



Missoula County
South Avenue Bridge Project

Subject:	Project TDC Meeting No. 03	Meeting Location:	HDR Engineering Inc. Office 700 SW Higgins Street, Suite 200 (Clark Fork Conference Room)
Meeting Date:	July 19, 2016; 12 PM (Mountain)	Conference Call Information	Call-in: n/a Code: n/a
Notes by:	-	Minutes Issued:	-

Attendees (see attached sign-in sheet):

Name	Organization	Name	Organization

Meeting Purpose:

Conduct preliminary Technical Design Committee (TDC) meeting to overview project status and schedule, and complete the Agenda for Public Meeting No. 2.

Discussion Items:

The following items are planned for the meeting. Any additions or corrections should be sent to Chris Kelly within three (3) business days after receipt or the items and notes will be assumed to be accurate as shown.

01	Introductions and Committee Purpose
1.1	n/a

02	Project Updates & Status
2.1	<p>Field Work Update</p> <ul style="list-style-type: none"> No field work was conducted since the last TDC meeting. The Project Team is moving forward with environmental document development and preparation for the second formal Public Meeting in August 2016. Traffic data has just been received and the project team is proceeding with conducting the noise analysis.
2.2	<p>Bridge Alternatives Update</p> <ul style="list-style-type: none"> HDR has completed the DRAFT analysis and is finishing QA/QC internally. HDR will forward the DRAFT to Missoula County and MDT at the end of this week for their review. Once they have reviewed, the DRAFT document will be posted on the project website.
2.3	<p>Roadway Alternatives Update</p> <ul style="list-style-type: none"> HDR has completed the DRAFT roadway analysis and is finishing their internal QA/QC. HDR will send the DRAFT report to Missoula County and MDT at the end of this week or next for their review. Once they have reviewed, HDR will post the DRAFT report on the project website. HDR indicated the project is currently planning a 32 FT wide roadway and bike/pedestrian access has not been decided. HDR will solicit public input on that before finalizing bike/pedestrian access recommendations. The roadway and bridge Alternative Alignment #1 is the preferred alignment. Did you conduct additional traffic counts? No additional counts were conducted. Information has been received from the County Planning office (2015 data). Missoula County collects the data and MDT compiles the data with other data received and posts it on their website. Missoula County will talk to MDT regarding whether any other planning information data is available.
2.4	Hydraulics Update and Bridge Demolition

- HDR has completed the preliminary analysis and DRAFT Hydraulics Report and is finishing their QA/QC internally. HDR will send to the DRAFT to Missoula County and MDT at the end of this week for their review. Once they have reviewed, HDR will post the DRAFT reports on the project website.
- Once the project design is finalized and bridge details are better known (pier width, for example), the Final Hydraulics Report will be submitted (difference from the Preliminary report is usually pretty insignificant). HDR indicated that they expect Missoula County will be submitting a revised floodway with this project, even though the floodway corrections needed are not directly a result of the project. It is anticipated that a CLOMR and LOMR will be needed.
- HDR indicated that the preliminary Hydraulics Report finds that there will be a no net rise in the Bitterroot River water level as a result of construction of the new bridge. The DRAFT Hydraulics Report indicates that there will be mitigation needed under the proposed bridge (excavating 1-2 feet) in a small area on the east overbank area that will enable the no net rise. The shaping of the overbank area is a low cost mitigation and, once it's seeded and native grass and vegetation is restored, it won't be a noticeable feature.
- The TDC Team noted that the US Fish & Wildlife Service will require that any riparian impacts will need to be mitigated. This will likely be discussed in an upcoming Agency Meeting currently being schedule around the same time as the second formal Public Meeting.
 - Will this be a wetland? Probably not low enough.
 - Will this fill in during high water events? Some sediment will deposit, area may need to be maintained over time.

2.5 Environmental Update

- HDR is working on getting a combined Regulatory Agency meeting scheduled, as required by the project scope of services.
- The goal of the meeting is to streamline the permitting effort, talk through specifics of the Maclay Bridge removal, and receive Agency feedback on the project.
- MDT is providing feedback on the HDR DRAFT List of Attendees. It is likely the meeting will be set for August 15-17th, to coincide with the Second Formal Public Meeting.

2.6 Right of Way

- The TDC questioned "What is the anticipated ROW width across the floodplain?" Depends on typical section. On the east bank, depending on area of excavation, the project team will try to capture that within Missoula County legal Right of Way. Missoula County indicated that the Water Wheel estates is an 80 FT easement.
- The TDC questioned "Does the width of the easement depend on number of piers in the river?" No, just the width of the bridge. Need to determine bike/ped accommodations to determine bridge width; will likely be between 43ft and 51ft wide. The roadway will transition back to the existing surface width. Roadway fill slopes will also impact right of way limits.
- The goal is to transition back to the existing roadway as soon as practical to minimize R/W impacts.
- The TDC questioned the remaining roadway width and needed access width? The project design team indicated they would need to look at fill slopes. The team indicated the design would probably include a 2:1 fill slope, transitioning back to existing grades. The preliminary layouts indicate that the transition will flatten out and match grade rather quickly (50 FT?)

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3.1 Project Schedule Update

- HDR discussed items that impacted schedule and provided a revised overview of deliverables and project completion. This schedule is shown on the Project Website in brief form, but will be posted to the Website when finalized.
- The TDC questioned how the FEMA's CLOMR review fits into the schedule. HDR indicated that the LOMR/CLOMR process with FEMA is outside of this project. HDR indicated the CLOMR would be submitted after final design completion. The work completed by Missoula County for the Grant Creek Environmental Restoration Project was used as an example. HDR indicated that the CLOMR needs to be finalized and approved through FEMA before construction begins.

3.2 Project Limits and Future Roadway Improvements

- Missoula County is coordinating possible planning collaboration with the Kevin Slovrap (City of Missoula). The City is looking at conducting additional study of South Avenue in the area because of the Fort Missoula Regional Park.
- Missoula County indicated that if the City's planning project cannot extend to Humble Rd. or further, the County is interested in using outcome from the City's planning anyway as a guide. There will likely be typical sections of what will be recommended for improvements. Missoula County also indicated Federal funding through the MPO

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would be the County's best funding option, but all of those funds will likely be tied-up with the ongoing Russell Street project. Therefore, Missoula County indicated the County will work any necessary improvements through phases implemented through their maintenance budget. It is expected this should be completed by the time the bridge construction is completed.

- The TDC questioned whether the regional park fund could assist with some improvements of South Avenue? No. The City is doing a corridor study to determine impacts and potential improvements to be needed.
- The TDC questioned whether a study is going to be conducted on the other side of the river? No. Missoula County indicated that regardless of where the bridge is located, the traffic will be generally increasing. The bridge isn't creating traffic, just moving it from one area to another.

3.3 Public Meeting Agenda and DRAFT Graphics Review

- HDR indicated that the plan to conduct a Formal presentation at the beginning of the meeting. A presentation slide show will be used and the slide show will be setup to scroll to a presentation screen throughout the evening as was done at the first Formal Public Meeting.
 - HDR will provide a project status update of what has been completed, and will show where information is available. HDR will also identify what they want input on from the public (stations will be identified where HDR and County staff will be available for discussion).
 - Missoula County plan to arrange for a Court Reporter or Stenographer to be present to receive verbal comments from the public at an independent station during the open format session that will follow the formal presentation. The project team will also make comment cards available. Public comments will also be provided via the Project Website.
- Two weeks in advance of meeting (which is two weeks from today's meeting) – HDR will send graphics to groups and post them on the Project Website. Preliminary design reports should be available as well depending on MC and MDT review.
- Graphics/stations that are currently being planned include:
 - Typical sections for the bridge and roadway with and without walkways
 - Pedestrian/bike paths added
 - Preferred alternative (1B) DRAFT drawings and Renderings
 - Bridge Removal Plan
 - Cost Summary of all alternatives considered
 - A graphic of the pros and cons of each alternative considered with a comprehensive graphic of all 5 alignments considered
 - Current bike/pedestrian access assumptions (43 FT wide deck without a separated walkway)
 - Explanation of how the design addresses speed (gentle curves)
 - Graphics that solicit public input on:
 - Controlling public access with new bridge (revegetation, posting signs, etc.)
 - Ideas to keep O'Brien Creek mouth area quiet.
 - Bridge renderings. Will depict the structural concept. Will likely show arched versus parallel flanged girders

The TDC agreed that bridge options for aesthetics, including railings; form liners; pilasters; etc. will be discussed at next Formal Public Meeting No. 3.

3.4 Next TDC Meeting

04 Other Items

4.1. River access

- Missoula County is inquiring with CAPS - Community and Planning Services (County Planning Organization; when Office of Planning & Grants split into a City entity and a County entity, CAPS became the County entity) to get their help in addressing river access issues in the area when the Maclay Bridge is removed.
- Maclay demolition: HDR shared the preliminary bridge and embankment removal plan. The current plan is proposing existing superstructure removal and the underground support structure removal to 3 FT below the thalweg elevation of the river. It is expected that all intermediate piers will likely be removed in their entirety. If they are supported on pilings as the original construction plans showed, they will be removed to that depth and the piling cut off. To the minimum extent possible, the remaining bank will be repaired with rip rap or other embankment stabilization. The HDR designers are trying to minimize disturbance on existing embankments.
- The TDC committee indicated that there is a plaque on one pier. It was questioned whether it can be removed and delivered to a family member of the individual noted on the plaque? Missoula County is agreeable to its removal.

- The TDC committee noted there will be opportunity for possible river access on the dead ends on the approaches. Missoula County indicated they will engage CAPS to decide what should be done to properly manage the two approaches. The public will want access and their input will be needed. Parking and access will be a community concern.
- The bridge abutment on the west side will be removed below the existing rip rap and some existing rip rap will also likely be removed (the designers do not want the river channel to move westward). The method of removal will likely be left up to the Contractor whether they saw cut and remove part of it versus removing the entire abutment.
- The TDC commented that if the restoration uses a more bio-engineered bank, it may trap more sediment (alternatively rip rap with stinger willows, agencies will like that more). The TDC noted that a thick willow bank can preclude access when it gets big; something to also consider where access isn't deemed appropriate.



MISSOULA COUNTY
SOUTH AVENUE BRIDGE
TDC MEETING NO. 3

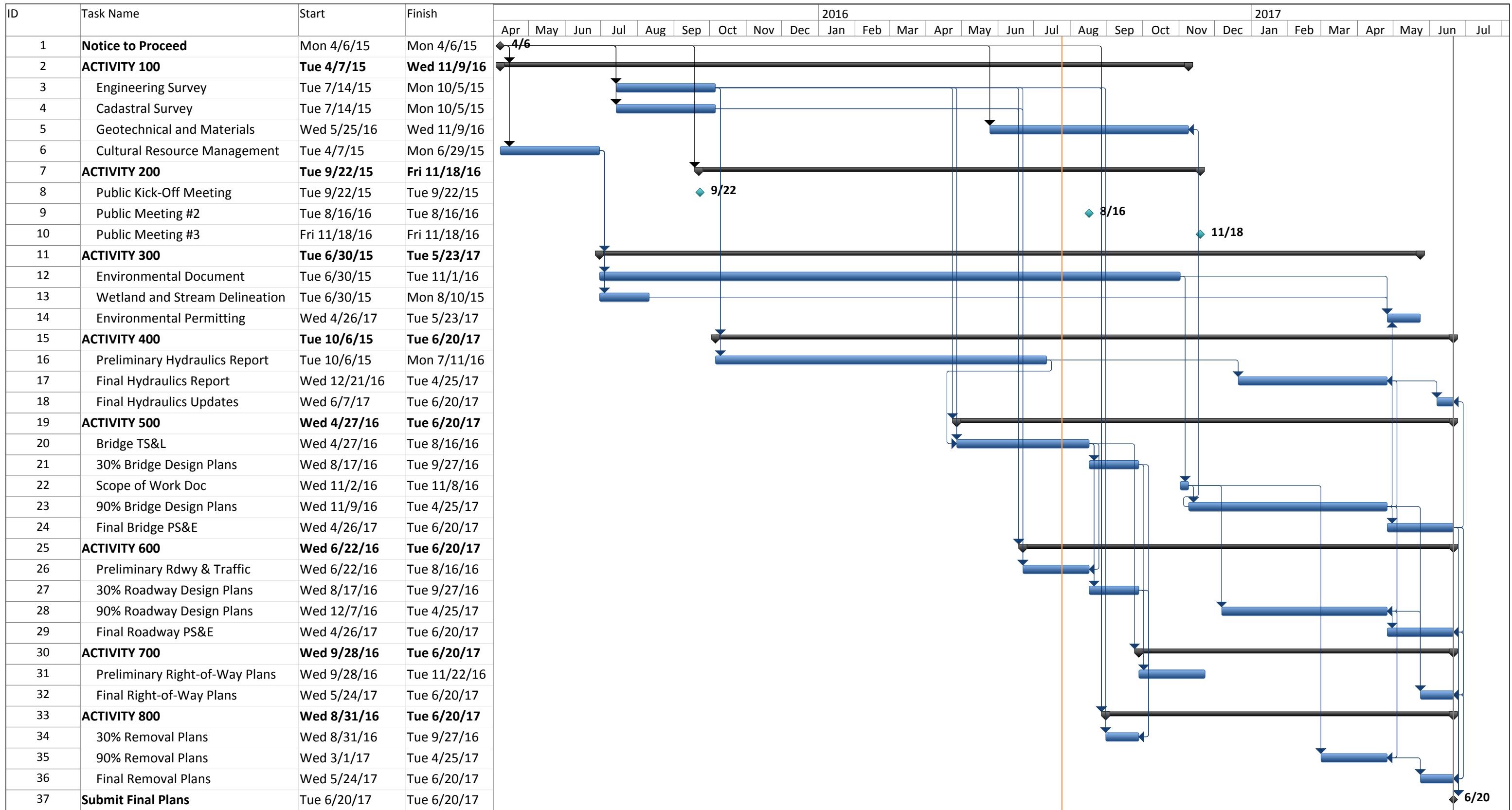
Tuesday, July 19th, 2016
HDR Engineering
12:00 – 2:00pm

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Project: South_Ave_Schedule Date: Mon 7/25/16	Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
	Split		External Tasks		Inactive Summary		Manual Summary		Progress	
	Milestone		External Milestone		Manual Task		Start-only			
	Summary		Inactive Task		Duration-only		Finish-only			