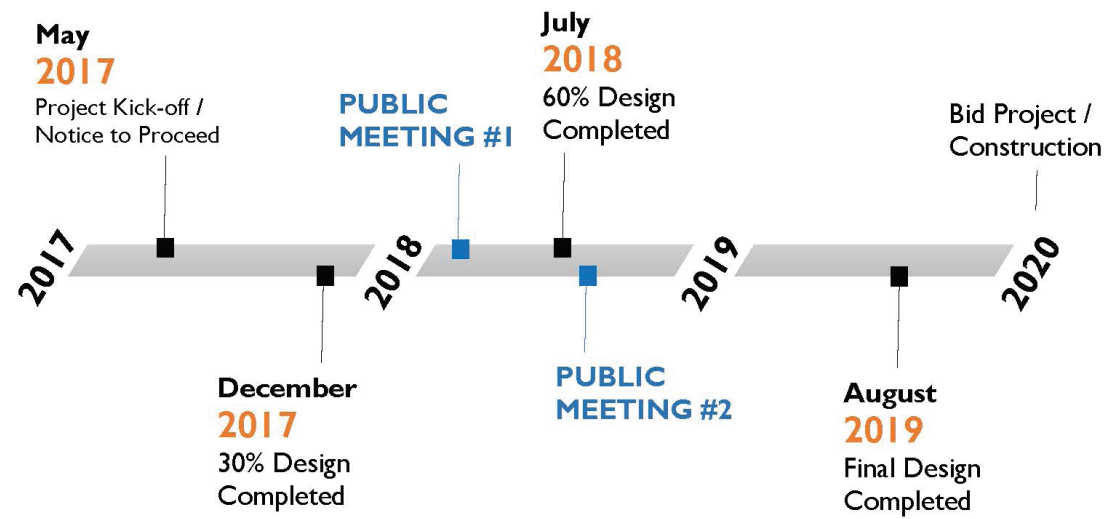


Project Schedule



Construction Schedule

Construction of the project is tentatively scheduled to occur in 2020. Construction may occur in phases where traffic is maintained on half of the bridge while the other half is reconstructed. Options to close the bridge entirely to allow for a shorter construction timeframe is also being considered. Construction will be sequenced to minimize impact on the downtown area and events below the bridge to the extent practical. Coordination with local business owners, the City, Parking Commission, Wilma Homeowners Association, Clark Fork Market, Caras Park, and the public will occur prior to finalizing the details for construction. Ongoing coordination and public outreach will occur during construction.

For More Information or to Comment:

Project Overview: www.mdt.mt.gov/pubinvolve/higginsbridge

Public Comment: www.mdt.mt.gov/pubinvolve/higginsbridge/public-involvement

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HIGGINS AVENUE BRIDGE REHABILITATION OPEN HOUSE #1 APRIL 4, 2018

Project Overview

Originally constructed in 1962, the Higgins Avenue Bridge is deteriorating and is in need of rehabilitation to extend the life of the bridge. Various structural elements are in need of repair and the concrete deck requires replacement. Additionally, the Higgins Avenue Bridge is a vital transportation link across the Clark Fork River that has been identified by the City of Missoula as a priority for improving multimodal transportation. The objectives of this project are to repair or rehabilitate the deteriorated elements of the bridge in a cost-effective manner and improve multimodal transportation facilities across the bridge to the extent practicable.

The structural rehabilitation of the bridge will include: bridge deck replacement; repair the steel superstructure as needed; spot painting the steel superstructure; repair or replace bearings as needed; and minor repairs to the concrete substructure units.

Multimodal transportation enhancements on the bridge will include widening the bridge to provide additional space for bicycles and pedestrians. Past coordination between MDT, City of Missoula, and stakeholders had determined a typical cross section for the bridge, which included shared bicycle-pedestrian space on both sides of the bridge. Since then, an additional option to provide separated walkways with bike lanes adjacent to traffic is being considered. See Figure 2 for the bridge deck configuration options being considered.

The east edge of bridge will be maintained at the current location and the widening will occur to the west. The existing bridge piers located on dry land will be widened to the west to accommodate an additional beam line to support the wider bridge deck. Over the river, the wider bridge deck will be supported using a cantilever system to avoid work in the river.

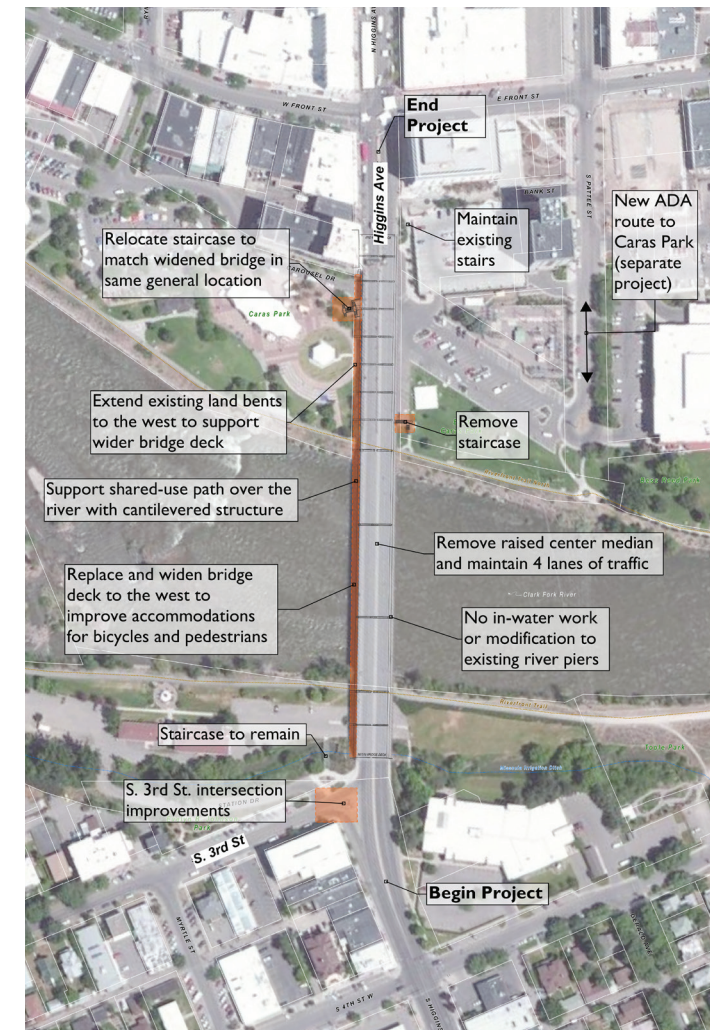


Figure 1. Project Area Map



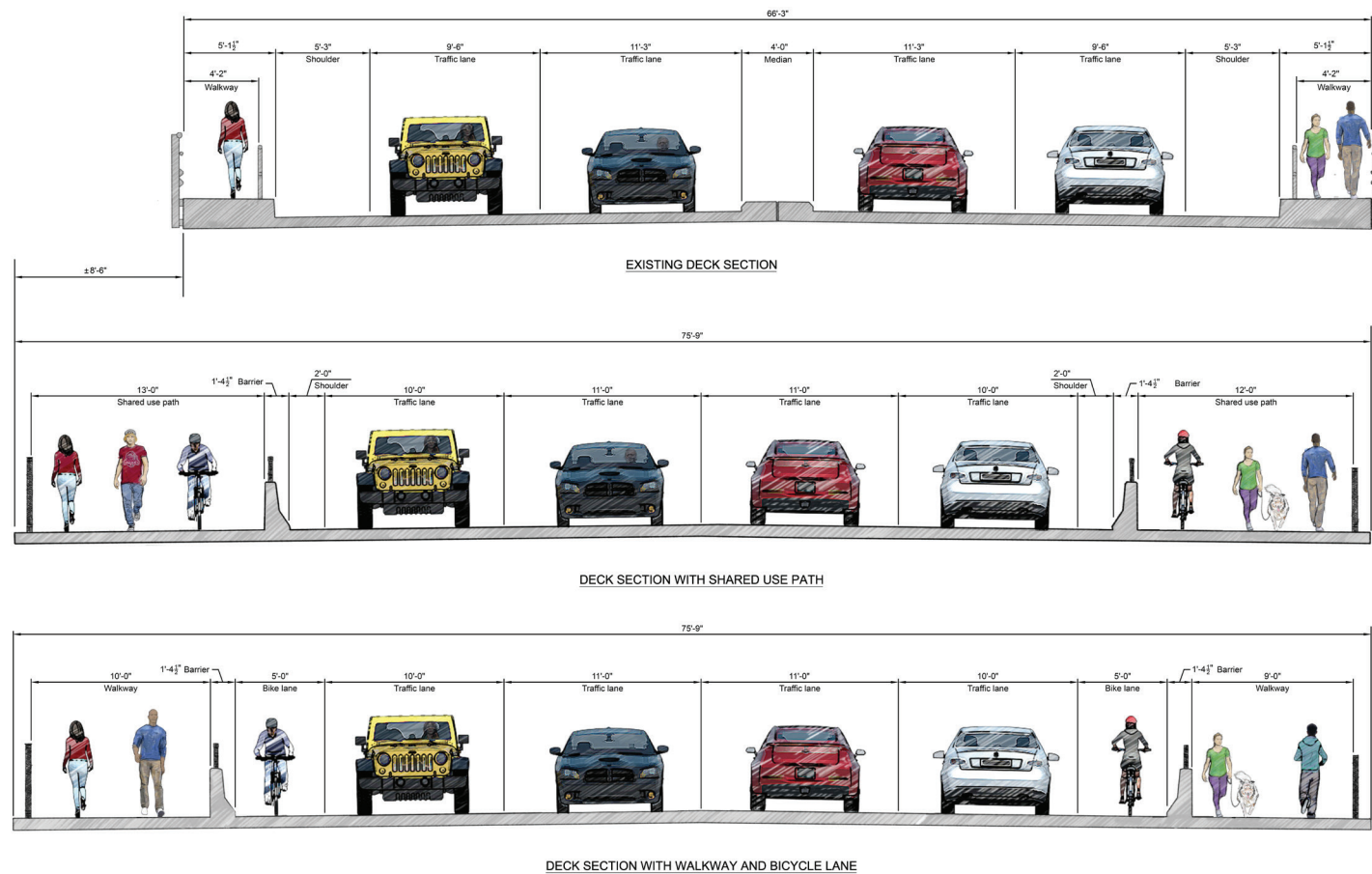


Figure 2. Typical Sections. The figure above represents the options being considered for the bridge relative to the existing conditions. The existing bridge deck will be replaced and widened to provide additional space for pedestrians and bicycles. The design team is working with MDT, the City, and stakeholders to determine what configuration will move forward into final design.

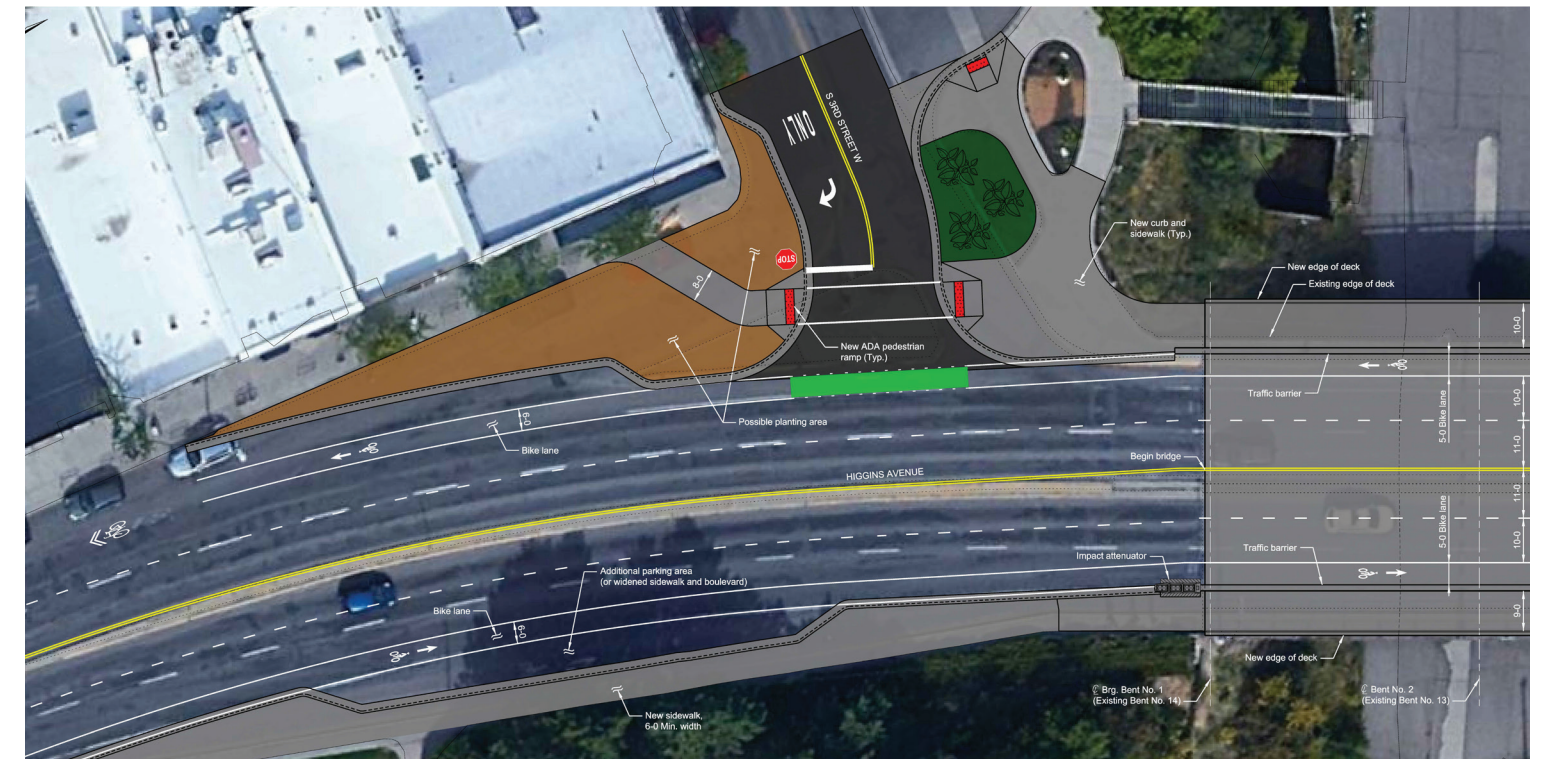


Figure 3. South Bridge Approach: This exhibit presents a schematic of the proposed improvements to the South 3rd Street intersection with Higgins Avenue near the southern end of the bridge. The exhibit shows the street configured for the bike lane alternative, but the details are similar for the shared use path option. The intersection will be reconfigured to improve safety for pedestrians by shortening the crosswalk distance. There are opportunities to provide additional parking or landscaping on the east side of Higgins Avenue. Additional coordination with MDT, City of Missoula, and stakeholders will occur to identify possible amenities or landscaping for the west side of Higgins Avenue.



Figure 4. Bike Lane Option Looking North. This view represents a possible configuration where a bike lane would be provided adjacent to the traffic lane. A dedicated walkway would be provided for pedestrians with positive separation from the roadway. Either steel traffic railing (pictured here) or concrete barrier (Figure 5) would be provided between the walkway and roadway.

Key Benefits of this Option: Lower cost option, avoids weaving movements of bikes from the street onto the bridge shared use path, avoids conflicts between bikes and pedestrians.



Figure 5. Shared Use Path Option. This view represents a combined space that would be provided on both sides of the bridge. The space would be shared between bicycles and pedestrians. The bike lanes along Higgins Avenue on either end of the bridge would need to transition to the shared use path provided on the bridge. For this option, positive separation would be provided between traffic and the shared use path using a concrete barrier.

Key Benefit of this Option: Positively separates bicycles and pedestrians from traffic.



Figure 6. Caras Park Rendering. This view depicts how the intermediate bridge supports will be widened to the west over dry land. The existing stairs on the west side of the bridge will either be relocated to accommodate the wider bridge deck, or replaced at a similar location. Some modifications to the landscaping at Caras Park will be necessary to accommodate the bridge widening.