

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 1

DETAILS

Location: Big Sky High School - Multi-Use Room / Cafeteria
915 South Avenue West, Missoula, MT

Date: April 24, 2012

Time: 6:00 PM – 8:30 PM

MEETING NOTIFICATION

- A press release for the meeting was made on April 16th.
- Display ads were posted in the Missoula Independent (April 12th and April 19th) and the Missoulian (April 8th and April 22nd).
- Information about the meeting was also posted on the study website:
<http://mdt.mt.gov/pubinvolve/maclay/>.
- Informational meeting flyers were sent to identified interested parties, including:
 - Missoula County Commission
 - Missoula Emergency Services
 - Missoula County Public Schools
 - Target Range School District
 - Mountain Home Montana
 - MT Department of Fish, Wildlife and Parks
 - US Forest Service
 - Target Range Homeowners Association
 - Missoula Rural Fire District
 - Maclay Bridge Alliance
 - Community Medical Center
 - Hidden Heights Homeowners Association Target Range Water and Sewer District
- Email notification was sent to those individuals on the study email list.

PLANNING TEAM MEMBER ATTENDANCE

- | | |
|--------------------|-----------------|
| • Shane Stack | MDT |
| • Sheila Ludlow | MDT |
| • Susan Kilcrease | MDT |
| • Gene Kaufman | FHWA |
| • Lewis YellowRobe | Missoula County |
| • Erik Dickson | Missoula County |
| • Jeff Key | RPA |
| • Scott Randall | RPA |

Meeting minutes are intended to capture the general content of meeting discussions. Meeting minutes may include opinions provided by attendees; no guarantees are made as to the accuracy of these statements and no fact checking of specific statements is provided or implied from the publishing of final meeting minutes.

AGENDA

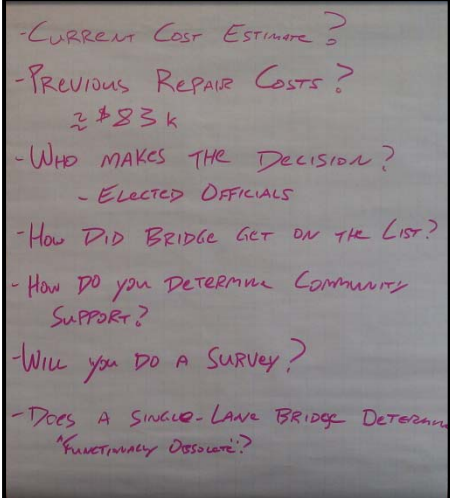
The first Informational meeting for the *Maclay Bridge Planning Study* was held on Tuesday, April 24th, 2012 at Big Sky High School in Missoula. The purpose of the meeting was to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions and concerns within the study area that may be relevant to the planning effort. The meeting was an open house format and began at 6:00 PM. A presentation was made from 6:15 to 6:45, followed by a question and answer period. The meeting ended at 8:30 PM.

A total of 89 members of the community signed in at the meeting. Others were present who did not sign in, bringing the estimated total attendance to over 100 individuals.

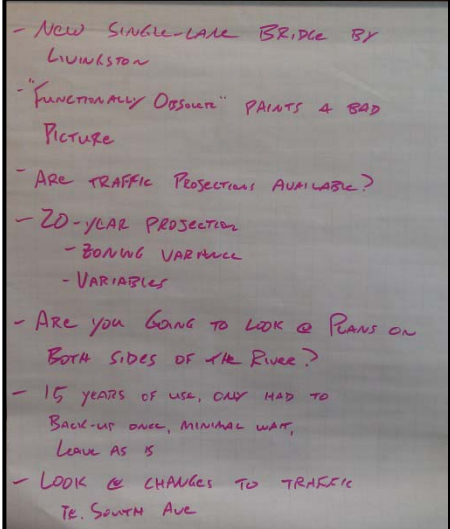
COMMENTS

A number of verbal comments were made during the open house and after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

- Is there a current cost estimate to replace the Maclay Bridge?
 - Cost estimates have not yet been conducted as part of this study.
- What was the cost for the most recent repairs made to the bridge (i.e. deck replacement)?
 - The deck replacement cost was approximately \$83,000.
- Who ultimately makes the decision on what to do about the bridge?
 - Missoula County elected officials would make the final decisions.
- How did the Maclay Bridge get on the list for replacement?
 - The bridge was nominated by the County based on a rating system.
- Community support needs to be considered when developing recommendations.
- Will a survey be conducted to help determine community support?
 - It is undecided at this time, but conducting a survey may be a possibility.
- Is the fact that the Maclay Bridge is a single-lane structure the determining factor in labeling the bridge as “functionally obsolete”?
 - Functionally obsolete simply means that the bridge does not meet current geometric standards to serve current traffic demand.



- CURRENT COST ESTIMATE?
- PREVIOUS REPAIR COSTS?
~\$83k
- WHO MAKES THE DECISION?
- ELECTED OFFICIALS
- HOW DID BRIDGE GET ON THE LIST?
- HOW DO YOU DETERMINE COMMUNITY SUPPORT?
- WILL YOU DO A SURVEY?
- DOES A SINGLE-LANE BRIDGE DETERMINE "FUNCTIONALLY OBSOLETE"?



- NEW SINGLE-LANE BRIDGE BY LIVINGSTON
- "FUNCTIONALLY OBSOLETE" PLOTS A BAD PICTURE
- ARE TRAFFIC PROJECTIONS AVAILABLE?
- 20-YEAR PROJECTION
- BONDING VARIANCE
- VARIABLES
- ARE YOU GOING TO LOOK @ PLANS ON BOTH SIDES OF THE RIVER?
- 15 YEARS OF USE, CAR HAD TO BACK-UP ONCE, MINIMAL WAIT, LEAVE AS IS
- LOOK @ CHANGES TO TRAFFIC I.E. SOUTH AVE

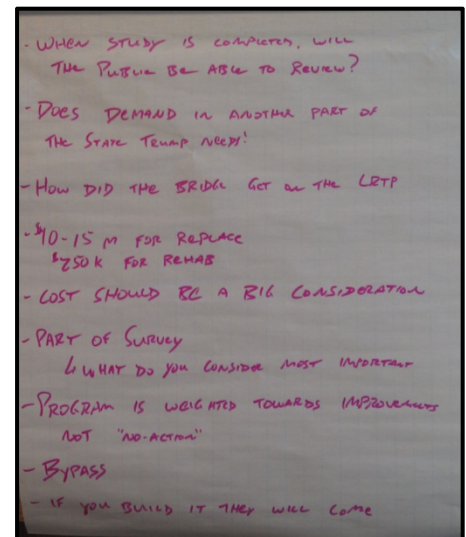
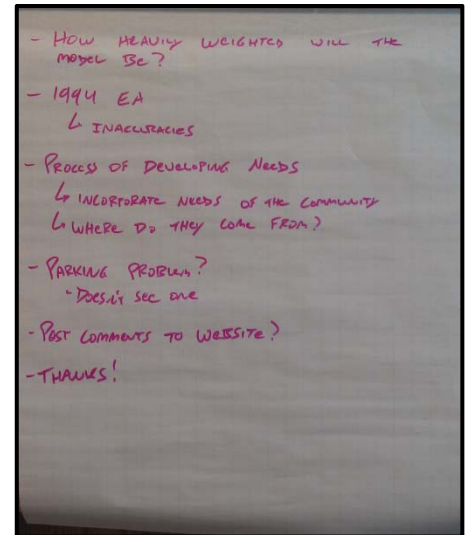
- A new single-lane bridge was recently constructed by Livingston, MT.

- *Post-meeting clarification: the single-lane bridge built recently near Livingston was a replacement for a county owned bridge and serves about 100 vehicles per day (vpd). The bridge provides access to a small number of residents and is not comparable to the Maclay Bridge.*

- The term “functionally obsolete” paints a bad picture of the bridge when in reality the bridge is structurally sound.
- Are future traffic projections available to the public?
 - Traffic projections have not been developed at this time.
- Traffic projections should include adjustments for zoning and growth.
- Zoning and land use should be looked at along both sides of the Bitterroot River.
- There is currently very minimal delay for vehicles at the existing bridge. The bridge should be left as is.
- If changes are made, the effects to traffic along South Avenue should be examined at.
- Will the public be able to review the study?
 - A public draft will be made available for public review prior to finalization.
- It would cost \$10-\$15 Million to replace the Maclay Bridge with a structure similar to the Kona Bridge, while rehabilitation would only cost \$250,000.

- *Post-meeting clarification: The Kona Bridge cost approximately \$1.5 million and was built in 1985. The Kona Bridge is longer than what would likely be necessary to replace the Maclay Bridge. The Kona Bridge is 40 feet wide and 720 feet long. In today's dollars, the cost of the Kona Bridge alone (i.e. without adjacent roadwork and ancillary costs) would be somewhere around \$3.5 million.*
 - *Post-meeting clarification: At this stage in the planning process, planning level cost estimates have not been developed for potential improvement options. Accordingly, Maclay Bridge replacement or rehabilitation costs are not known.*

- Construction cost should be a big consideration in developing recommendations.
- If a survey is conducted, a question asking, “what do you consider the most important factor” should be included.



- The study process appears to be already weighted towards developing improvement options and not a “no action” alternative.
- Replacing the bridge seems to be part of ultimately building a west side bypass.
- Replacing the bridge will induce growth in the area.
- How much weight will be placed on outputs from the traffic model?
 - The traffic model is a tool that will help analyze impacts to traffic.
- The results of the 1994 EA are outdated and may be inaccurate.
- The needs of the community need to be incorporated into the study.
- Parking is not a major problem in the area; the current parking restrictions are working fine.
- Comments made throughout the study should be posted for the public to view.

The meeting concluded at 8:30 PM.