



MONTANA
MDT★
DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study



Informational
Meeting No. 4

January 31st, 2013

[Outline of this Evening's Meeting]

- Introductions
- Title VI considerations
- Meeting ground rules
- Needs identified during study
- Category of options considered
- Screening process
 - First level screen
 - Second level screen
- Recommendation
- Funding eligibility
- Next steps
- Public comment

TITLE VI Considerations

TITLE VI

This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person shall, as provided by Federal and State Civil Rights laws, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination on the basis of a protected status during any MDT project.

Further information is available in Title VI pamphlets available at the sign-in table

[Meeting Ground Rules - Format]

- Presentation
 - Please, no interruptions.....
- Hold questions and/or comments for after presentation
- Will be available as long as necessary tonight!

[Meeting Ground Rules - Guidance]

- Please help maintain an atmosphere where everyone feels comfortable and welcome
 - Please don't interrupt anyone while they are speaking
 - Please remain quiet so others can hear
 - Please leave the room for side discussions
 - Please turn off cell phones and pagers or set them to vibrate
 - Please observe time allowances during comment period



Needs Identified During Study

[Needs]

- **NEED NUMBER 1** - Improve the safety and operation of the river crossing and connecting roadway network
- **NEED NUMBER 2** - Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area
- **NEED NUMBER 3** - Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area

[Needs]

- **NEED NUMBER 4** - Minimize adverse impacts from options to the neighborhood characteristics of the study area

- **OTHER CONSIDERATIONS (TO THE EXTENT PRACTICABLE)** - Options should be sensitive to the availability of funding for recurring maintenance obligations or for the construction of new improvements



Categories of Options Considered

Four Categories of Options Considered

- **Category number 1** options that would improve safety and operations on the existing bridge
 - *8 options in this category*
- **Category number 2** options to rehabilitate the existing bridge
 - *4 options in this category*
- **Category number 3** options to build a new bridge at various locations
 - *15 options in this category*
- **Category number 4** “do nothing”
 - *1 option in this category*

Category 3 Locations





Screening Process

[What is Screening?]

- Process for reviewing a range of conceptual options or strategies
- Determines which ones to carry forward for more evaluation and study
- Determines feasible and practicable options that address the identified needs and objectives
- May be carried out through one or more iterations (i.e. levels)
- May rely upon qualitative or quantitative screening criteria

[Screening Process]

- Planning study utilized a first and second level screening process
- First level screening was used to identify options that failed to meet the critical aspects of the study's needs and objectives
 - Tied to Needs and Objectives #1 and #2
- Second level screening more extensive
 - Tied to all four Needs and Objectives
 - Based on parameters such as cost, traffic, environmental impacts, etc.

First Level Screening Questions

- Question 1 - Would the option improve safety on the bridge and its approaches?
- Question 2 - Does the option provide an efficient connection with the street network/road system in the area?
- Intended to identify options that complied with the identified needs and objectives
- To advance to the second screening level, an option had to receive a 'YES' answer to both

Question 1

- **SAFETY PERFORMANCE - This criterion screens against the option's potential to improve the overall safety performance on the bridge and its approaches**
- Relates to need #1 (safety)
- Factors informing answer to question #1
 - Would the option improve sub-standard elements [deficiencies] on the bridge?
 - Would the option reduce or remove vehicle restrictions on the bridge?
 - Would the option reduce crashes resulting from approaches to the bridge?

Question 2

- **CONNECTIVITY - This criterion screens against whether or not the option provides an efficient connection to the transportation network within the area**
- Relates to need #2 (connectivity)
- Factors informing answer to question #2
 - Grid systems are desirable
 - Travel connectivity to reduce travel time and emissions is desirable
 - Long, out-of-direction travel to make network connections are undesirable

First Level Screening Results

- Seven options carried forward for detailed screening:
 - Option 1G: New One-Lane Bridge at a New Location for One-Way Travel and Retain Existing Bridge for One-Way Travel
 - Option 2C: Minor Rehabilitation (includes Approaches)
 - Option 2D: Major Rehabilitation (includes Approaches)

First Level Screening Results

- Option 3A.2: Build Near Existing Alignment - North 1 Alignment
- Option 3C.2: Build Bridge on Mount Avenue - Mount 2 Alignment
- Option 3E.1: Build Bridge on South Avenue - South 1 Alignment
- Option 3E.2: Build Bridge on South Avenue - South 2 Alignment

Second Level Screening Questions

- Sixteen screening questions based on all four Needs & Objectives:
 - Operational and Safety (4 Total)
 - Connectivity and Growth (3 Total)
 - Constructability and Cost (2 Total)
 - Resource Impacts (3 Total)
 - Neighborhood/Social (4 Total)

Operational, Safety, Connectivity and Growth

- OS1 – Would the option improve sub-standard elements on the bridge?
- OS2 – Would the option improve vehicle load restrictions on the bridge?
- OS3 – Would the option accommodate bicyclists/pedestrians on the bridge and its approaches?
- OS4 – Would the option reduce crashes resulting from approaches to the bridge?

Operational, Safety, Connectivity and Growth

- OS5 – Would the option accommodate future capacity demands?
- OS6 – Would the option help reduce or eliminate vehicle delays at the river crossing?
- OS7 – Does the option provide an efficient grid connection to the major road / street network in the Missoula area?

Constructability and Cost

- CC1 – Planning level construction costs?

Option ID	Answer/Reasoning
1G - New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel	Estimated planning cost = \$3,210,000.
2C - Minor Rehabilitation (includes Approaches)	Estimated planning cost = \$776,000 (~\$125k bridge).
2D - Major Rehabilitation (includes Approaches)	Estimated planning cost = \$1,760,000 (~\$850k bridge).
3A.2 - North 1 Alignment	Estimated planning cost = \$3,650,000.
3B.2 - Mount 2 Alignment	Estimated planning cost = \$6,410,000.
3B.4 - South 1 Alignment	Estimated planning cost = \$5,210,000.
3B.4 - South 2 Alignment	Estimated planning cost = \$5,290,000.

- CC2 – Annualized maintenance costs?

[Resource Impacts]

- R1 – Effects on aquatic resources?
- R2 – Will the options have impacts to protected 4(f) or Section 106 resources?
- R3 – Will the options affect lands held under conservation easements?

[Neighborhood / Social]

- NS1 – Number of privately owned parcels impacted?
- NS2 – Number of structures impacted?
- NS3 – R/W needs?
- NS4 – Does the option compare favorably with Year 2040 “No Action” model traffic volume increases in front of the Target Range School?

Second Level Screening – Rating Factors

- Point system – values between 1 and 7 given depending on answer to question

Potential Influence (type of criteria)	Rating (value)	Rating (value)	Screening Consideration
Impact (non-quantitative)	LOW (assigned point value = 1)	HIGH (assigned point value = 7)	R2 (protected resources); R3 (conservation easements); NS2 (structures)
Improve / Accommodate / Reduce / Provide / Increase (non-quantitative)	YES (assigned point value = 1)	NO (assigned point value = 7)	OS1 (sub-standard elements); OS2 (vehicle load restrictions); OS3 (bicyclists/pedestrian); OS4 (reduce crashes); OS5 (future traffic); OS6 (reduce delay); NS4 (traffic volumes)
Impact / Accommodate (quantitative)	Order of Ranking (1 – 7)		OS7 (efficient connections); CC1 (construction costs); CC2 (maintenance costs); R1 (aquatic resources); NS1 (private parcels); NS3 (r/w)

Second Level Screening Outcome

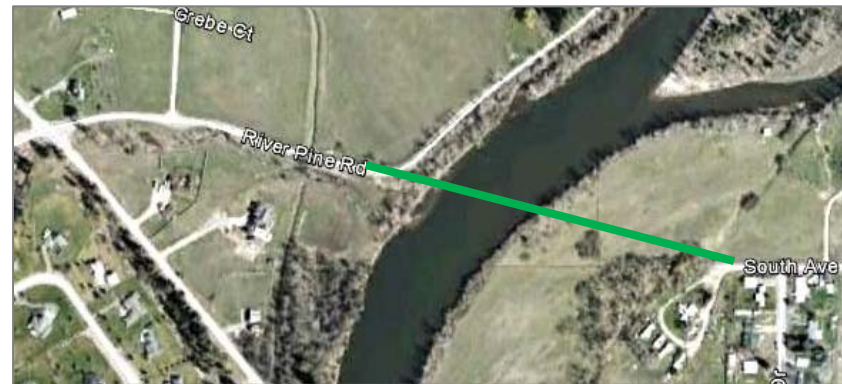
- **Fewest points (impacts) ranked most favorably**
 - 3E.1 - South 1 Alignment (32 POINTS)
 - 3E.2 - South 2 Alignment (39 POINTS)
 - 3C.2 - Mount 2 Alignment (44 POINTS)
 - 3A.2 - North 1 Alignment (52 POINTS)
 - 1G - New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel (68 POINTS)
 - 2D - Major Rehabilitation (includes Approaches) (70 POINTS)
 - 2C - Minor Rehabilitation (includes Approaches) (73 POINTS)



Recommendation

[South 1 Option]

- Best met the needs identified during the study
- Delivers a transportation facility that:
 - Meets current and future demands
 - Addresses safety on the bridge and the sub-standard roadway approaches to the bridge
 - Provides connectivity to neighborhood residents and regional users



South 1 Option – Design Considerations

- Bridge length = 650 feet (assumes bridge would have to be longer than the river's edge bank width)
- Bridge width = 28 feet (assumes minimum width)
- Bridge approach length = 620 feet (assumes minimum length to tie into South Avenue)
- Bridge approach width = 40 feet minimum
 - Highly dependent on context and local influences – could be much less!
- Comprehensive cost estimate = \$7,300,000
 - Includes construction, preliminary engineering, incidental and indirect costs, inflation and right-of-way

South 1 Option – Potential Traffic Impacts

- Compare year 2040 “No Action” versus year 2040 with South 1
- Increased traffic in some locations
- Reduced traffic in other locations



Funding Eligibility

Funding Eligibility

- Not all of the seven options will be eligible for MDT's *Off-System Bridge Program*
- Must meet "Safety" objective
- **Rehabilitation options are not eligible for this funding program**
- Missoula County would need to use local funds if decided to pursue rehabilitation options

Funding Eligibility

Option ID	Comprehensive Cost	Eligible for Off-System Bridge Program Funds?	Reasoning for Funding Eligibility
OPTION 1 - IMPROVE SAFETY AND OPERATIONS ON THE EXISTING BRIDGE			
1G - New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel	\$6,050,000 to \$8,450,000	POSSIBLE	Additional study is needed to determine eligibility. The comprehensive cost is shown as a range due to uncertainty on the potential scope of improvements to the existing Maclay Bridge.
OPTION 2 - REHABILITATE THE BRIDGE			
2C - Minor Rehabilitation (includes Approaches)	\$1,150,000 to \$1,500,000	NO	This option does not meet the Safety objective of the MDT Off-system Bridge Program.
2D - Major Rehabilitation (includes Approaches)	\$1,500,000 to \$3,900,000	NO	This option does not meet the Safety objective of the MDT Off-system Bridge Program.

Funding Eligibility

Option ID	Comprehensive Cost	Eligible for Off-System Bridge Program Funds?	Reasoning for Funding Eligibility
OPTION 3 - BUILD NEW BRIDGE			
3A.2 - North 1 Alignment	\$5,300,000	YES	This option meets the Safety objective of the MDT Off-System Bridge Program.
3C.2 - Mount 2 Alignment	\$9,000,000	YES	This option meets the Safety objective of the MDT Off-System Bridge Program.
3E.1 - South 1 Alignment	\$7,300,000	YES	This option meets the Safety objective of the MDT Off-System Bridge Program.
3E.2 - South 2 Alignment	\$7,450,000	YES	This option meets the Safety objective of the MDT Off-System Bridge Program.

[Next Steps]

- In order for the Missoula County Commission to proceed with a project to improve the safety and operation of the river crossing in the Maclay Bridge area, the following steps are needed:
 - The Missoula County Commission advances a project
 - Identify and secure a funding source or sources
 - Follow MDT guidelines for project nomination and development, including a public involvement and environmental documentation process – IF FEDERAL FUNDS USED

Timeline

- Draft Study Report
 - Posted January 30, 2013
- Public comments due to MDT by February 22, 2013
- Review public comments received with planning team
- Finalize the Study Report
 - By end of February, 2013
- Deliver Final Report to Missoula County Commission

Study Website and Contacts

- Questions, answers and/or comments?

Study website:

<http://www.mdt.gov/pubinvolve/maclay/>

Study contacts:

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Submit comments on draft report to:

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