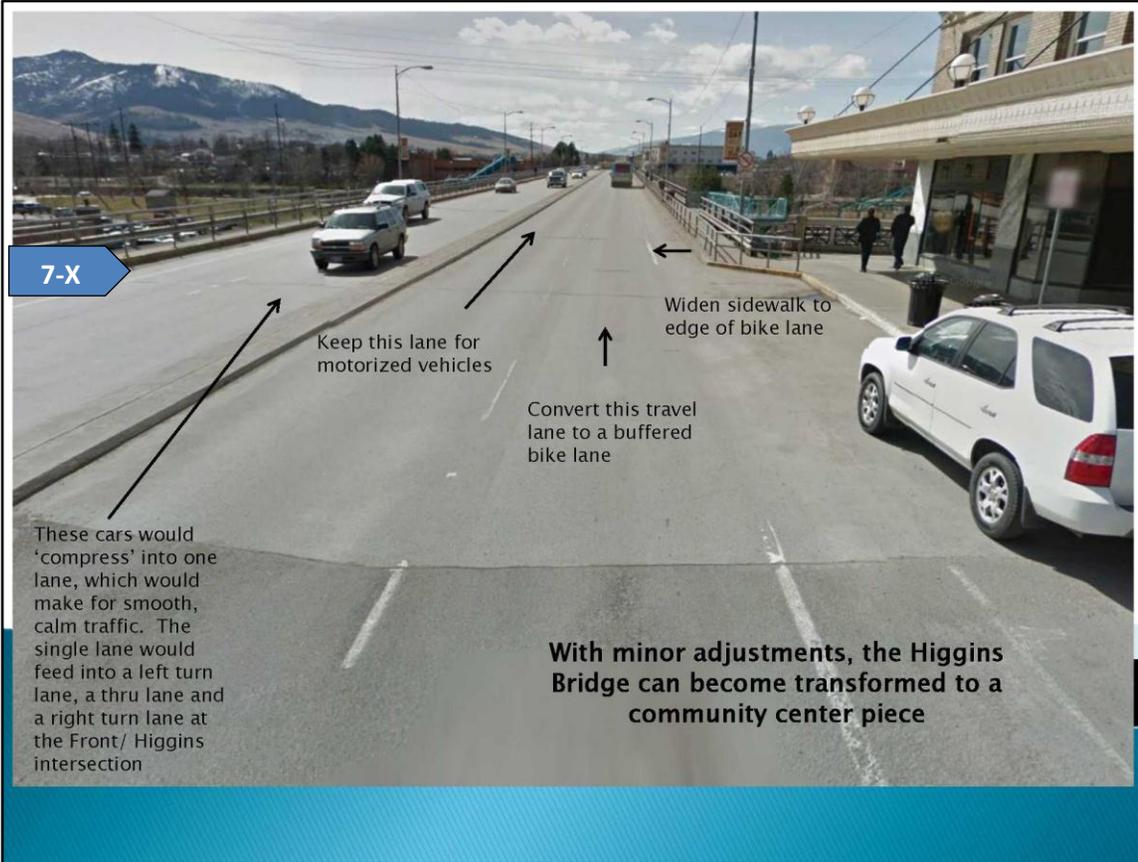


7-W

The traffic volumes on Higgins show that a 4-lanes is too much for Higgins and that a 3-lane road (one lane in each direction with a center turn lane) would suffice. The bridge can be a 'pure' 2-lane as the turn lane would not be needed

7-W

Please see response 3-C.



7-X

Please see response 3-C.

Conclusion, from MIST:

Start a local study now, to complement MDT study. Thank you.

487 RECOMMENDED

Higgins/Broadway Reconfiguration Study: To study feasibility of different treatments to improve access and safety for all modes, including conversion to three lanes. STPU and local funds \$50,000.00

7-Y

Please see response 3-C.

7-Y

The current bridge study being undertaken by MDT did not look at a 2-lane or 3-lane Higgins- a flaw in our opinion. To fix this flaw, The City of Missoula can initiate a local study and/or project, as outlined in the 2012 Long Range Transportation Plan.

Comment #8	MDT Response #8
<p>Comments on Missoula Bridges Planning Study - April 18th, 2014</p> <p>Thank you for your work on these much needed bridge update projects, and for the opportunity to comment about very important visions for these downtown transportation assets.</p> <p>8-A The Higgins bridge should only be reconstructed in a manner which comports with the visions set forth in the extensively considered Greater Downtown Master Plan.</p> <p>In this study, which had thorough public scrutiny and input, it was determined that the Higgins bridge was in need of extensive updates to its bicycle, and especially its pedestrian, accommodations. There was strong public opinion that updates are needed as soon as possible and that better bike/ped infrastructure would be a catalyst for more robust economic activity on both sides of the river. The plan further illuminated the community's desire for a more in-depth public process as we came closer to reconstruction.</p> <p>8-B Thus, in keeping with the expressed public intent in the Downtown Plan, there should be immediate remediation to temporarily better the pedestrian assets on the Higgins bridge and then a more robust public process to determine the more detailed elements that should be incorporated into the rebuild of both bridges.</p> <p>8-C On both bridges there should be a high degree of emphasis on calming the motor vehicle traffic. This should be done by road dieting down to 2-3 car lanes of 10 foot widths. Additional calming elements that can enhance walkability and bike-ability should be installed such as a pedestrian promenade with planters, vegetation, benches, arches/gateways, decorative street lighting and a raised cycle track.</p> <p>8-D The fixation and focus on motor vehicle LOS should be diminished. It is inappropriate to plan for LOS B or C on bridges which are so near and integral to downtown, that need to be calmed, and have demonstrated a trend of decreased motor vehicle traffic.</p> <p>8-E Under any circumstances the pedestrian bridge under the Madison Street bridge must be retained. Both bridges should have better pedestrian access (ramps) to/from the riverside parks/trails.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely,</p> <p>John Wolverton 1639 S 8th St W Missoula, MT 59801</p>	<p>8-A Please see response 4-A.</p> <p>8-B This study recommends short-term implementation (1 to 5 years) of Option 2 (major rehabilitation), which would include improvements to bicycle and pedestrian facilities. Additional public involvement opportunities would be provided during any future design and construction project.</p> <p>8-C Please see response 3-C. This study identifies a need to preserve existing bridge capacity.</p> <p>8-D Based on information drawn from the 2012 <i>Missoula LRTP</i>, the Higgins Avenue Bridge and the Madison Street Bridge are both expected to operate below MDT's design target of LOS B for urban principal and urban minor arterials. While Option 3B (six-lane bridge) is anticipated to improve vehicular operations, the study recognizes this option would result in excessive impacts to downtown Missoula.</p> <p>8-E Please see response 4-D.</p>