

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 2

DETAILS

Location: Target Range Elementary School - Multi-Use Room / Cafeteria
4095 South Avenue West, Missoula, MT

Date: July 10, 2012

Time: 6:00 PM – 9:30 PM

MEETING NOTIFICATION

- A press release for the meeting was released to area media outlets on July 2nd.
- Display ads were posted in the *Missoula Independent* (June 21st and July 5th) and the *Missoulian* (June 24th and July 8th).
- Information about the meeting was also posted on the study website:
<http://mdt.mt.gov/pubinvolve/maclay/>.
- Study newsletters 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 52 individuals currently on the study email list.

PLANNING TEAM MEMBER ATTENDANCE

- | | |
|--------------------|-----------------|
| • Shane Stack | MDT |
| • Sheila Ludlow | MDT |
| • Susan Kilcrease | MDT |
| • Zia Kazimi | MDT |
| • Gene Kaufman | FHWA |
| • Lewis YellowRobe | Missoula County |
| • Erik Dickson | Missoula County |
| • Jeff Key | RPA |
| • Dan Norderud | RPA |
| • Trisha Bodlovic | 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.

GENERAL

The second informational meeting for the *Maclay Bridge Planning Study* was held on Tuesday, July 10th, 2012 at the Target Range Elementary School in Missoula. The purpose of the meeting was to inform interested parties about the existing and projected conditions in the Maclay Bridge vicinity, resource considerations in the environmental scan boundary area, and preliminary areas of concern. The meeting began at 6:00 PM. A presentation was made from 6:00 PM to 7:25 PM, and small group work sessions were held after the presentation ended until 9:00 PM. Missoula County made a stenographer available to record comments for those participants desiring to do so in a private manner. After the small group work sessions were completed (9:30 PM), meeting attendees reconvened into a larger audience to hear the salient points of each group's discussions.

During the formal presentation, numerous participants asked questions about the process and the terminology. Between the end of the formal presentation, and the beginning of the small group work session, a representative of the Maclay Bridge Alliance (MBA) took the floor and spoke to meeting participants for approximately five minutes.

A total of 75 members of the community signed in at the meeting. Sign-in sheets are attached to these minutes. Others were present who did not sign in, bringing the estimated total attendance to approximately 80 individuals.

WORK SESSION AND DISCUSSION

Individuals that wanted to participate were broken out into 6 groups of approximately 7-9 individuals. Each group had a member from the planning team that facilitated the discussion. The topics chosen for the small group work session included:

- Safety
- Traffic Volume Growth
- Non-Motorized Transportation
- Parking
- Roadway/Bridge Widths (which also included load limits on bridge and alignment)
- Social
- Environmental

Each facilitator recorded the group's comments which are attached to these minutes.

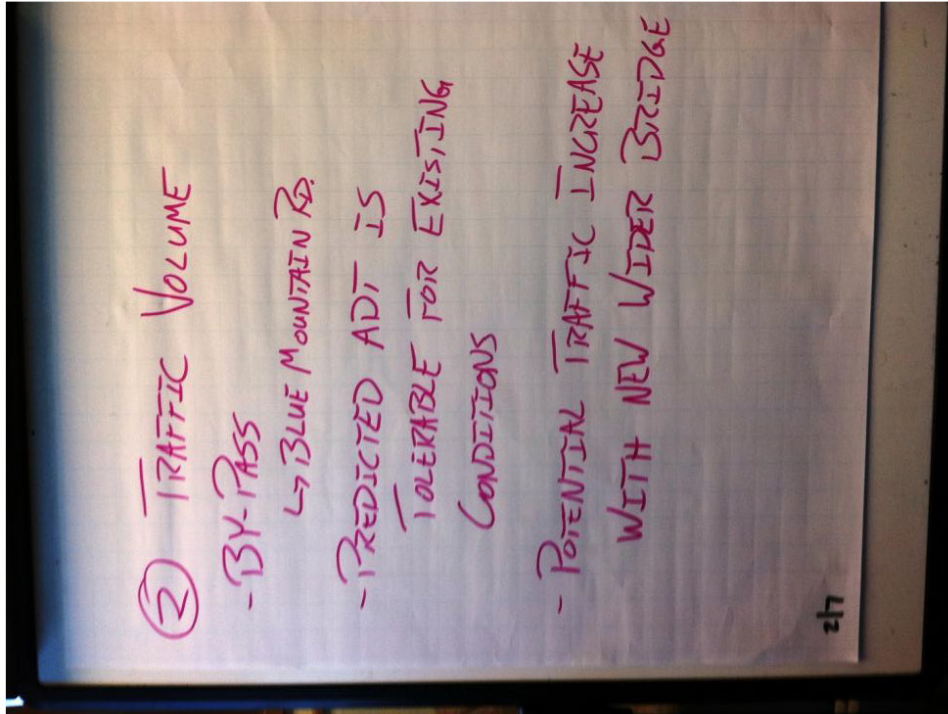
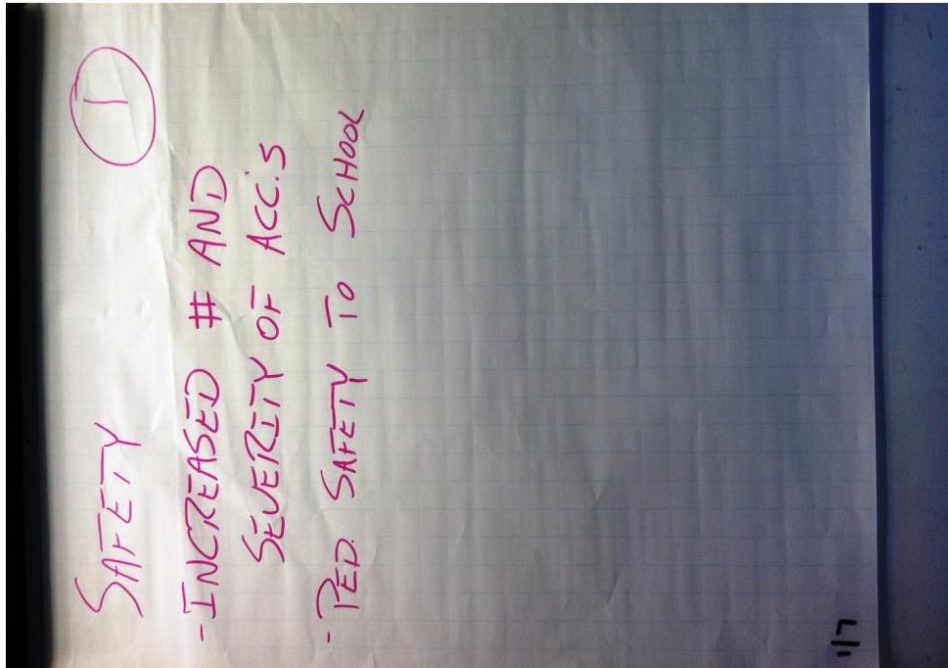
The goal of the small group work session was to:

- Provide a means for those that are interested to be part of the planning process;
- Receive comments on information contained in the *Existing and Projected Conditions Report* (E & P Report) and *Environmental Scan* prepared and presented by RPA;
- Gather comments from participants, supplemented by findings of the *E & P Report* and *Environmental Scan*, to formulate a set of transportation system needs and objectives which can then be used to develop potential improvement options.

After each topic was discussed, the groups reconvened to a larger audience and each facilitator discussed the findings of their particular group.

The meeting concluded at 9:30 PM.

WORK GROUP 1



WORK GROUP 1

Maclay Bridge Planning Study

③ NON-MOTORIZED
- EXISTING FACILITIES ON
BRIDGE + RIVER PINES
LACKING
- SEPARATED BIKE/PEDESTALIAN
WEST OF BRIDGE

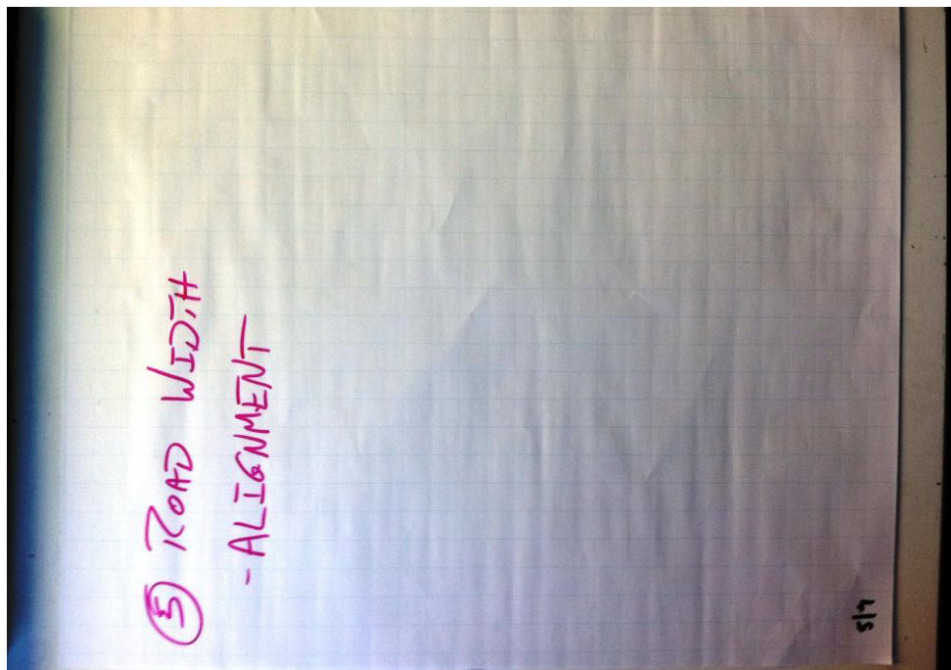
④ PARKING
- GETTING BETTER
- ENFORCEMENT

Facilitator: Erik Dickson (Missoula County)

Work Group Facilitator Sheets
Informational Meeting No. 2 – July 10, 2012 | 2

WORK GROUP 1

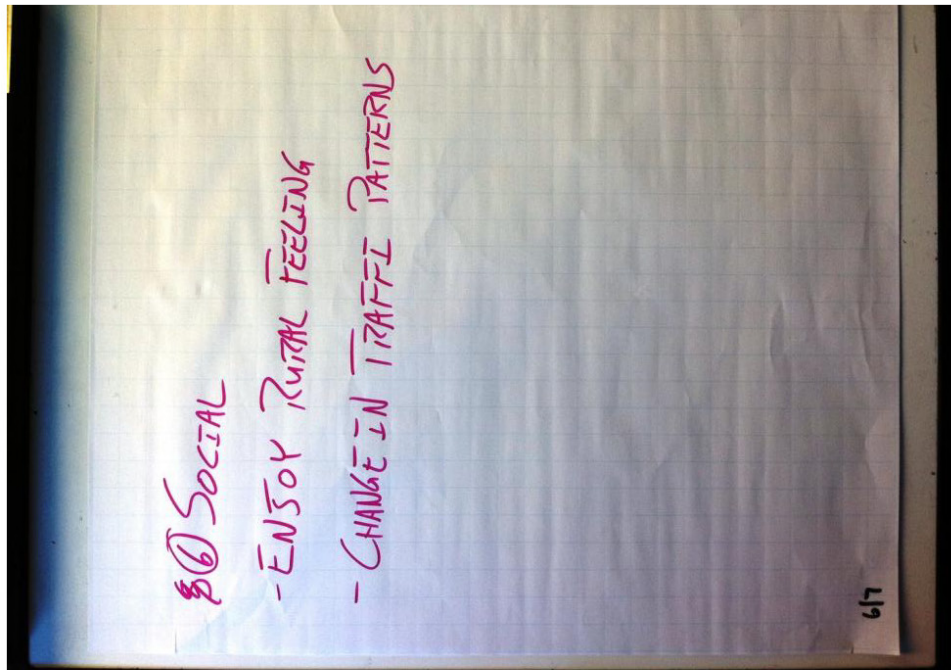
Maclay Bridge Planning Study



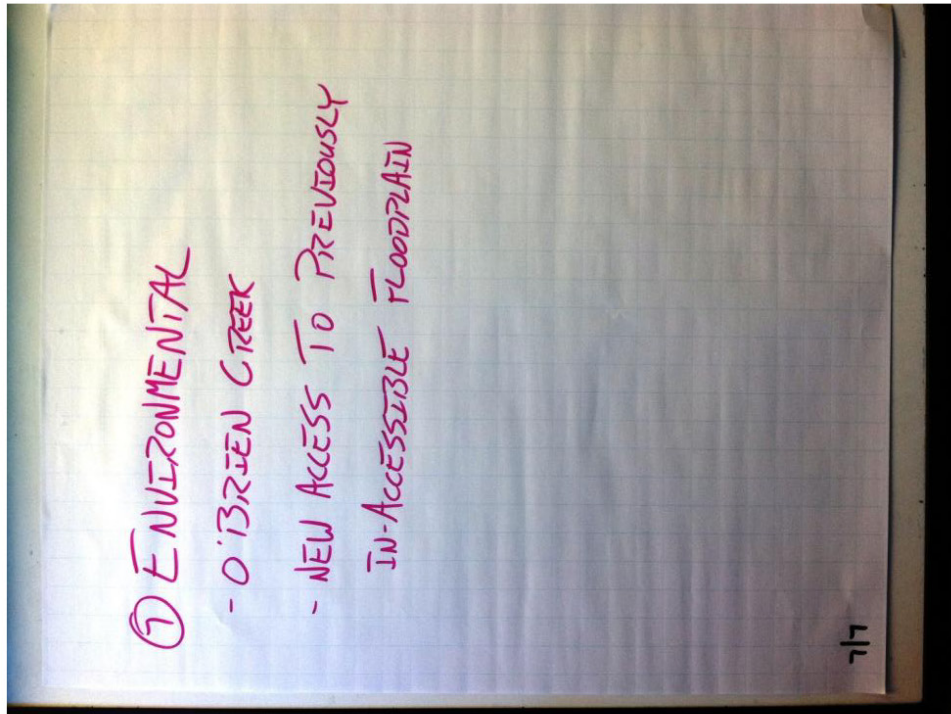
Facilitator: Erik Dickson (Missoula County)

Work Group Facilitator Sheets
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WORK GROUP 1



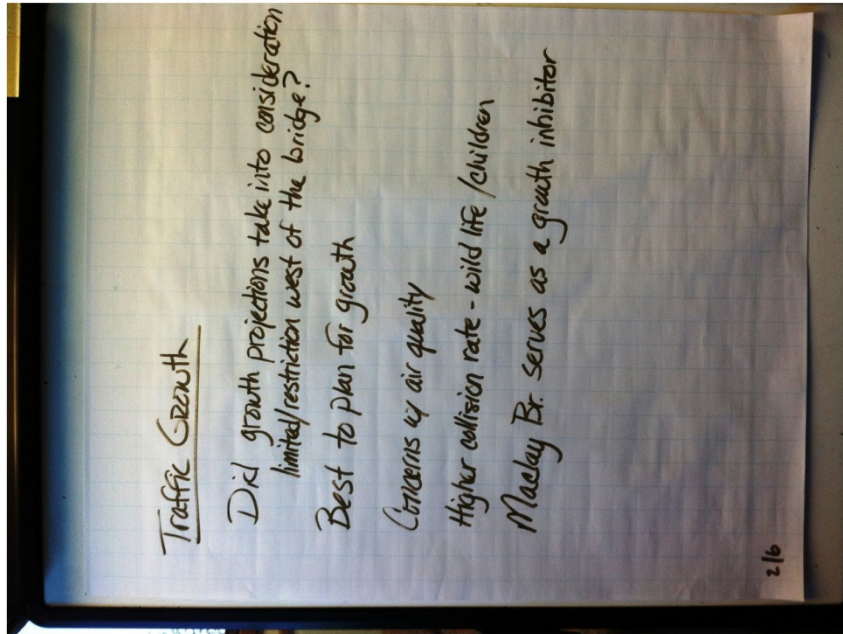
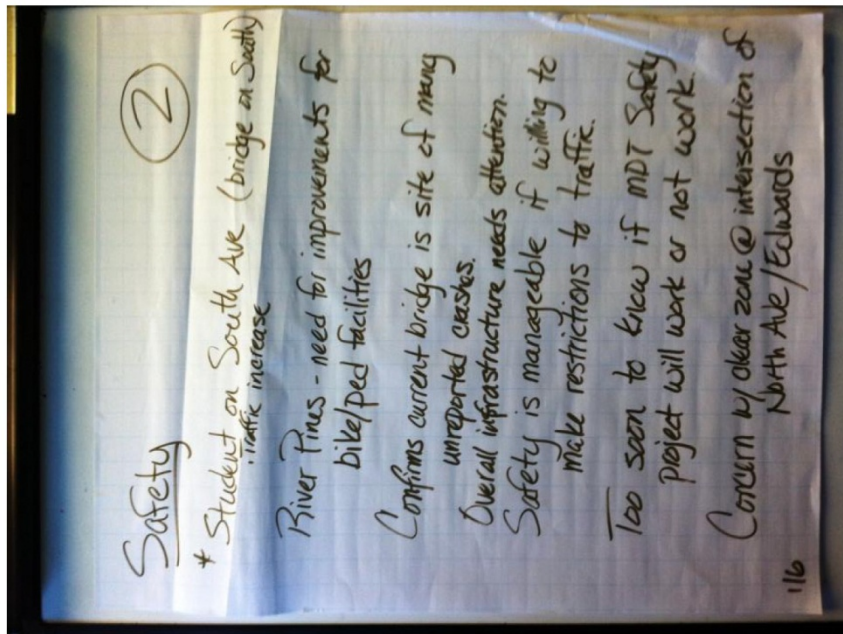
Facilitator: Erik Dickson (Missoula County)



Work Group Facilitator Sheets
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WORK GROUP 2

Maclay Bridge Planning Study

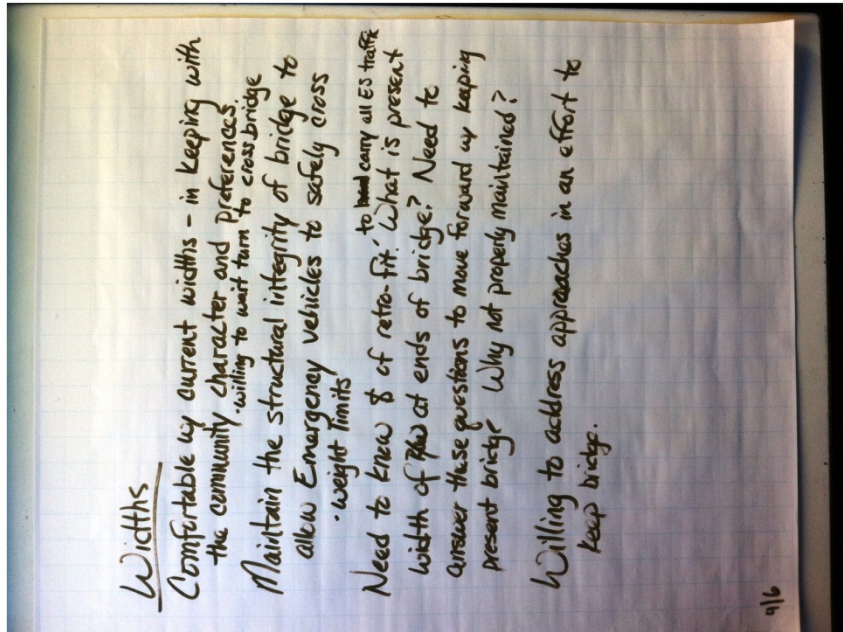
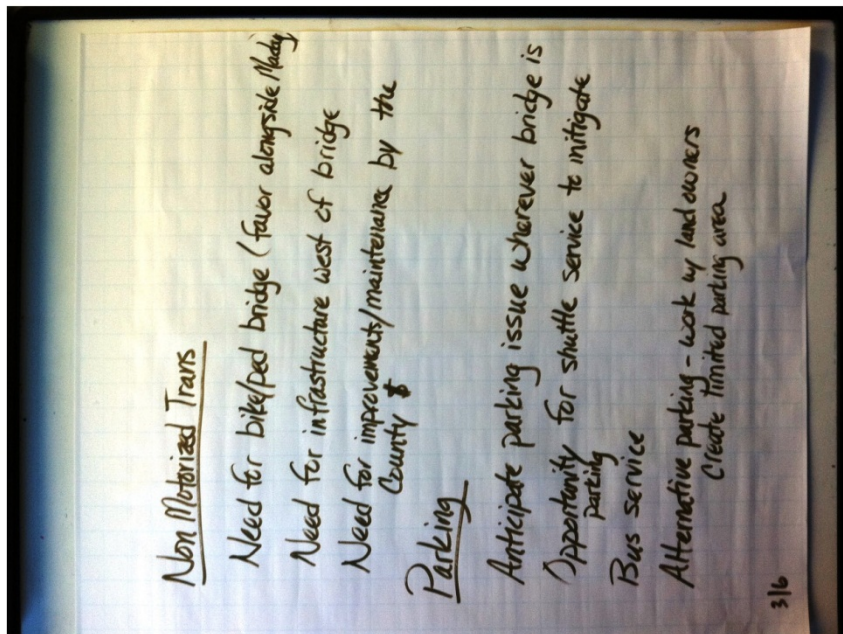


Facilitator: Sheila Ludlow (Montana Department of Transportation)

Work Group Facilitator Sheets
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WORK GROUP 2

Maclay Bridge Planning Study



Facilitator: Sheila Ludlow (Montana Department of Transportation)

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WORK GROUP 2

Maclay Bridge Planning Study

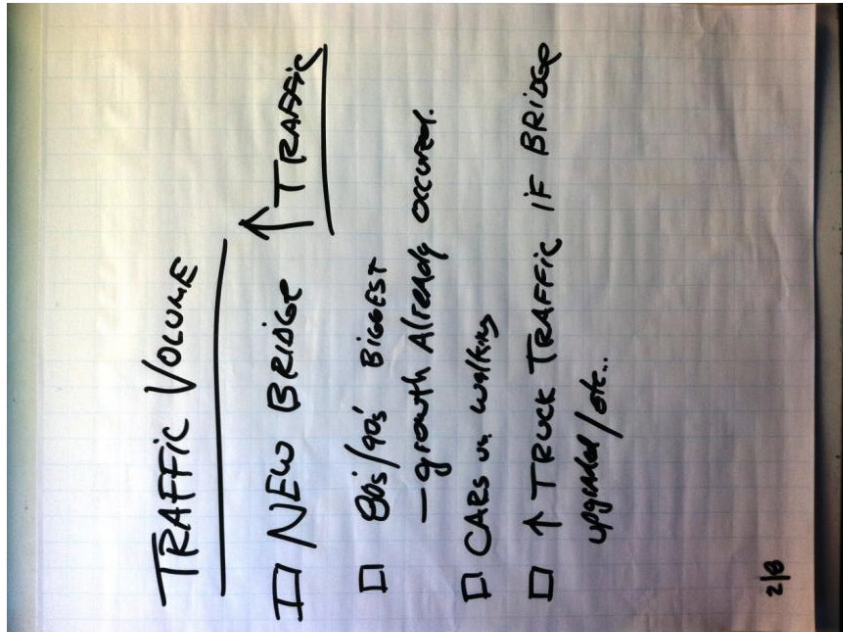
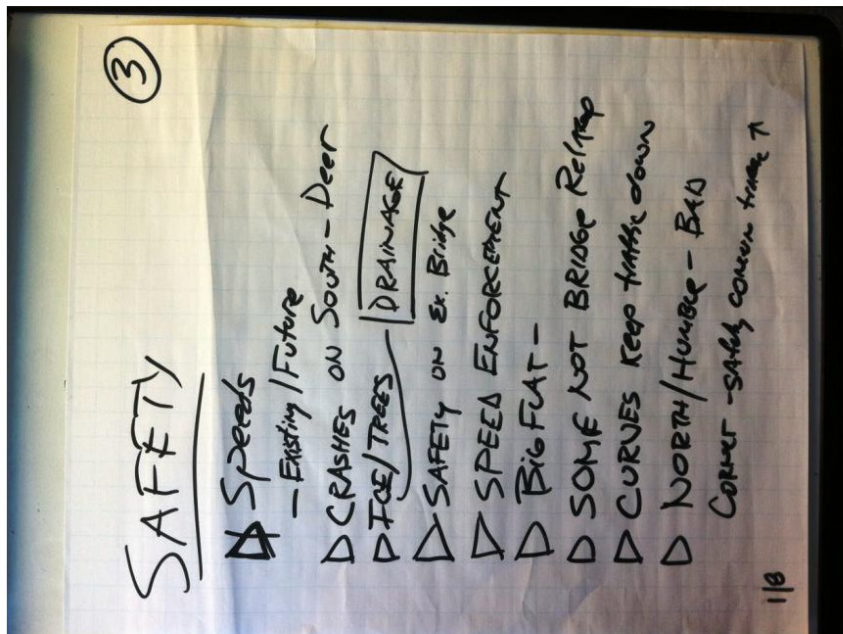
Social
 Concern if Maclay not in place students (Target Range) would be dispersed to Meador Hill - ~~Kenia~~ or Heligade. Less enrollment in school district.
 Predominate recreational areas are closer to US 93
 Desire an aesthetic bridge that fits neighborhood character.
 Concern - will the County provide the funds for maintenance (old or new bridge)?
 Concern about property values
 Concern about drawing transients inhabiting under bridge.

Environmental
 West end of South Ave are wetlands
 Community appreciates wild life / natural vegetation
 - reason people migrate to area and stay stay.

Facilitator: Sheila Ludlow (Montana Department of Transportation)

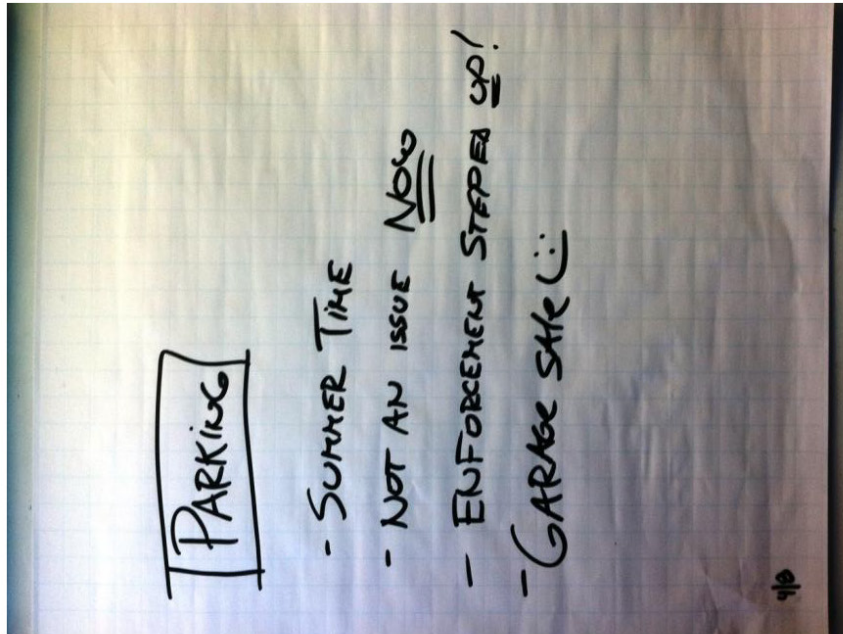
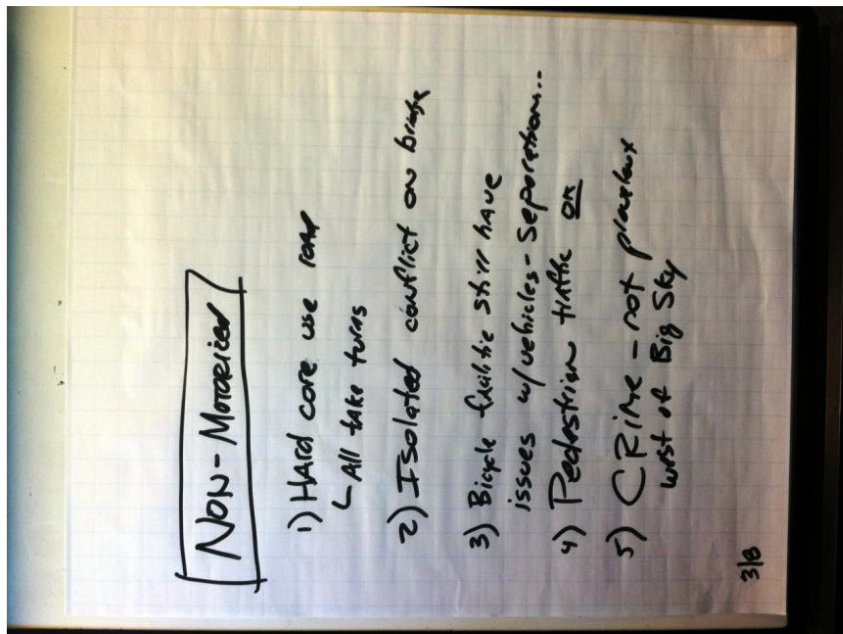
Work Group Facilitator Sheets
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WORK GROUP 3



WORK GROUP 3

Maclay Bridge Planning Study

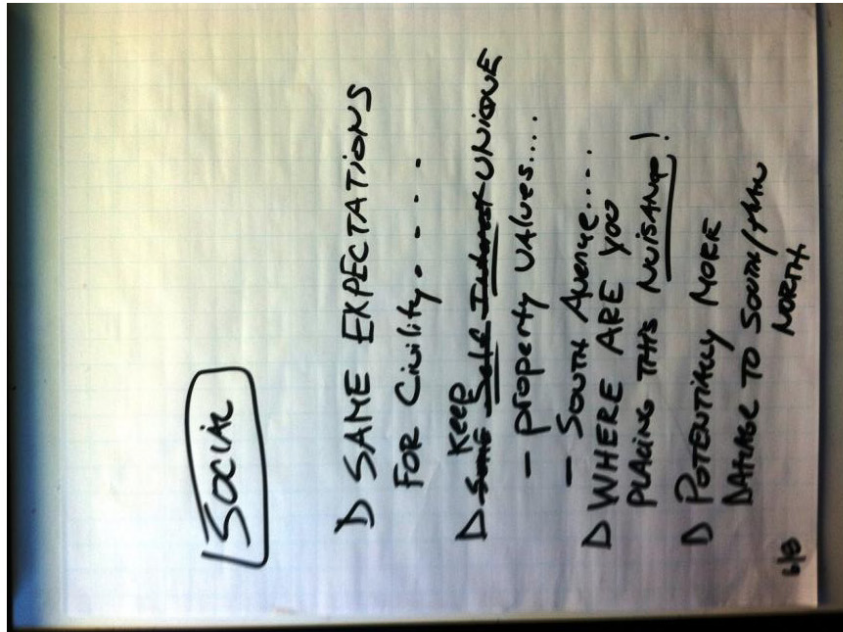
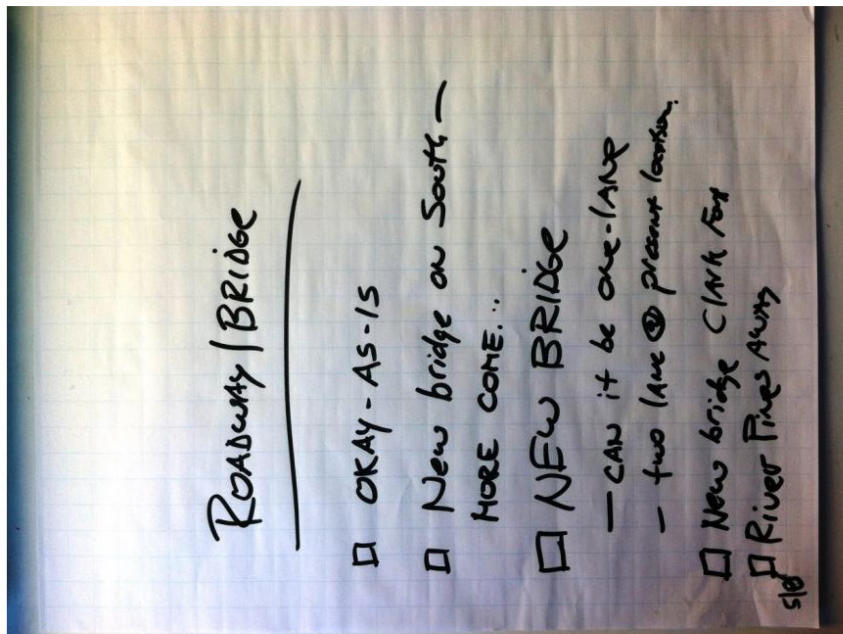


Facilitator: Jeff Key (Robert Peccia & Associates)

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WORK GROUP 3

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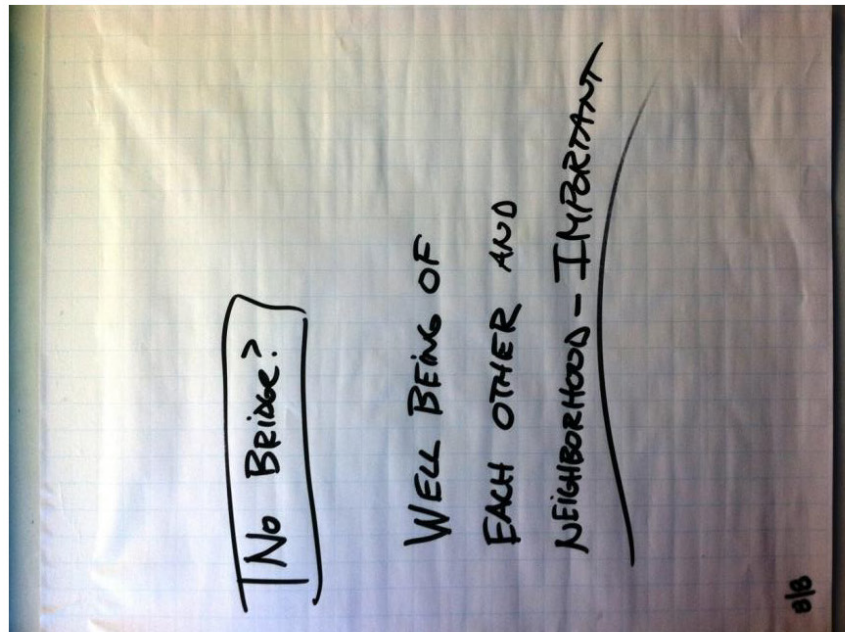
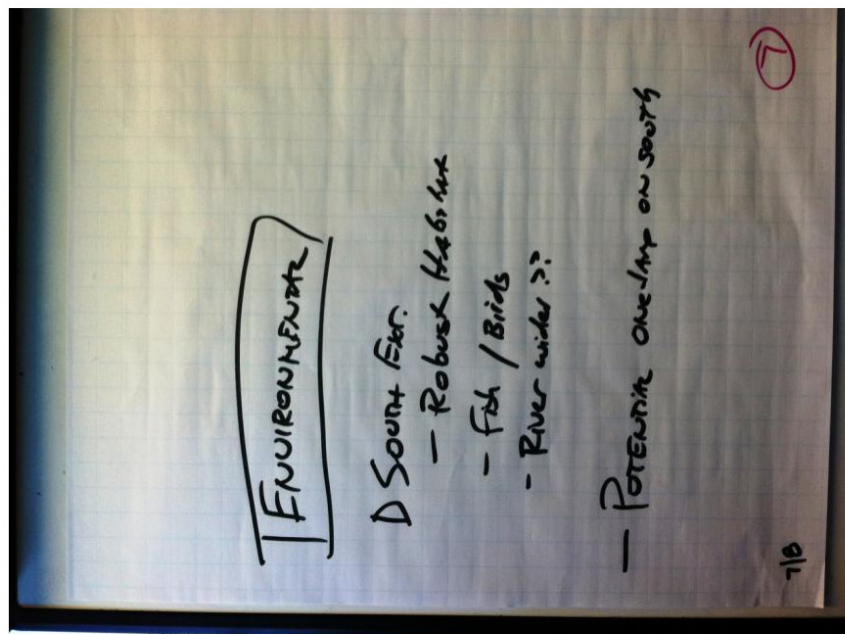


Facilitator: Jeff Key (Robert Peccia & Associates)

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WORK GROUP 3

Maclay Bridge Planning Study

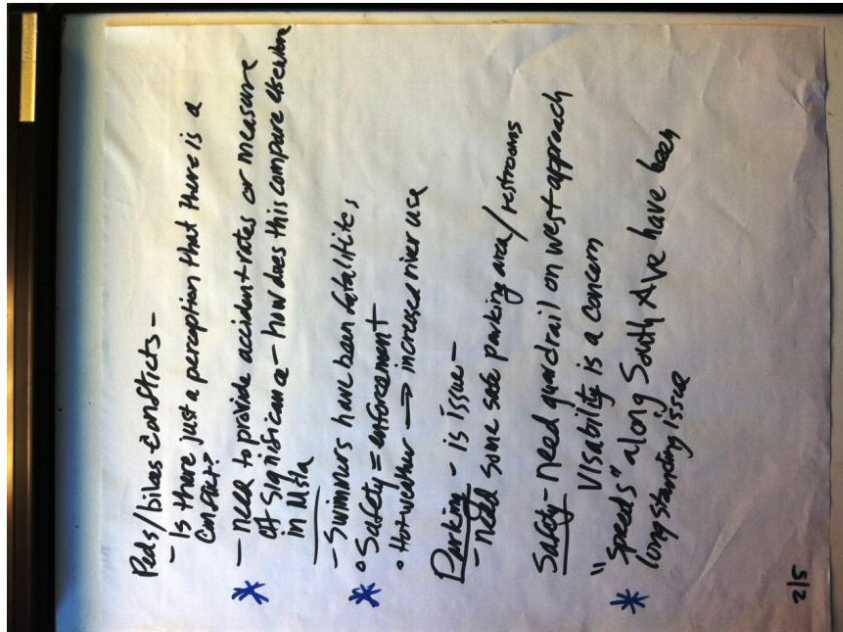
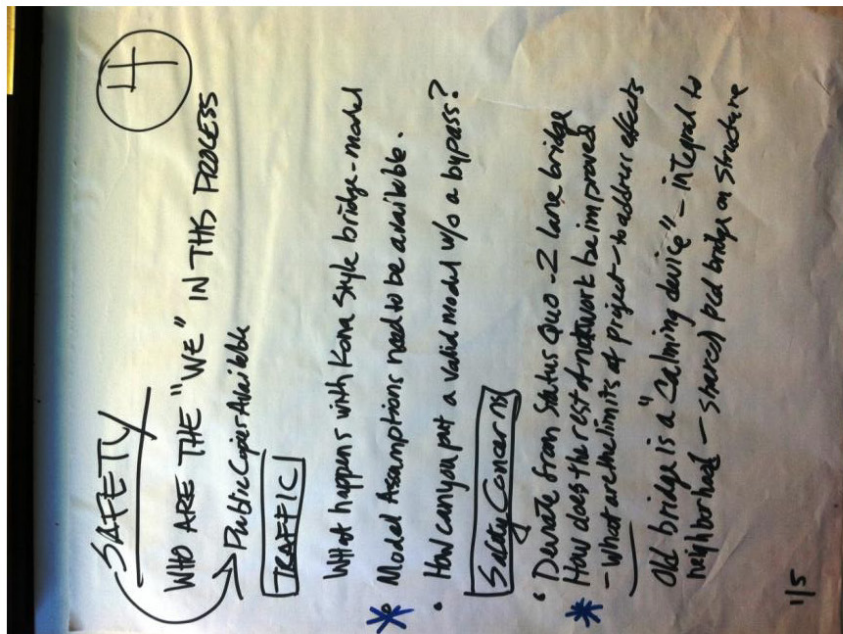


Facilitator: Jeff Key (Robert Peccia & Associates)

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WORK GROUP 4

Maclay Bridge Planning Study

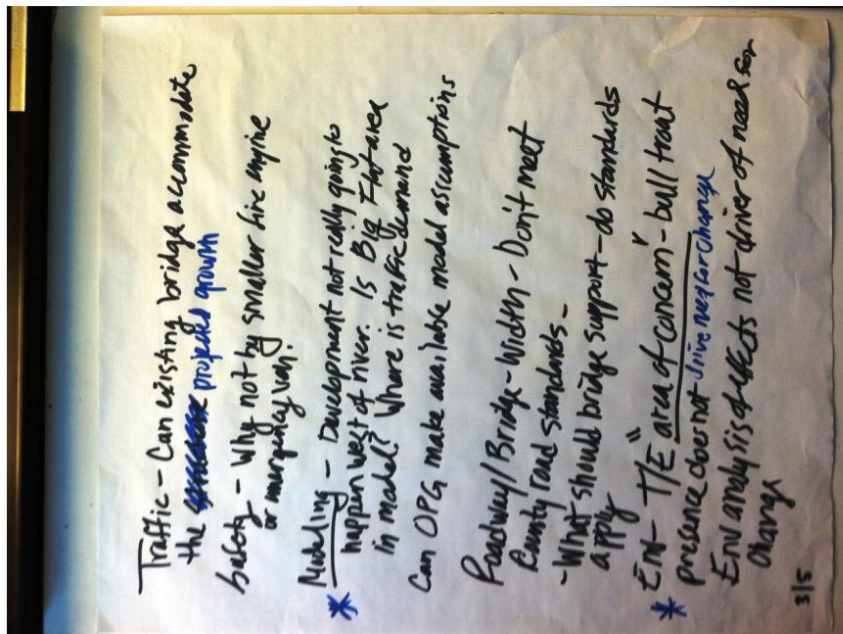


Facilitator: Dan Norderud (Robert Peccia & Associates)

Work Group Facilitator Sheets
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WORK GROUP 4

Maclay Bridge Planning Study



Facilitator: Dan Norderud (Robert Peckia & Associates)

Work Group Facilitator Sheets
 Informational Meeting No. 2 – July 10, 2012 | 2

WORK GROUP 4

Maclay Bridge Planning Study

Environmental - South Avenue area
has wetlands → high cost bridge.
- # of houses along South and their access
pose a concern w/ increased traffic
- open ditch along South Avenue
• Blue Mtn Road: Big Flat have speeding
Concerns
Social
Can their be any type of scale or warning device
to be over weight?
★ Bridge as it is is a social positive - the
neat: is soul of neighborhood - focus
If you build a new bridge elsewhere nothing
changes @ Maclay
trash cans needed @ bridge
Project → Complex NEPA document

4/5

Better advance signing of 1-lane bridge
• How do folks from out of area (7/131)
end up in area.
• Are we aware of any surveys that have been done
on alternate routes.
• Fewer bridges that are adequate for local - 2-lane
crossings need to be kept style
Traffic Control - directional use but keep
as 1-lane
What the "we" is needs to consider the Target Range
neighborhood - relates to initial comment

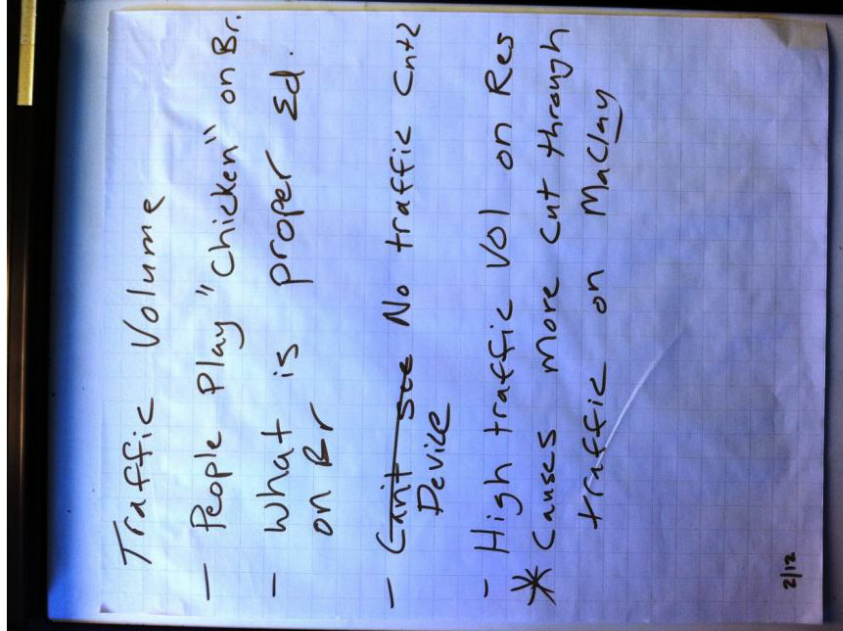
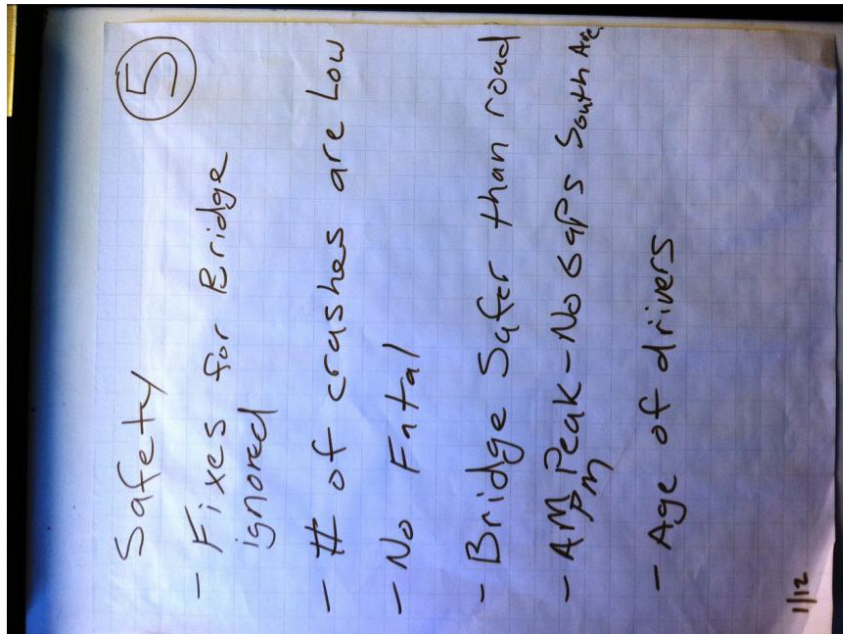
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Facilitator: Dan Norderud (Robert Peckia & Associates)

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WORK GROUP 5

Maclay Bridge Planning Study



Facilitator: Shane Stack (Montana Department of Transportation)

Work Group Facilitator Sheets
Informational Meeting No. 2 – July 10, 2012 | 1

WORK GROUP 5

Maclay Bridge Planning Study

Traffic Vol / 2

- Imp South Ave.
Would impact Rural connectors - ie Blue mt, Big Fm
- Neg Imp to South Ave.
With new South Ave Br.
- Traffic Count should be Moved West on North Ave.

3/12

Non-Motorized

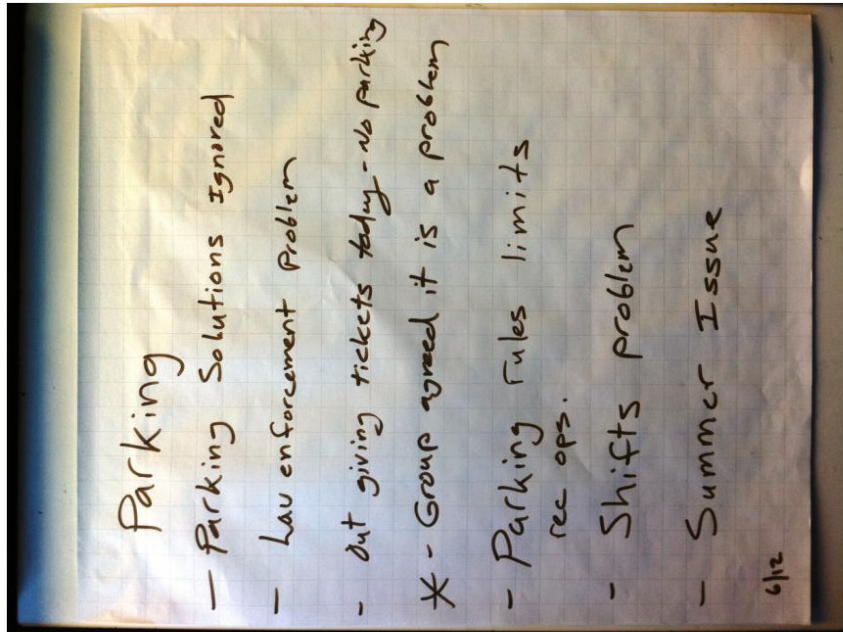
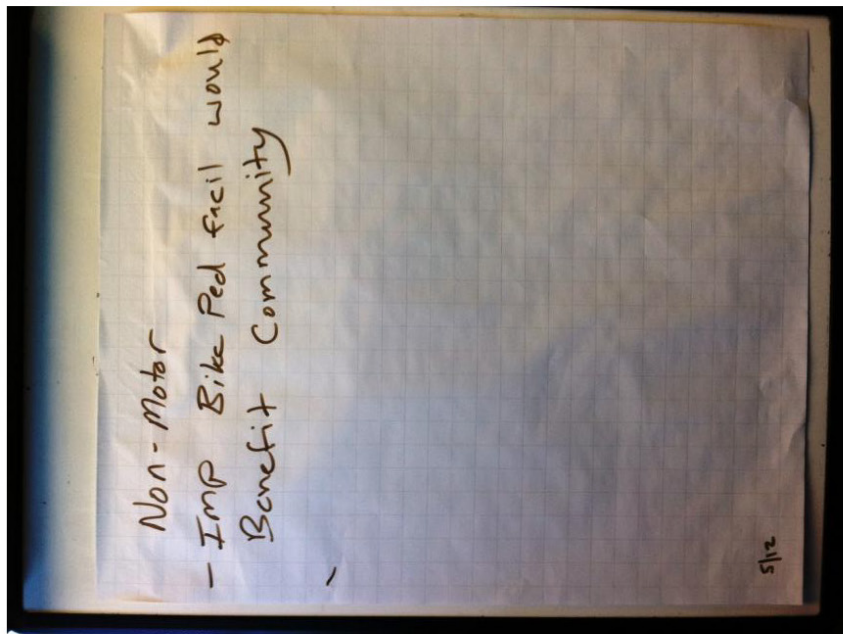
- Sight Dist bad to see Bikes @ River Pine - Blue mt
- Infrastructure for Bikes
Doesn't make sense - No destint or other facilities
- Explore Existing Br. Bike Rd upgrades. - Muth says ok.
- Popular
- Cost for shared use on Blue mt is High

9/12

Facilitator: Shane Stack (Montana Department of Transportation)

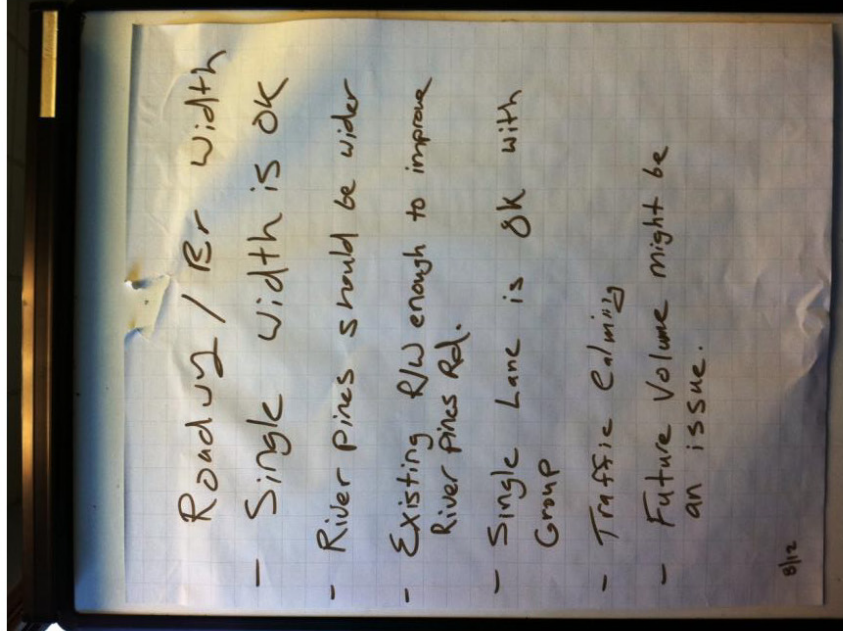
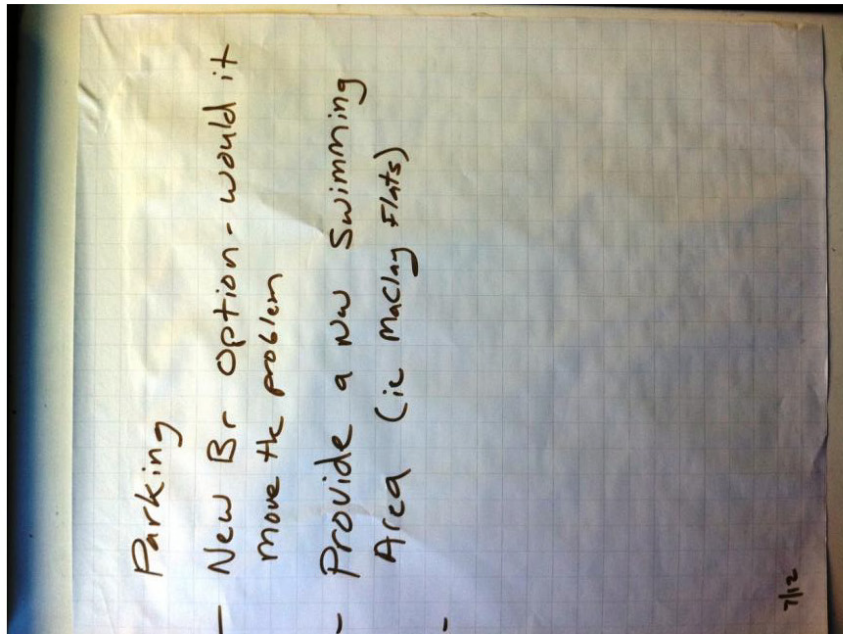
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WORK GROUP 5



WORK GROUP 5

Maclay Bridge Planning Study



Facilitator: Shane Stack (Montana Department of Transportation)

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WORK GROUP 5

Maclay Bridge Planning Study

RD. Br. Width
 - If ~~we~~ U Build it they will come
 - Vert & Hore Alignment
 traffic Calming – Tough to
 see though
 - Load Restriction – OK
 Buses / Emergency OK

Social
 - Load restriction keeps
 H~~u~~trucks off road.
 - Noise
 - Don't Compromise Existing
 Character of Neighborhood.
 - South Ave opt. – Private Property
 Owners
 - School kids on South Ave.

Facilitator: Shane Stack (Montana Department of Transportation)

Work Group Facilitator Sheets
 Informational Meeting No. 2 – July 10, 2012

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WORK GROUP 5

Maclay Bridge Planning Study

Social

- Parking @ school impacted with new bridge
- Impacts more than just Target Range
- TR Plan included other areas
- Locals next to Br. most impacted by Br.

11/12

Env.

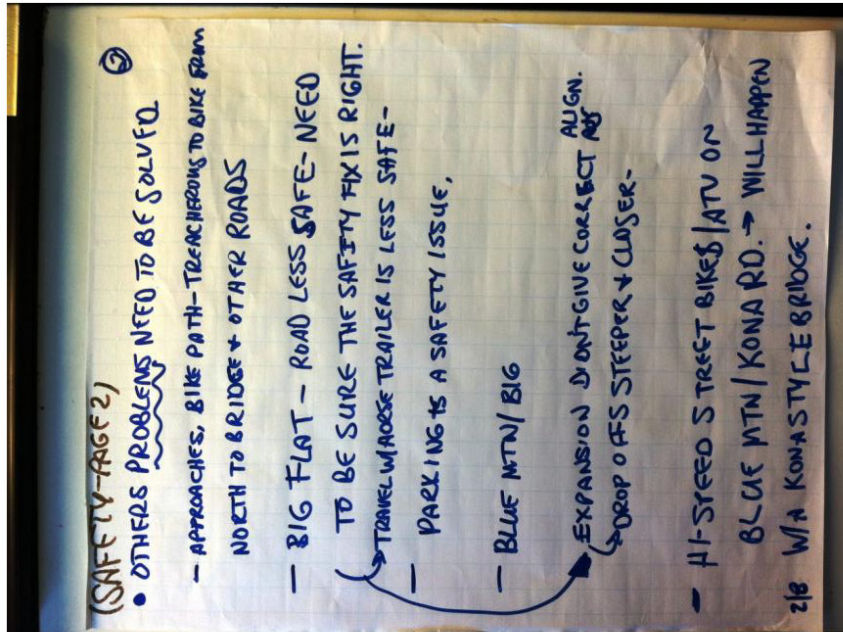
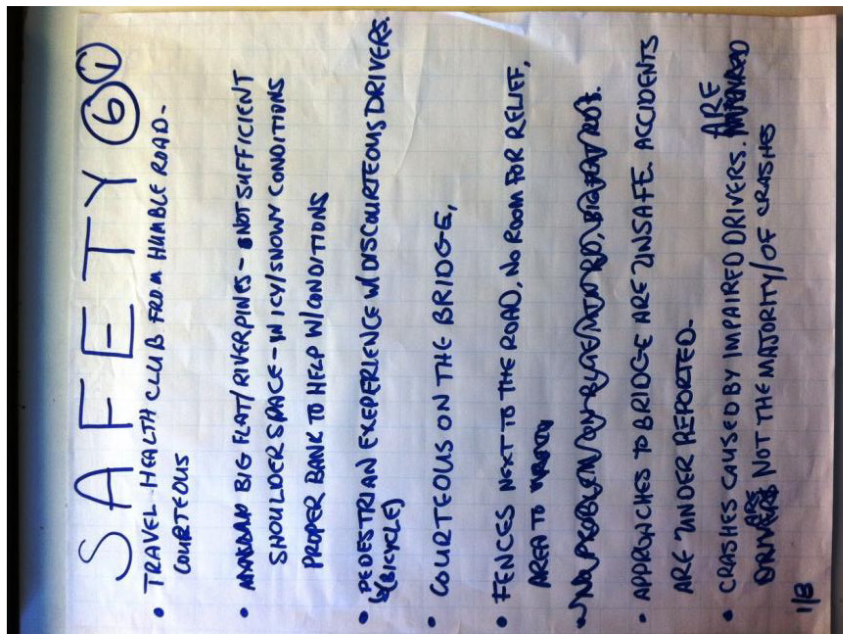
- Dark Sky
- other groups - trout un. ext.

12/12

Facilitator: Shane Stack (Montana Department of Transportation)

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WORK GROUP 6



WORK GROUP 6

Maclay Bridge Planning Study

TRAFFIC GROWTH

- TRAFFIC MODEL IS RELATIVELY ACCURATE.
- TRAFFIC MODEL IS INACCURATE: ^{NOT NECESSARILY} _{INFO NOT SUFFIC. KNOWN.}
- GROWTH FROM NON-RESIDENTIAL - BUT ALSO RECREATION (FISHERS/FLOATERS, FOLK, BLUE MTN OF HORSE RIDERS) ON.
- LIMITED DEVELOPABLE LAND ON THE WEST SIDE OF THE RIVER. D/L IS SOUTH SIDE ROAD. ^{ROAD DEVELOPMENT}
- NEED CONSIDER DEV. OPTIONS OF PLUM CREEK. → N.W. OF STUDY AREA.
- ALLEGES WHICH TRAFFIC ZONES WHICH BAIDED BRIDGE → BLUE MTN FROM 93, FISHING/FLOATER → NOT KNOWN
- TRAFFIC FROM BIKING + JOGGING.
- ⁹³ TRAFFIC ON BLUE MTN HAS DOGS.
- BITTERROOT TRIPS USE BLUE MTN ROAD.

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NON-MOTORIZED -

(A) ^{BIG FLAT RIVERBANKS} ^{MULTI-} _{USE TO SOLVE SAFETY PROBLEMS.}

- BUILD PATH ON ELMSTN, FOR PED/NON-MOTORIZED
- HORSE/EQUESTRIAN USE MINIMAL/NON-EXISTANT/NOW, BUT USED TO BE COMMON)
- BUILD A PATHWAY FOR PEOPLE, HORSES AND OTHERS TO SHARE.
- ORIGINAL DEVELOPER SHOULD HAVE PUT IN A BIKE PATH.
 - MAINTENANCE IS INSUFFICIENT. ^{BEARING/S/STREETS}
- WIDER SHOULDER
- TAKE CURVE OUT OF RIVER PINES.

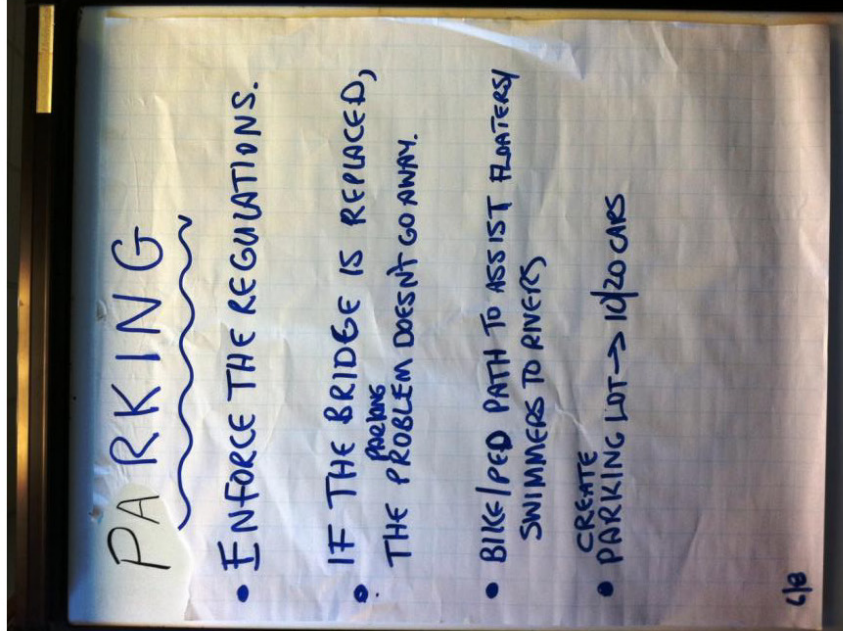
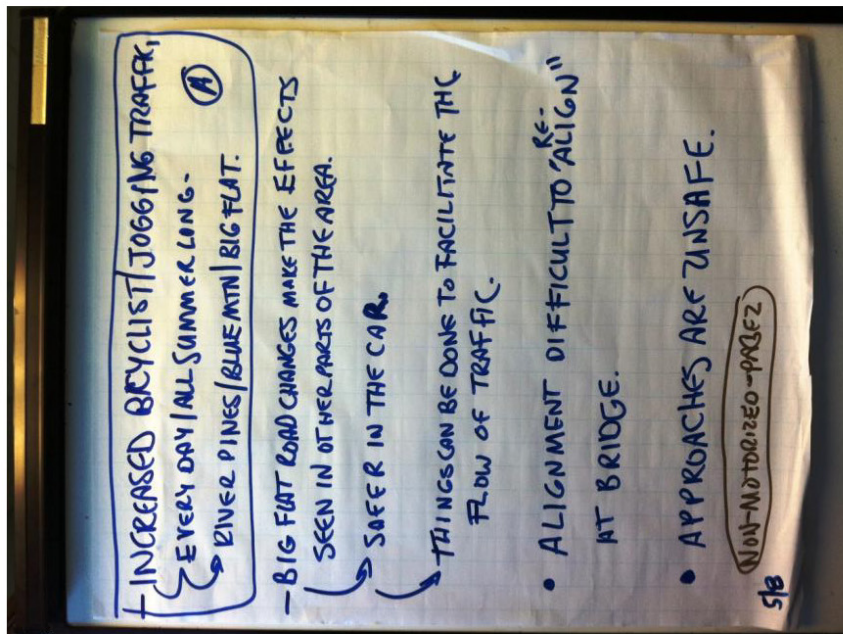
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Facilitator: Lewis YellowRobe (Missoula County)

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WORK GROUP 6

Maclay Bridge Planning Study

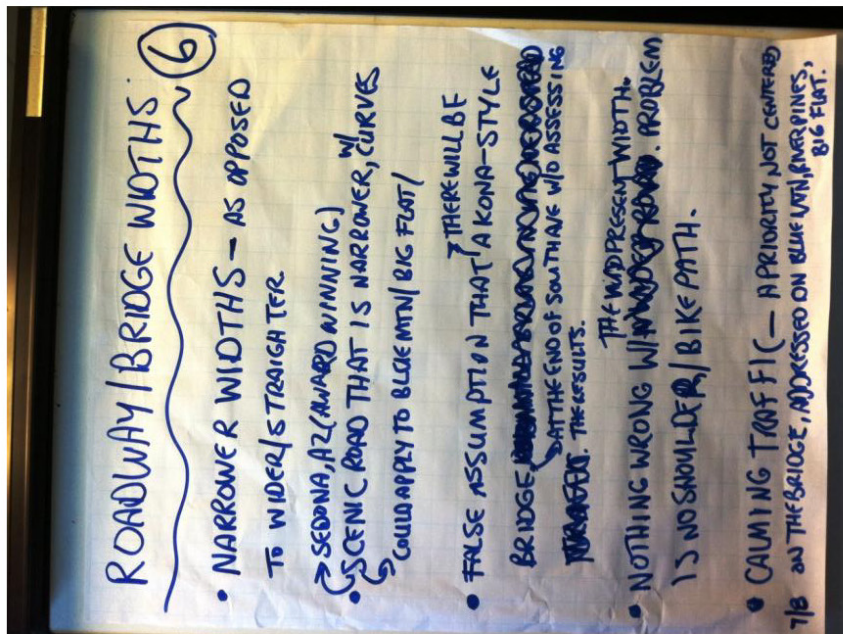


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WORK GROUP 6

Maclay Bridge Planning Study



Facilitator: Lewis YellowRobe (Missoula County)

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MISSOULA COUNTY DEPARTMENT OF PUBLIC WORKS
MEETING REGARDING MACLAY BRIDGE
PUBLIC COMMENTS

ORIGINAL

Taken at Target Range School
Missoula, Montana
Tuesday, July 10, 2012 - 6:00 p.m.

Reported by Terra Rohlfs, RPR, Jeffries Court
Reporting, Inc., 1015 Mount Avenue, Suite C,
Missoula, Montana 59801, (406) 721-1143, Freelance
Court Reporter and Notary Public for the State of
Montana, residing in Hamilton, Montana,
jccrcourt@montana.com

TUESDAY, JULY 10, 2012

ANONYMOUS SPEAKER: I'm just not convinced that there's a clear need for this. I believe the current structure is sufficient to meet the needs of the way the community's designed the neighborhood plan. And I would just be concerned that if they do a -- move it or make significant changes that it would threaten the rural nature and intentional design that the community's put into that neighborhood plan.

And specifically I'd be worried about things like the increased traffic and types of traffic. Maybe more heavier machine -- not machinery, but heavier, you know, like semis and things that wouldn't meet the current weight load maybe. But I'm not sure we want things like semis coming past our school.

And the way it's currently designed it does force you to slow down and be a little more present and aware of your surroundings, and I think that's sort of something that we've tried to design into our community through the neighborhood plan. And so I just don't know that there's a need and I just worry about what it might do to our neighborhood feeling.

1 ***End of statement.***

2
3 ROGER HINTHER: They're doing a
4 roundabout way of creating a bypass of the 93 strip
5 and they're all going to be -- or a majority of
6 them are going to be funneling through our
7 neighborhood, and we don't need that.

8 The other -- I have major concerns, I'm
9 not a bicycle rider, but I get sick and tired of
10 dodging bicycles. They have no bicycle lanes on
11 Third Street, Spurgin, Clements doesn't have one
12 immediately on the shoulder. And then they're
13 talking about -- we're concerned about bicycle
14 lanes on Maclay Bridge and the approach both ways.
15 There isn't a bicycle lane anywhere in the area, so
16 why are they worrying about a bicycle lane there?

17 I drive Big Flat all the time, there is
18 no bicycle lane, it's dangerous as all get out.
19 Facing traffic coming with a car and you've got a
20 bicycle that won't get off the road, it's
21 dangerous, I mean, it's extremely dangerous, and
22 here they're saying that this little section
23 doesn't have -- I agree, this section is narrow,
24 but that's just a trivial problem that this county
25 and our county commissioners have.

1 The other complaint that my wife and I
2 have is they saw this idea a lot about free money,
3 well, somebody's got to pay the bill, I don't care
4 who it is, it's the taxpayers. And that's the
5 whole problem with this country is everybody wants
6 a little piece of the pie, you know.

7 JANET HINTHER: That's part of what we
8 want to say.

9 ROGER HINTHER: The other thing we wanted
10 to say is obviously the county has deferred
11 maintenance on this. I worked for the Milwaukee
12 Railroad, they deferred maintenance until the
13 railroad was literally gunny bagged and they sold
14 it as scrap. Well, that's the same way our county
15 is operating, deferring maintenance on this bridge
16 so they have the justification to replace it.

17 JANET HINTHER: Well, they got federal
18 money available and they want to use it.

19 ROGER HINTHER: Yeah, they want to burn
20 it. So I totally disagree with them. And that's
21 what we wanted to say.

22 ***End of statement.***

23
24 LARRY MARTIN, MD: A number of us in the
25 community at the end of South Avenue believe that a

1 huge new bridge on South Avenue would create more
2 problems than it would solve and would leave the
3 neighborhood much worse off, not better.

4 For example, Target Range School would be
5 faced with higher volumes of traffic on South
6 Avenue, and most of the students have to cross
7 South, increasing the risk of accidents. There
8 would also be more accidents with domestic and wild
9 animals.

10 Next, the long straightaway of a Kona
11 style bridge would inevitably become a magnet for
12 hot-rodders wanting to see how fast they could get
13 going. And we seriously doubt the authorities
14 could mitigate this very much, given the shortage
15 of manpower and of money. There would also be a
16 major increase in noise pollution from this
17 increase in high-speed traffic on a long metal
18 bridge.

19 Further, the area underneath a huge
20 bridge on South Avenue would become a sketchy,
21 dangerous place, as we have seen under the bridges
22 downtown. This could have a serious negative
23 impact on the safety of the neighborhood and would
24 generally degrade what is now a very beautiful and
25 safe area.

1 Additionally, getting in and out of the
2 neighborhoods on the river could be more
3 complicated and risky, as locals would have to
4 cross or merge with higher volume, higher speed
5 traffic and less visibility as a result of the
6 bridge. These traffic and access problems require
7 a lot more study than they have received so far.

8 Finally, whatever the ultimate cost of
9 the whole project, it is clear that a new massive
10 bridge on South Avenue would cost vastly more than
11 maintaining the existing Maclay Bridge. This money
12 would have to be borrowed and would add to an
13 already dangerous level of public debt. Does it
14 make sense to borrow a huge amount of money on a
15 new bridge that a majority of the residents don't
16 want, don't need, can't afford and which would
17 leave the neighborhood at the end of South Avenue
18 worse off than it is right now?

19 ***End of statement.***

20
21 ORVILLE DANIELS: My property abuts the
22 west end of the bridge, of the Maclay Bridge, so my
23 property is right against there and my house is
24 right next to the bridge. I've lived there for 30
25 years. I probably go up and check on a crash at

1 least twice a year at the end of the bridge there.
2 Many of them are unreported because they'll go off
3 the -- they'll come across the bridge, go down into
4 the kind of drainage ditch, walk away, get it
5 pulled out and leave without ever reporting it.

6 So the point being that the bridge is, by
7 definition, unsafe, because of the approaches and
8 because it's a one-lane bridge on a two-lane road.
9 It's just by -- and I've watched it for years and
10 years and years.

11 A month and a half ago they crashed
12 through the jersey barrier, tore out my fence and
13 went halfway down to the river before the car
14 stopped, at 3:30 in the morning. That's the second
15 time they've torn out the bridge doing the same
16 thing. And I don't believe, even with a light,
17 that it's going to alleviate that late-night
18 inebriated young person who is just screaming too
19 fast and hitting a 45-degree-angle curve. And in
20 the group a while ago one of the guys said, well,
21 then it's their fault because they're young and
22 drunk. And I do not want to live in a world where
23 people believe that. (Laughing.)

24 So my point is that, by definition, the
25 current bridge situation is totally unsafe, it is

1 unsafe under all standards. And in the
2 practicality of watching it over 30 years, I've
3 seen the real proof of it.

4 Listening to the people tonight it's
5 clear to me that there's a division between the
6 neighborhoods, those who live on the east side do
7 not want a South Avenue bridge, and many of us who
8 live on the west side and know the present bridge
9 is unsafe. I don't want the county thinking it's
10 the neighborhood against the county's planning
11 because there's two neighborhoods and we have
12 different values and different reasons for wanting
13 to see that bridge replaced.

14 ***End of statement.***

15

16 MICHAEL BURNSIDE: I've got a list of
17 things here that I wrote down during the meeting, I
18 had more stuff at home, I didn't realize the
19 importance of this meeting, but should I go through
20 them just in the fashion I've written them down?

21 COURT REPORTER: However you want to do
22 it.

23 MICHAEL BURNSIDE: I read over your
24 environment scan and there were a couple things
25 that occurred to me when I read it. One was -- I'm

1 a geologist, by the way, I'm a consulting
2 geologist. I also spent over 30 years with the
3 U.S. Forest Service as a geologist and mining
4 engineer. I worked on the 1994 study for the
5 bridge and I did some research for that as well.
6 For example, I did research of all of the aerial
7 photos of the area going back to the '30s so we
8 could see how the river has been affected by having
9 a bridge there at the Maclay site, and that's one
10 of the concerns I had, I brought it forward in '94
11 and I've mentioned it to Greg Robertson, the
12 engineer for the county, but perhaps I need to make
13 it formally to the state of Montana.

14 If you look at the sequence of photos,
15 you can tell that the bridge currently is not a
16 natural feature, ie, it has affected the flow of
17 the river in a way that's not natural. It's caused
18 a damming effect so that there's been sedimentation
19 upstream of the bridge, and it's caused a scouring
20 effect downstream, so the river is wider downstream
21 than it normally would be if that bridge wasn't
22 there.

23 And I don't know what it has done to the
24 foundation conditions of the bridge, but I would
25 think that it might have undercut them. And I

1 don't know what the foundation design specs were
2 for the bridge, I don't know if anyone knows
3 because they're so old, but that's a major concern
4 I would have about the current safety of the
5 bridge, and I'm wondering if that was factored into
6 the health index for the bridge.

7 But certainly it's an environmental
8 concern that wasn't listed today on the sheet out
9 there and I think it should be, along with the
10 threatened or endangered species. The effects of
11 the current situation on the naturalness of the
12 Bitterroot River. I think it's unhealthy the way
13 it is, frankly, and so I think any option,
14 including the status quo -- maintaining the status
15 quo, needs to consider that effect on the natural
16 flow of the Bitterroot River.

17 The other thing -- and this is a side
18 note, but I want to mention it so I don't forget
19 it -- is your environmental scan said that McCauley
20 Butte is a volcanic plug, it is not. There are no
21 volcanic plugs in the Missoula Valley, it's a true
22 butte, an outlier of Precambrian belt of
23 metasedimentary rocks. So if that -- if nothing
24 else, the geologists won't laugh when they read
25 their report, they need to take that out that it's

1 a volcanic plug, because it's not.

2 So aside from the effects on the river,
3 the other concerns I have are that the intersection
4 of North Avenue and Edwards, that I live on, if
5 you're trying to make a turn on North Avenue from
6 the north side, it's a blind corner, you can't see
7 the bridge so you don't know if there's any traffic
8 coming over. So the current alignment is not only
9 a danger because of the curve, it's also a danger
10 for the people trying to turn on to North Avenue
11 from Edwards, because it's blind.

12 The other concern I have about the
13 current situation that I don't think was reflected
14 in the environmental scan -- I think it was
15 discussed in '94 -- was that the current traffic
16 coming down South Avenue actually splits at Target
17 Range School, part of it goes down Clements, north
18 on Clements, turns on North Avenue and heads to the
19 bridge. The rest of the traffic goes on down South
20 Avenue and turns on Humble and hits North Avenue
21 and then turns west toward the bridge.

22 The effect of that is to increase the
23 amount of neighborhoods that's impacted, instead of
24 just one street, with the flow it's doubling the
25 amount of area of our neighborhood that's affected

1 by the current pattern.

2 The other thing is the out-of -- how
3 shall I say it? -- the out-of-path travel, if
4 you're on South Avenue and you want to go out to
5 River Pines or Big Flat, is considerably increased,
6 it's at least three-quarters of a mile that you've
7 got to divert to the north to North Avenue, go
8 across the bridge and then come back south to hit
9 River Pines and to hit the Big Flat Road. So
10 that's a tremendous inefficiency, there's more gas
11 being burned, there's more air pollution being
12 generated as a result of that.

13 Getting back to the effects on the river,
14 when we did the study in '94 we looked at tweaking
15 the alignment of the current bridge to get rid of
16 some of the curvature at each end. And in every
17 alternative it involved impacting more of the
18 riparian zone, more of the river, river-related
19 vegetation and the wetlands next to the river.

20 It would have hit the island, for
21 example, that's out there that has a conservation
22 easement. So it was actually more distance of the
23 river area impacted by tweaks to that than it would
24 have been on a South Avenue alternative.

25 The other thing and probably one of the

1 most important things that I think is being lost as
2 far as a concern is, impacts to residences by the
3 current site as well as by any tweaks at the
4 current site. There are people who live at the
5 approach on the east end and there are people who
6 live at the approach on the west end, and any
7 movement of that bridge one way or the other is
8 going to drastically affect them. The study in '94
9 showed that some of the houses might have to be
10 removed if you move the alignment much one way or
11 the other. So I think the social impact should
12 include that.

13 River Pines Road, by the way, which is
14 what the west end of Maclay Bridge ties North
15 Avenue into, is entirely in the floodplain. And
16 the construction of that road actually created
17 somewhat of an unnatural levy to elevate access, to
18 bring you up to the west end of the bridge. That's
19 another unnatural feature on that floodplain that's
20 constricting the flow.

21 I don't believe -- perhaps I just didn't
22 understand, but I don't believe it was clear that
23 this traffic study that he talked about, the
24 speaker there talked about, included the potential
25 for growth west of the Bitterroot River and west of

1 the Maclay Bridge.

2 For example, whether or not there might
3 be subdivision growth in O'Brien Creek or in West
4 River Pines area where there's already been some
5 subdivisions in the last three years, or on out in
6 Big Flat there are a number of lots for sale and
7 places out there, even though some of it's zoned
8 for five- to ten-acre parcels, I don't think
9 there's any restriction on them going for a zoning
10 change to subdivide those. So I'm wondering if
11 that potential for growth has been included in that
12 model.

13 There was a lot of concern voiced at the
14 meeting tonight that putting in a more efficient
15 bridge at South Avenue or someplace would increase
16 traffic accidents because people would be going
17 faster. I'm wondering, first of all, has that
18 happened at the Kona Ranch Bridge? Do we have any
19 traffic counts? If we're using Kona Ranch as the
20 analogy, do we have any traffic accident
21 information on Kona Ranch that we could use to
22 compare?

23 Also isn't there a lesser choice than --
24 a less imposing structure than a Kona Ranch style
25 bridge that might still meet the needs into the 30

1 or 40 years out, but not create a huge attraction
2 for higher traffic flow?

3 I'll just end it by saying I am concerned
4 coming here tonight, I've watched this process
5 growing and my concern has continued to grow that
6 this Maclay Bridge Alliance is having a
7 disproportionate effect on the process. I think
8 many of us in my neighborhood are concerned that
9 they not bully the county commissioners into making
10 an unwise decision here.

11 I know they have concerns that the county
12 commissioners aren't listening to them, but we,
13 likewise, living near the bridge, which is my
14 community, east of the bridge as well as west of
15 the bridge, are concerned we're not being listened
16 to and we're being pulled into the process late,
17 perhaps after some of these things are being cast
18 in concrete, so that doesn't seem very fair to us.

19 For example, tonight the Maclay Bridge
20 Alliance was given an opportunity to speak at
21 length, and none of us were informed that that
22 opportunity was going to be afforded to people. So
23 it seems like either that person shouldn't have
24 been allowed to speak or there should have been a
25 postponement to allow others of us to prepare, as

1 he did, so that we could have made a public
2 presentation as he did, and have that incorporated
3 into the record.

4 ***End of statement.***

5 (Public comment period concluded at 9:30
6 p.m.)

C E R T I F I C A T E

STATE OF MONTANA)
County of Ravalli) ss.

I, Terra Rohlf, RPR, Freelance Court Reporter and Notary Public for the State of Montana, residing in Hamilton, Montana, do hereby certify:

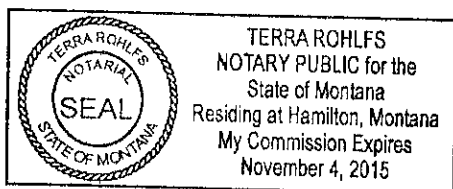
That I was authorized to and did report the statements of said members of the public in this cause;

That the foregoing pages of this deposition constitute a true and accurate transcription of my stenotype notes of the testimony of said members of the public.

I further certify that I am not an attorney nor counsel of any of the parties; nor a relative or employee of any attorney or counsel connected with the action, nor financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on this the 16th day of July, 2012.

Terra Rohlf



Terra Rohlf, RPR,
Freelance Court Reporter
Notary Public, State of Montana
Residing in Hamilton, Montana
My Commission expires: 11/4/15

*Roger & Janet
Hanna*

As a resident of Spurgin Road who uses Maclay bridge often, I have a number of issues to cover:

A majority of the homeowners of the Target Range & Blue Mountain-Big Flat area have questioned the county commissioners' motives for instituting this study. After evading the Target Range Homeowners Association of any information it is obvious that the commissioners want my tax money spent on a new bridge.

If it is the plan to create a by-pass from HW93 at the Blue Mountain junction, I would like to know what improvements will be made to Spurgin, Clements, and Third Streets to accommodate all the added traffic through our neighborhoods.

Spurgin was resurfaced in front of our house a few years back. There are already major fractures appearing in the road. There have been at least 2 major pot holes that were finally repaired by the county. As freezing and thawing continues over time there will be many more huge pot holes. *ON this section*

I question the safety at the Clements and Third curve. This is a very dangerous corner at this time, as bushes grow literally up to the edge of the roadway on the east side.

There are not bike lanes on the shoulder of the road on Third, Spurgin, Clements, Blue Mountain, or Big Flat roads. I know first-hand the number of bicyclists that use the roads creating a hazard for both autos and bikes.

The county's time and money would be much better spent by maintaining what they have.

This spring, Jim Weaver, former Missoula District Supervisor for Montana Highway Department, and I went to the Deep Creek Rifle range. He was appalled at the way the county was grading

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the road where there was major sloughing occurring. They were actually funneling water into the washouts!

The commissioners wanted a roundabout at the West Riverside intersection east of town, the residents asked for a traffic light. They seem to be out of touch with their constituents.

Fortunately the Montana Highway Department saw better and will use tax money more wisely and listen to the neighbors.

~~Another example of commissioners not listening to their constituents is bike paths don't work.~~

As a non-active member of the Target Range Homeowners Association I support what they have done with the Neighborhood Plan. Again, the commissioners (who I have supported in the past) refuse to allot time to discuss implementation of the plan.

The weekend of June 15-17 there were 50 camp trailers visiting the Deep Creek Rifle range, risking their lives and property on the dangerous road. Over 8000 people use the range each year driving the road.

THERE ARE also families living above the rifle range who commute daily.

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Obviously, the County
Staff and Commissioners,
glad it came to let
expenses go and
let things deteriorate to
the point that the
Federal government came
in and it was free!
(This is it right)

Of course it was free -
nobody has to pay the
bill.

~

[illegible]