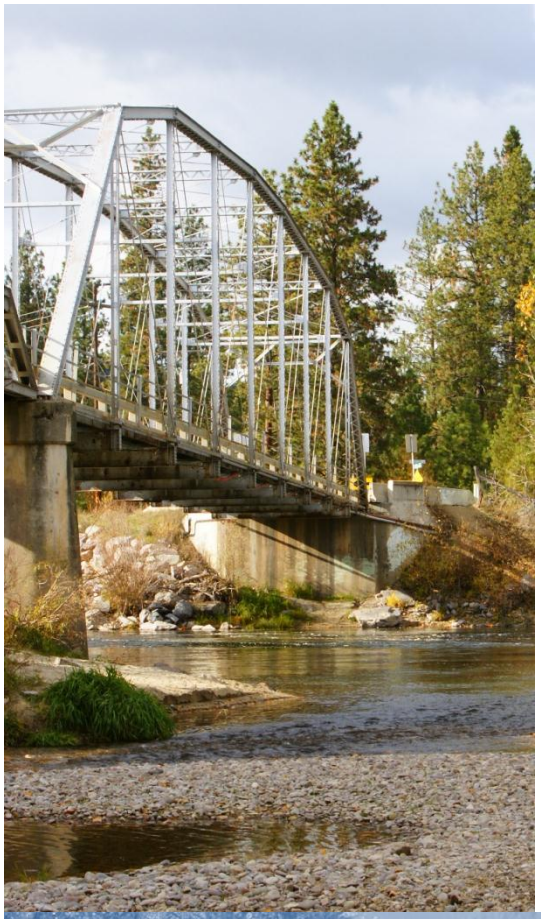
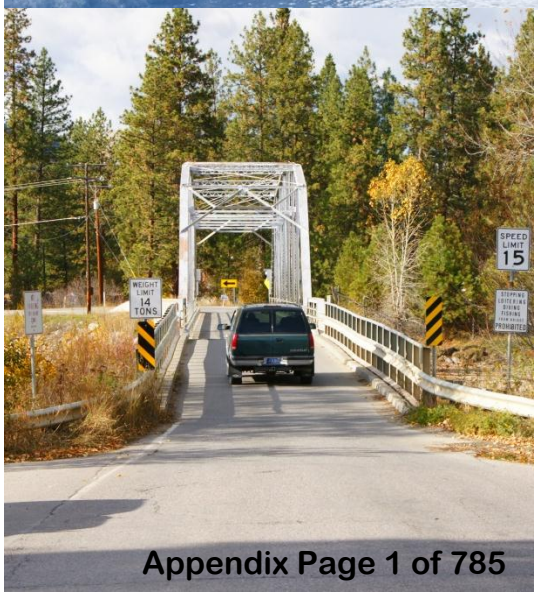


Appendix 1

CONSULTATION, COORDINATION AND PUBLIC INVOLVEMENT





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The matrix below contains a summary of the comments received during the Draft Planning Study Document comment period and includes a response when clarification is required. Comments are shown in their entirety on the CD

ID #	First Name	Last Name	Summary of Comments Received	Response
1	*Anonymous*	*Anonymous*	Bridge should be made safe; building new on South compounds all the current problems and adds many new problems; planning process has been discouraging; listen to people - majority are against the South bridge; there will be litigation; make reasonable improvements to the current bridge.	Thank you for your comments. They are included in our study records.
2	*Roger*	*Austin*	Existing bridge has outlived its purpose; it has poor approaches with restricted visibility; winter icy conditions present traction concerns on approaches; concerned with the functionality for emergency services; overall area does not have adequate water for fire suppression; bridge's weight limitations preclude water tender trucks from using it; emergency services would not be able to cross during a 100-year flood event.	Thank you for your comments. They are included in our study records.
3	*Cyra*	*Cain (MT DEQ)*	Appendix 2 (Environmental Scan), P. 22, as stated: "Areas where air pollution levels do not exceed the air pollution thresholds established in the NAAQS are designated as "attainment" areas." Clarification: Areas may also be designated as "Unclassifiable" where there is insufficient data to classify.	Thank you for your comments. They are included in our study records. Clarifying language has been added to "Section 3.2.4.6 – Air Quaility" in the final planning study report.
4	*Anonymous*	*Anonymous*	Long-time Big Flat resident; would love to see a modern, safe bridge at the end of South; Maclay Bridge is an old relic; it's time to modernize.	Thank you for your comments. They are included in our study records.
5	*Lorna*	*Richardson*	Heed final outcome of 1994 and 2013 studies - came to same conclusion; need new bridge on the end of South; concerned over children's safety across bridge; doesn't support band aid fix; bridge is an accident waiting to happen almost yearly; bridge is a public nuisance; Mount crossing is absurd; strongly oppose that option; flooding on River Pines Road occurs frequently; approaches to the bridge have poor visibility – need proper signs or lights; do some minor work until a permanent solution is resolved; act now and not wait another 10 or 20 years to fix the same problems noted in both studies.	Thank you for your comments. They are included in our study records.
6	*Sara*	*Lustgraaf*	Two one-way bridges is the worst idea; two alternatives are equally the best: (1) current site with a new bridge, and (2) South site is a direct shot across - will alleviate the hazardous curves on River Pines; sympathize with residents at the end of South; present site would avoid all the upset; don't want to ruin the view of the landscape on the end of South.	Thank you for your comments. They are included in our study records.
7	*Anonymous*	*Anonymous*	Supports new bridge at the end of South; would be an extraordinary improvement over the current unsafe, one-lane bridge that serves this growing area.	Thank you for your comments. They are included in our study records.
8	*Kate*	*Pennachio*	Concerns regarding a potential 2-lane bridge; appreciates rural nature of Target Range neighborhood; best agricultural land is in the area; neighborhood plan sets the minimum lot size at 1 house per acre – rural nature; current Maclay Bridge has served the community very well; single lane forces people to slow down; safer area for children; with new two lane bridge we will lose the very	Thank you for your comments. They are included in our study records.

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			nature of Target Range; higher speeds and volumes will increase; would change the nature of the neighborhood; most reasonable option is rehabilitation of the existing bridge with addition of a pedestrian bike/walking bridge; this approach would address the needs of emergency vehicles and school buses and others in the area, while retaining the very nature of the community that Target Range residents have worked so hard to protect.	
9	*Roger and Janet*	*Hinther*	New bridge off South will create a bypass and add thousands of vehicles to neighborhood roads; Blue Mountain Road is narrow and extremely dangerous; light at South and Reserve is poor; traffic turning north at Reserve will get caught in another 30 mph school zone; bridge will increase traffic in our residential areas; people mainly go west over the river for recreation in the Blue Mountain area; residents care deeply about our area; keep Maclay Bridge viable – do not introduce a South bridge.	Thank you for your comments. They are included in our study records.
10	*Bob*	*Carter*	Oppose the proposed bridge on South Ave; support the Maclay Bridge rehabilitation option.	Thank you for your comments. They are included in our study records.
11	*Anonymous*	*Anonymous*	Against a new 2-lane bridge at South; built home in current area due to traffic flow; had obnoxious bridge traffic near home previously - drunk and naked people; currently traffic is dissipated down North to Clements and down Humble to South; with new bridge at South all traffic will come down South making it difficult to turn left during busy times; will take all traffic past school; intersection near Target Range is already crowded and difficult during busy times; request that the bridge not be placed there.	Thank you for your comments. They are included in our study records.
12	*Sara*	*Mutch*	Opposes new two-lane bridge; already too much traffic on Big Flat and River Pines Roads; faster two-lane bridge will increase this traffic load; concerns for wildlife and more accidents; will increase traffic on South past elementary school and high school increasing traffic hazards for students; new bridge will cause much greater environmental impact than upgrading the existing one; Maclay Bridge is historic and single-lane is a reminder to slow down and appreciate one's surroundings; why is it a better choice to spend 7 times as much as maintaining the old bridge in these times of budget shortfalls; consider all environmental and social costs of new bridge; choose simpler, lower impact Maclay Bridge that is more appropriate for the local country roads it serves.	Thank you for your comments. They are included in our study records.
13	*Bob*	*Schweitzer*	Draft Maclay Bridge Study Report specifically says that federal funding for rehabilitation of the bridge is not available - research indicates that may be incorrect; Title 23 US Code Section 144(o) specifically addresses design exceptions for historic bridges; Maclay Bridge is over 50 years old, is eligible for inclusion in the National Register of Historic Places, and is entitled to rehabilitation funding for off-system bridges; we are perplexed as to why this study did not reveal availability of federal funding for rehabilitation. Could you please enlighten us.	Thank you for your comments. They are included in our study records. Federal Highway Administration (FHWA) staff responded to this comment as follows: To address your concern regarding the use of federal-aid funds to rehabilitate the Maclay Bridge as detailed in the current planning study, simply rehabilitating the bridge will not meet current design standards or correct the deficient

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				load capacity and safety features needed to serve the long term intended use of the facility. The section you referenced does allow rehabilitation (§ Section 144(o)) but other provisions are needed to gain a complete understanding of when it would be prudent to rehabilitate a historic structure. 23 United States Code (USC) § 144(o)(1)) and §144(o)(3) are two sections that guide our decision. The rehabilitation option for this structure, in light of the provisions, would not be eligible in this particular instance for the reasons described in the provisions above and documented in the planning study. For your reference, Title 23 USC § 144(o)(1) does encourage the "inventory, retention, rehabilitation, adaptive re-use, and future study of historic bridges" and 23 USC § 144(o)(3) further defines that reasonable costs to preserve or reduce the impacts of a project on a historic bridge are eligible provided the load capacity and safety features of the bridge are adequate to serve the intended use for the life of the bridge, which is not the case with this structure. Also, § 144(o)(p) further directs that "a project not on a Federal-aid highway under this section shall be designed, constructed, operated, and maintained in accordance with State laws, regulations, directives, safety standards, design standards and construction standards". As stated in the planning study, MDT would not contribute off-system bridge funds to an alternative that does not address safety and deficient standards including approaches. The section in 23 USC you referenced is routinely used to preserve historic bridges when a decision has been made to construct a new bridge in a new (or same location) as opposed to simply demolishing the historic structure. The provisions of the section allow a state Department of Transportation (DOT) to use funding up to the costs of demolition of the bridge to preserve it for non-motorized purposes or make the bridge available for donation to a State, local agency or private entity that is willing to commit to maintaining the bridge and the features that make it eligible for the National Register of Historic Places. While the preservation of the existing Maclay Bridge as a non-motorized bridge is an option identified within the planning study, additional conversations are needed and a commitment made to the maintenance of the bridge if this option is pursued. The U.S. Army Corps of Engineers will also need to be engaged on the permitting considerations of

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				leaving the existing bridge piers and constructing new piers in the waterway.
14	*Ben*	*Deeble*	Many flaws in planning study; bridge calms traffic through neighborhood; Target Range Neighborhood Plan found no need to replace bridge; study failed to consult with USFS or City of Missoula regarding traffic flows; study ignores the neighborhood's sensibilities and its professional knowledge; costs of new bridge will cost county taxpayers millions more to widen South to cope with the resulting surge in traffic volume, congestion and speed; existing bridge can be rehabilitated for one-tenth the expense but disqualified for unclear reasons; official planning team has ignored professional structural engineer recommendations; retired statistician volunteered study's ranking system was badly skewed; replacement of Maclay Bridge will push "problem" of river access to a new location; replacement recommendation at South defies common sense and disregards community sentiment and expertise.	Thank you for your comments. They are included in our study records.
15	*Sharon*	*Rose (MFWP)*	Copy of MFWP letter dated May 2012 not found in Appendix 1 of the Draft Planning Study Report; does appear that several of our comments were addressed. Was letter ever received?	Thank you for your comments. They are included in our study records. Yes, your May 2012 letter was received.
16	*Charles*	*Crowther*	Law enforcement problems at the current bridge; can't park within three blocks; people on bridge cause traffic jams; night parties happen under bridge; bridge damaged by flood waters three times; concerned about the wildlife; swimming at bridge is dangerous.	Thank you for your comments. They are included in our study records.
17	*Ed*	*Taylor*	Adamantly opposed to a new bridge at any location; concerned about defacto bypass and increase in traffic; one lane bridge acts as a traffic calming device; concerned about safety at South and Reserve; traffic will increase on neighborhood roads with new bridge; rehabilitate the old bridge; don't impact a new area and ignore Target Range Neighborhood Plan; at the very least retain existing bridge as a bicycle pedestrian resource.	Thank you for your comments. They are included in our study records.
18	*Don*	*Loftsgaarden*	Blatant, obvious mistakes in ranking process; corrections provided – does not change ranking results in Chapter 6 of report for highest four ranked options; no criteria that reflects goals of Target Range Neighborhood Plan (TRNP).	Thank you for your comments. They are included in our study records. Ranking process completed by Planning Team was reviewed within the context of other pre-National Environmental Policy Act (NEPA) / Montana Environmental Policy Act (MEPA) Planning Studies and found to be appropriate for the noted purpose. Suggested edits and opinions are noted, however revisions did not change outcome. There are numerous processes available to screen options.

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				Criteria related to the Target Range Neighborhhod Plan (TRNP) was initially considered, along with criteria representative of other County and regional planning documents. Unfortunately, these documents conflict with each other, and the Planning Team elected to not develop criteria associated with the TRNP, regional Transportation Plan (TP), Growth Policy, active TP, etc. – due to the inherent conflicts found in each document.
19	*Michael*	*Burnside*	Consider revising the history of the bridge in the draft report to reflect County archived historical information; many residents assume the age of the bridge dates from 1935; County records shows the oldest bridge sections (the west truss and pony truss) were installed in 1952 and the east sections date from 1964.	Thank you for your comments. They are included in our study records.
20	*Lorna*	*Richardson*	Interesting to see what a year of real high water may do to the old Maclay bridge; hate to live west of the bridge if it washes due to high water.	Thank you for your comments. They are included in our study records.
21	*Kris*	*Crawford*	Safety is an important issue - many accidents over the years at or near bridge; desire to use the Maclay Bridge as a walk/bike bridge.	Thank you for your comments. They are included in our study records.
22	*Lorna*	*Richardson*	Safety is our biggest issue; band-aid effort is not in the best public interest; swimmers will continue to drown by jumping off the highest part of the bridge; shocked when extra weight of asphalt added to structure; a two lane bridge with a walk path needed; public safety outweighs keeping a bridge that has served its time; favors replacement at the end of South Avenue.	Thank you for your comments. They are included in our study records.
23	*Sharon*	*Rose (MFWP)*	Was MFWP May 2012 letter left out of Appendix 1 an error -- or for some reason were you not including agency letters in Appendix 1 as part of the record?	Thank you for your comments. They are included in our study records. Agency letters received in response to the Environmental Scan review are included in Montana Department of Transportation (MDT's) and Missoula County's project files.
24	*Elizabeth*	*Stevenson*	Maclay Bridge has outlived it's usefulness to auto traffic; combined use of runners, walkers, horseback riders, bicyclists and all types of motorized vehicles at this river crossing has been unsafe always; difficult visibility on the approaches; River Pines Road does not safely accomodate people not in vehicles; need safe non-motorzied access across river; do not support Target Range Homeowners' Association vision; supportive of South replacement bridge to improve safety. Will protest taxes being added to the Target Range School district if existing bridge remains; design for multi-use can enhance the value of the corridor; river	Thank you for your comments. They are included in our study records.

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			corridor for wildlife important; offer a beautifully designed bridge and access; traffic near the school as a reason for not replacing the bridge is misguided - most schools in Missoula are on traffic corridors because it makes sense for convenient access. Develop a bridge plan that completes the vision of a positive addition to the neighborhood; unknown is the anxiety; interpretive area for multi-use and education adjacent to structure will likely get more community support.	
25	*Anonymous*	*Anonymous*	Listen to the majority of local citizens; clear majority is opposed to building a new bridge on South; a sensible alternative exists; irresponsible to proceed with an expensive and unpopular plan for very little positive benefit.	Thank you for your comments. They are included in our study records.
26	*Joe*	*St. Peter*	Favors new bridge at the end of South Avenue; money is already available; only option that makes sense; current bridge is a detriment to the environment and the river; ignore the vocal opposition to a new bridge - they are thinking only of themselves; right decision is the same decision since 1994; don't let selfish voices drown out your common sense.	Thank you for your comments. They are included in our study records.
27	*Thomas and Lois*	*Peterson*	New South bridge is in the 100-year flood plain – this would create a dam to anyone being just south of the bridge; we do not want to be flooded out because of where this bridge will be placed.	Thank you for your comments. They are included in our study records.
28	*Harold*	*Palmer*	A bus full of children and two cars on the bridge at the same time probably exceeds weight limit; would be a real tragedy to have the bridge collapse with a bus full of children; 15 mph speed limit ignored; River Pines Road very unsafe - no shoulders or walkways; no guard rails on the river side of the road; comes down to the safety factor of the bridge; a new bridge is very much needed and should be built on the end of South.	Thank you for your comments. They are included in our study records.
29	*Gary*	*Botchek*	Existing bridge is safe and maintainable; maintenance recommendations / needs not completed by Missoula County; last major upgrade to bridge took a citizen effort; county's own in-house engineering review (1986) determined bridge could be rehabilitated to meet 36-ton vehicle load standards; approved Target Range Neighborhood Plan overwhelmingly supports rehabilitating Maclay Bridge; supports major rehabilitation of bridge with a pedestrian bridge; will need expensive infrastructure upgrades to South with new bridge. Concerned about increase in vehicle trips; urban fringe development area (UFDA) study involves primarily Target Range and Orchard Homes neighborhoods east of the Bitterroot River; west of river very limited land available for development; any increased traffic due to potential bypass of Reserve Street. Honor findings of Target Range Neighborhood Plan in conjunction with a	Thank you for your comments. They are included in our study records.

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			informal but well defined petition (1000 plus signatures) in support of keeping the existing Maclay Bridge; provide a complete rehabilitation of the Maclay Bridge; include a pedestrian/bike walkway for a fraction of the cost of a new bridge; rehabilitation of this historic bridge is eligible for federal funding.	
30	*Gary*	*Botchek*	Who pays for any road and traffic changes/upgrades resultant from a new bridge at the end of South; why are associated costs not included in the total cost of a new bridge; South Avenue traffic & construction impacts are created or enhanced by a new South Avenue bridge; new South bridge will significantly alter the use of North Avenue; added costs could easily exceed 3 (three) million dollars; a new bridge on South will move existing 2,610 vehicles at a faster rate based on a straight shot from a new bridge east to Clements Road; even without a proposed South bridge traffic generators will require significant improvements to South Avenue.	Thank you for your comments. They are included in our study records. Costs for upgrading South Avenue between Hanson Drive and Clements Road were accounted for and are shown on page 61 of the draft planning study report.
31	*Thomas*	*Peterson*	New South bridge is in the 100-year flood plain – this would create a dam to anyone being just south of the bridge; we do not want to be flooded out because of where this bridge will be placed.	Thank you for your comments. They are included in our study records.
32	*William*	*Kohl*	Study ignores the wants and desires of the Target Range neighborhood; no major traffic issues exists with current bridge; bridge does slow traffic flow through neighborhood; better and less costly solution is to upgrade the existing bridge for bicycles and pedestrians; new bridge on South will invite more traffic on Big Flat Road - not built to accomodate additional traffic along with the current foot and bicycle traffic; new bridge will create more problems than it will resolve.	Thank you for your comments. They are included in our study records.
33	*Anonymous*	*Anonymous*	Listen to reasoned commentary from informed citizens that oppose building a new bridge on South; stop wasteful allocation of taxpayer money; make the responsible choice to fix the current Maclay Bridge.	Thank you for your comments. They are included in our study records.
34	*Anonymous*	*Anonymous*	Planning study conclusion is fundamentally flawed; contrary to both common sense and the consensus opinion of the majority of Target Range residents; current bridge can be repaired for a fraction of the cost of a new bridge; it is irresponsible to proceed with a new bridge in order to get "free money"; building a new bridge on South requires new approaches be constructed and utilities to be moved - unaccounted costs; intangible costs to the neighborhood and residents; property taxes would increase, safety would paradoxically be decreased, and the voice of concerned citizens ignored.	Thank you for your comments. They are included in our study records.
35	*John and Becky*	*Peters*	Support rehabilitation of Maclay Bridge; could support the proposed South bridge if Maclay Bridge could not be rehabilitated, but this is not the case; whole character of Target Range is at stake; there are many flaws in the latest study and misleading information; new bridge would create a major east-west corridor increasing traffic; options such as traffic lights could be added.	Thank you for your comments. They are included in our study records.

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			Safety issues can be solved; put tax money into rehabilitation of Maclay Bridge - keep the unique character of Target Range; rehabilitation of Maclay Bridge will meet needs and address the issues.	
36	*Don*	*Stevenson*	Surprised County hasn't been sued over Maclay Bridge as an attractive nuisance; one or two people drown every year; appreciate the numerous trips the Sheriff officers make to the site; no signs have helped; cost for policing but the real cost is the lost of human lives; removing the cement bridge abutments would let the river fill in the town swimming hole naturally.	Thank you for your comments. They are included in our study records.
37	*Susan*	*Smalley*	Opposed to using Mount Avenue as a new route; old bridge can be used; if cannot be rehabilitated then South is the best choice for a direct travel route; don't like going to two lane bridge; it will increase traffic.	Thank you for your comments. They are included in our study records.
38	*Sharon*	*Strebis*	South Avenue between Hanson and Humble is narrower than South Avenue east of Humble; concern about South Avenue ability to handle traffic safely; concerned about absence of pedestrian/bike concerns in planning study; listen to neighborhood constituents and not push forward on a project - not supported by the Target Range Neighborhood Plan; rehabilitate or just maintain Maclay Bridge.	Thank you for your comments. They are included in our study records. Costs for upgrading South Avenue between Hanson Drive and Clements Road were accounted for and are shown on page 61 of the draft planning study report.
39	*Michael*	*Burnside*	Mr. Loftsgaarden's statistical study and comments are being used as a basis for questioning the quality of the work; not certain of the validity of his analysis; South bridge opponents don't realize that after Loftsgaarden applies his "corrections" to the criteria, he comes up with the same ranking of the top alternatives as the study team, with South as the best; seems his criticisms of the study and its conclusions are moot and further validates your work.	Thank you for your comments. They are included in our study records.
40	*Karen*	*Knudsen*	Consider options that best balance protection of the river, riparian areas and the fish and wildlife along the lower Bitterroot River, with the needs of the surrounding community; ensure bridge(s) has as few impacts on the river and wetlands as possible; maintain roadway connection in ways that protect and enhance – rather than harm – our rivers; maintain only one bridge over the Bitterroot to reduce impacts on riparian resources, floodplains and the river itself; any option for a new bridge should ensure no piers are in the floodway; or if Maclay Bridge is substantially rebuilt, a design without river piers should be considered; avoid impacts to wetland, riparian, and floodplain resources from construction/reconstruction, future use, and maintenance of the bridge and approaching roadways, and fully mitigate any unavoidable impacts; robustly engage the public through a series of visioning and listening sessions.	Thank you for your comments. They are included in our study records.

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41	*Will*	*Lustgraaf*	Necessary to have a bridge across the river in the general vicinity of the existing bridge; believe existing bridge is inadequate considering public safety, convenience, and general traffic handling capability; two-lane bridge with straight-on approach alignments would be adequate; bridge should be capable of efficiently conveying a wide variety of two-lane traffic; best option is a two-lane bridge similar to the Kona Ranch Bridge; North Avenue to the existing bridge is discontinuous between Big Sky High School and Reserve Street; any attempt to upgrade the existing bridge structure would be a waste of time, resources, and opportunity.	Thank you for your comments. They are included in our study records.
42	*Connie and Dave*	*LaVaute*	Oppose new bridge at South Avenue; would destroy rural integrity of the neighborhood; should not take advantage of federal funding; moving the bridge will not lessen the parking and swimming issues - we believe it will make the situation worse.	Thank you for your comments. They are included in our study records.
43	*Tom*	*Stockstill*	Not logical (financial or practical) to create a multi-million dollar thoroughfare to an already overused street/highway; safety and security of many area residents/children will be severly compromised; there is a long standing need for traffic through Missoula; don't penalize a rural neighborhood for many years of mis-steps; unpopular with affected residents; difficult to understand the logic of big bridge and rural speedway through a quiet neighborhood; upgrade existing bridge and increase enforcement – most practicable.	Thank you for your comments. They are included in our study records.
44	*Kristin*	*Anderson*	Two studies - in 2013 and 1994 - arrived at the same conclusion; supports new bridge on the west end of South Avenue; maintaining the existing bridge negatively impacts the environment; out-of-direction travel with existing bridge - adds to increased travel times, extra gasoline consumption, more air pollution and exposes more of the neighborhoods to traffic and safety problems; existing bridge abutments and piers constrict river flow; sediment(s) upstream of the two center bridge piers; scouring may be slowly undercutting bridge abutments and piers; long term stability problems; not addressing known hazards of existing bridge poses serious liability to County.	Thank you for your comments. They are included in our study records.
45	*Evan*	*Rosenberg*	Supports new bridge at South Avenue as most logical choice; move forward with constructing new bridge at South; current Maclay Bridge is unsafe, inefficient, and harmful to our environment; safety of the bridge is primary concern; bridge has created a serious risk for drowning; people have lost their lives due to this scour hole; county at serious risk of liability for future deaths; current location is inefficient requiring traffic to divert from South and wind through Target Range neighborhood; results in additional driving time for fire trucks and ambulances; putting the bridge on the main road (South Avenue) and thereby eliminating traffic on every other side street (such as Humble, Clements, North, and Woodlawn) would preserve the rural character of Target Range as a whole since all of the traffic would remain on the main arterial road; getting rid of the current bridge corrects negative environmental impact the current bridge has had on the	Thank you for your comments. They are included in our study records.

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			river; concerned over Mount Avenue 2 being the third ranked option in the planning study; should never made it past the first level screening process – does not provide an efficient connection to the existing road network.	
46	*Michael*	*Burnside*	Planning study report validates and supports 1994 Environmental Assessment; study has been exhaustive both in public involvement and in reviewing and analyzing the issues surrounding the bridge; highly significant that the 2013 study independently arrived at the same conclusion for the best bridge site as the 1994 study - South Avenue. Existing bridge is dangerous and a major problem; causes frequent traffic accidents and drownings; fully loaded school buses are right at the bridge's 11 ton weight limit; fire trucks must straddle the centerline and travel 5 miles per hour; bridge failed up to 5 times in the past with the last major washout in 1948; entire bridge was rebuilt in 1952 with parts of an old Blackfoot River bridge; foundations of the piers are unknown and could wash out in the next spring flood; if bridge fails in the future, west side access for forest fires or home emergencies would be delayed - county would have to bear the costs to fix or replace it; up to 2,610 vehicles per day (vpd) cross the old bridge daily and the report shows this will grow to 5,650 vpd by 2040; safe standard for a one-lane bridge is 100 vpd - common sense calls for its replacement. Issue your decision; accept the recommendations of this report; issue decision soon after the report is final; have everything you need at that point to make an informed decision; current study has shown there is no significant new information or changed conditions since 1994 that have not been addressed.	Thank you for your comments. They are included in our study records.
47	*Robert*	*Schweitzer*	Believes federal funding is available for a rehabilitation option because the bridge cannot be brought up to current standards; examples show otherwise - federal funding is available through provisions for design exceptions for historical bridges; rehabilitation option offers broad neighborhood support, cost effectiveness for all government agencies, adequate traffic flow with built in calming qualities, and improved safety for pedestrians and bicyclists; perceived unwillingness by state and county engineers to waive self-imposed standards with a context sensitive design exception; re-evaluate rehabilitation option - advance it as a reasonable alternative; does not require immediate upgrades to service streets and roads; does not require further extensive study and permitting; can be implemented sooner, enjoyed more quickly, with the least disruption for the neighborhood and the community at far less cost than a new bridge replacement.	Thank you for your comments. They are included in our study records. Please see response to comment #13 for use of Federal funds for bridge rehabilitation.
48	*Michale*	*Sterbis*	Opposes new bridge on South Avenue; believes the planning study is incomplete because it does not take an in-depth look into the deficiencies of the roads (specifically South Avenue); almost no discussion at all about how building a large, two lane bridge is going to affect the Target Range Neighborhood; no discussion whatsoever about the amount of work that would need to be done on	Thank you for your comments. They are included in our study records.

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			South Avenue; very important questions were completely ignored as the study focused primarily on the bridge; study is seriously flawed because it has ignored completely the safety issues on South Avenue. No discussion about affects to the Target Range area and whether it fits in with the Target Range Neighborhood Plan; estimates of increased traffic in the study are under-estimates because no discussion of social issues was discussed; urge more consideration of either replacing the existing Maclay Bridge with another one lane bridge, or refurbishing the existing bridge.	
49	*Daphne*	*Herling*	Favor rehabilitation plan proposed by Maclay Bridge Alliance; screening criteria are insufficient to address community concerns for safety, expense and previous community planning efforts; flaws in screening as per retired statistician Don Loftsgaarden; safety concerns for the Target Range children are not adequately considered; South Avenue will become bypass between Missoula and Highway 93; rehabilitating the current bridge will address safety issue(s) and maintain the character of a sustainable, walkable community; rehabilitation plan can be implemented sooner without the costly full NEPA study; new bridge doesn't align with Target Range Neigborhood Plan.	Thank you for your comments. They are included in our study records.
50	*Steve*	*Seninger*	Planning study is incomplete, insufficient and omits important cost tradeoffs and safety concerns; totally ignores negative impacts on neighborhoods and the local community; study incorrectly and erroneously ranks South Avenue as the preferred alternative; supports rehabilitation as outlined by MBA.	Thank you for your comments. They are included in our study records.
51	*Bryan and Darla*	*Steubs*	Construction of a new bridge at South violates needs 3 and 4 in the report; significantly impacts rural amenities identified as desirable in the Target Range Neighborhood Plan; will directly impact Target Range School with increased traffic and increased speeds; single lane bridge is a superb traffic calming device; best fit is the rehabilitation option forwarded by the Maclay Bridge Alliance.	Thank you for your comments. They are included in our study records.
52	*Deborah*	*Richie*	Strongly oppose a new bridge; supports rehabilitation of Maclay Bridge; riparian area is very delicate, rich in wildlife, and important to preserve; new bridge is ecologically harmful; will encourage fast driving with more wildlife being killed.	Thank you for your comments. They are included in our study records.
53	*Angela*	*Lavato*	Prefer to keep the same location and refurbish the old bridge; economically more responsible; preserves the integrity of our rural lifestyle; one lane has never been a concern.	Thank you for your comments. They are included in our study records.
54	*Jo*	*York*	Advocate rehabilitation of Maclay Bridge, with a separated pedestrian crossing; can be implemented sooner without full NEPA study; good option because it maintains the goals of the Target Range Neighborhood Plan; represents less than 15% of the cost of replacement; a 2-lane structure is neither possible nor desirable from the neighborhood perspective.	Thank you for your comments. They are included in our study records.

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55	*Bruce*	*Barrett*	Retain current bridge; not purpose of bridge rehabilitation to enhance private property values for some while devaluing new ones; there was a two lane bridge at the location for a long time; one lane bridge was moved there from another part of the county in tough financial times; one lane bridge was a simple and cheap replacement for an existing two lane; but even retaining the one lane bridge is fine; higher taxes now are too much of a burden.	Thank you for your comments. They are included in our study records.
56	*Frances*	*Owings*	Opposed to replacing the Maclay Bridge; better solution to upgrade the existing structure; adversely affects property on Hanson Drive.	Thank you for your comments. They are included in our study records.
57	*Roy*	*Owings*	Opposed to replacing the Maclay Bridge; adversely affects property on Hanson Drive; creates additional and higher speed traffic along South Avenue.	Thank you for your comments. They are included in our study records.
58	*Anonymous*	*Anonymous*	What is the current total estimated cost of bridge construction? What is the estimated cost of bridge approaches? What is the estimated cost for rights of way? What is the contingent cost of rehabilitation and widening for South Avenue, River Pines, Blue Mountain and Big Flat Roads to accommodate increased traffic? Will any of these costs be subject to Special Improvement Districts? Will a SID be assessed to the entire county or just among homeowners in the district.	Thank you for your comments. They are included in our study records. Comprehensive planning level costs are included in Chapter 6 and Appendix 3 of the draft planning study report. They are summarized below for the South 1 option: • Comprehensive bridge construction costs = $5,985,000 • Comprehensive bridge approach costs = $315,000 • Right-of-way costs = $2,250 to $15,000 • Contingent costs = $1.9 million for South Avenue Funding sources for future infrastructure projects, which are separate from a new replacement bridge and approaches funded with Off-System Bridge Funds, are unidentified at this time.
59	*Anonymous*	*Anonymous*	February 28, 2011 (Jean Curtiss, refusing to attend homeowners meeting) "Replacing the Maclay Bridge is something that Missoula County has been discussing with the state and the citizens for almost 20 years. It is not a project that will happen for 5-10 years, so it is not urgent for us to pull together the information that we feel is needed to respond to questions being raised by your neighborhood." "There is no agreement with the state yet and no projected costs or time line," she said. "We have plenty of time." Public Works director Greg Robertson They notified us last year it's starting to rise to the top," Robertson said. "But it's still a long way out from happening. To me it's not a real big priority. I've got things that are more immediate that I need to be working on."	Thank you for your comments. They are included in our study records.

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60	*Ryan*	*Zachariasen*	Construction of new bridge on South is unecessary; cost differential between a new bridge and upgrading the existing is substantial; greatly increased traffic; tax increases; property values decreased; safety of children is a high priority; road will need to be widened making traffic dangerously close to our homes as well; cons by far outweigh the pros.	Thank you for your comments. They are included in our study records.
61	*Suzanne*	*Schweitzer*	Supports rehabilitating Maclay Bridge; bridge does not cause deaths; people and how they drive, recreate, or use objects cause deaths; tired of emotional scare tactics that are totally unfounded.	Thank you for your comments. They are included in our study records.
62	*Katie*	*Mikelsons*	Supports rahabilitation of Maclay Bridge - to include a bike-ped lane and remaining one-lane for vehicles; makes sense monetarily; preserves character of old bridge and character of Maclay Flats area; why build a totally new bridge; why put added stress and pressure on the natural habitat; more and wider roads for cars will result in more cars on the road; put focus and attention into projects that decrease cars on the road and increase sustainable forms of transportation - such as public transportation, biking, and walking.	Thank you for your comments. They are included in our study records.
63	*Deborah*	*Slicer*	Does not support new bridge at South; existing bridge is safe; wait to cross is tolerable, no stream of traffic stresses the bridge, no issues with emergency vehicles crossing it, no danger to pedestrians or bikers; colossal waste of money; degrades Target Range neighborhood; potential negative impact on wildlife; new bridge affects rural character, quiet, and privacy of the Target Range neighborhood; Target Range is only neighborhood left in Missoula without busy, noisy highway; if a need in 30 years – deal with it then.	Thank you for your comments. They are included in our study records.
64	*Marcia*	*Kircher*	Pay close attention to the Target Range Neighborhood Plan – endorsed by Missoula County Commission; TRNP provides guidelines for a healthy, prosperous, and vigorous community; “Bridges: Continue Missoula County Public Works maintenance of the Maclay Bridge”.	Thank you for your comments. They are included in our study records.
65	*Trevor*	*Williams*	Supports rehabilitation of existing bridge; maintain the historic bridge; don’t waste millions more; a project isn’t necessary.	Thank you for your comments. They are included in our study records.
66	*Chelsea*	*Chandler*	Supports rehabilitation of existing Maclay Bridge; and adding a bike/pedestrian lane; least expensive plan is the best option; don't encourage more traffic in the area; area is prized for its safety, quiet and rural feel.	Thank you for your comments. They are included in our study records.
67	*Vickie*	*Mikelsons*	Favors rehabilitating the Maclay Bridge rather than replacing it with a new bridge extending from South Avenue; protects rural nature; discourage new roads being built and more vehicles from being on the roads; encourage more public and alternative transportation; increase the number and frequency of bus routes; encourage other alternatives such as car-pooling, walking, bicycling; rehabilitation of the existing bridge provides the added support needed to meet emergency vehicle weight/load requirements, plus a separated	Thank you for your comments. They are included in our study records.

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			pedestrian/bicycle crossing; Maclay Bridge adds historic and aesthetic value to our community and the Target Range neighborhood; Maclay Bridge acts as a calming device and slows traffic; say “no” to a new bridge and "yes" to rehabilitating the existing Maclay Bridge.	
68	*Robert*	*Kircher*	Planning study shows negative bias by implication and fact; ignores significance of the recent Target Range Neighborhood Plan endorsed by Missoula County Commissioners; overall narrative of the study pivots on a negative bias using data that is unexamined, poorly explained and lacking substance; crash data is general and vague - no report of incidents involving injuries, serious or fatal, or that any more than one vehicle was involved in any given incident; vast majority of daily traffic continues to move safely, courteously, calmly and without incident; unfortunate and disappointing that the Planning Team rejected the rehabilitation plan; refurbishing the existing bridge is consistent with a nearly unanimous community desire for such.	Thank you for your comments. They are included in our study records.
69	*Dale and Carma*	*Bosworth*	Maclay Bridge should be dismantled, piers removed and the bridge replaced with a modern two lane bridge off South Avenue; two separate studies have come to the same conclusion; planning team did listen to and consider input from the public on all sides of the issue; recommendation is sound and reasonable; South Avenue is the main arterial road and a crossing there would eliminate winding around and through several streets in the neighborhood; doubts that Maclay Bridge would survive a major flood event; current bridge has negatively affected the river channel over time and is a huge environmental problem; Maclay Bridge is unsafe; sound economics to use already collected federal tax funds rather than imposing mill levies on the community.	Thank you for your comments. They are included in our study records.
70	*Anonymous*	*Anonymous*	Keep Maclay Bridge as currently configured; supports addition of pedestrian lanes.	Thank you for your comments. They are included in our study records.
71	*Cristin*	*Zachariasen*	Opposes removal and rebuilding of the Maclay Bridge; will bring more traffic to the area; think about safety of school children; people blatently disregard posted speed limits; do not want to see a new bridge put in.	Thank you for your comments. They are included in our study records.
72	*Anonymous*	*Anonymous*	Do not consider a project that is unnecessary, potentially harmful and will end up costing tax payers more; overwhelming facts support new bridge is not needed; new bridge on South would pose far more safety risks than existing bridge.	Thank you for your comments. They are included in our study records.
73	*Whitney*	??	Opposes new bridge at South Avenue; concerns about safety of a new bridge on a straight path along South Avenue across the river; believes costs are under-represented in the study; favors rehabilitation of the existing bridge at 1/10 the cost of a new bridge.	Thank you for your comments. They are included in our study records.
74	*Jim*	*Roach*	Planning report is heavily engineering oriented - bridge ratings, traffic flows, grid interconnections, traffic modeling algorhythms; concerns of the local community	Thank you for your comments. They are included in our study records.

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			were heard but not particularly considered; concerned about losing unique character and environmental value rather than moving traffic through the neighborhood; concerned most with defacto bypass between US Highway 93 and Missoula; South Avenue west of Clements is not conducive to increased traffic flows; North Avenue seems less disruptive to the neighborhood character; existing Maclay Bridge presently meets our needs; bridge can be refurbished to accommodate 25 ton vehicles; protect special character of this historic neighborhood; current bridge serves as an effective traffic calming device and limits volume of traffic coming from US93.	
75	*Brian* *(also forwarded by)* *Kathy*	*Riggers* *Armstrong*	Planning study is extremely biased towards new bridge at South; not enough important information from regulatory agencies has been obtained; commissioners are not being given an accurate portrayal of the total project costs; wetland mitigation costs should be added to the cost of a new bridge because somebody will have to foot the bill; FWP should have been contacted during the planning study; to actually "minimize these impacts to the extent practicable", FWP, along with regulatory agencies like USACOE and USFWS, should have been at the table from the beginning; County Floodplain Administrator or the Conservation District must be involved in study; on page 51 in the cost approximation section it was assumed that the bridge would be 20 feet past the river bank on both sides - so I would like to know which "river bank" is used for this approximation of the bridge span; USACOE and USFWS will have specific requirements for flows that the bridge will need to accommodate - I would like to know precisely what flow was used. How can you possibly conclude that the South Avenue new bridge options (3E.1 and 3E.2) would affect a shorter distance (not only shorter, but significantly shorter – to the extent of 7 for the existing and 2 and 3 for the new crossing proposals) than the existing bridge; ranking seems incredibly subjective and appears to be driven only by the objective of developing a study that supports a new bridge. Deeply concerned that Commissioners are not getting an accurate or unbiased study; they deserve better than that because their jobs are on the line; people of Missoula County deserve a fair process in making these types of decisions.	Thank you for your comments. They are included in our study records. The agencies you reference were engaged in the planning study. Refer to Appendix 1 for resource agency meeting participation and comments. River bank used correlates to the top of bank adjacent to the active channel. In areas where the channel was wide or not well defined, the digital 100-year floodplain limit(s) were used to calculate potential bridge length. Flood flows and corresponding events are shown on page 22 of the draft planning study report. No Hydraulic Engineering Center River Analysis System (HEC-RAS) modelling was performed for this planning study. However an approximation of bridge lengths was made relative to the extent of the 100-year floodplain limits. A digital Flood Insurance Rate Map (DFIRM) exists and was superimposed in Geographic Information System (GIS) mapping. The length of each alignment being considered was measured from one side of the 100-year floodplain to the other side and recorded. This is explained on page 51 of the draft planning study report and more fully in the Screening Process Memorandum in Appendix 1.
76	*Helen*	*Orendain*	Opposed to to building a new bridge to replace existing Maclay Bridge; public communication was stifled; feasible improvements were ignored; Target Range Neighborhood Plan was disregarded; 2011 Montana Supreme Court decision, Heffernan vs. City of Missoula - proponents of the Rattlesnake Neighborhood Plan prevailed elevating the legal significance to such plans and governing bodies must substantially comply with the neighborhood plans.	Thank you for your comments. They are included in our study records.

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			Public was mislead on federal funding for rehabilitation of bridges; to buttress the argument to replace Maclay Bridge, the group claimed in the final proposal that federal funding was only available for replacement - this is wrong. Failed to inform public Maclay could be eligible for CTEP federal funding to rehabilitate the bridge; CTEP - Community Transportation Enhancement Program - provides federal funding for a variety of improvements including rehabilitating historic bridges; Maclay qualifies as a historic bridge but the funding was not disclosed to the public as an available resource by the planning group. Planning team focused on the bridge as an isolated project - avoids factoring the upgrade costs of the adjacent roads; two-lane bridge will create more traffic; cars will spill onto substandard, narrow winding roads; surfaces are slim with narrow width, no shoulders, inadequate room for bicyclists and runners; public needs total cost of a new bridge including the cost of road upgrades. Failure to upgrade substandard roads places residents in peril; road upgrade costs bored by Missoula residents; Missoula County taxpayers would be stuck with the cost; planning team report failed to provide an accurate, objective feasibility study and created a contrived report with the single purpose of supporting a new bridge.	Please see response to comment #13 for use of Federal funds for bridge rehabilitation. The Community Transportation Enhancement Program (CTEP) is no longer a federal funding program in the *Moving Ahead for Progress in the 21st Century (MAP-21)* federal transportation funding program.
77	*Anonymous*	*Anonymous*	Opposes a new bridge; current need has not been shown; many safety concerns associated with a new bridge; supports rehabilitation option.	Thank you for your comments. They are included in our study records.
78	*Anonymous*	*Anonymous*	Likes traffic calming nature of the existing Maclay bridge; neighborhoods on east and west side of river are rural in nature - want to preseve this.	Thank you for your comments. They are included in our study records.
79	*Carol*	*Kraft*	Supports new bridge down South as the best long range decision; South Ave has always been a Main Street; go forward with planning for a new bridge on South Avenue.	Thank you for your comments. They are included in our study records.
80	*Thea Ethel*	*Koehler*	Pay close attention to the Target Range Neighborhood Plan - reflects the needs and desires of the community and provides guidelines for improvement of the Maclay Bridge.	Thank you for your comments. They are included in our study records.
81	*Anonymous*	*Anonymous*	Do not make it more unsafe to come to work by increasing traffic along South Avenue by adding a new bridge at the end of South Avenue.	Thank you for your comments. They are included in our study records.
82	*Anonymous*	*Anonymous*	Honor Target Range Neighborhood Plan; commissioners endorsed; take neighborhood concerns into account; neighborhood does not want a new bridge; few in favor of a replacement bridge live adjacent to the old bridge; data on motor vehicle accidents and drownings have been inaccurately reported.	Thank you for your comments. They are included in our study records.

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83	*Anonymous*	*Anonymous*	Opposes new bridge in pristine area of the Bitteroot River; why disrupt two areas of the river; there is no acute need - only a possible need; existing bridge can be rehabilitated.	Thank you for your comments. They are included in our study records.
84	*Anonymous*	*Anonymous*	Did the study take into account how much more it would cost to upgrade South Avenue and River Pines Road? Did the study look at existing easement available at the existing Maclay Bridge site for a rehabilitation option?	Thank you for your comments. They are included in our study records. Costs for upgrading South Avenue between Hanson Drive and Clements Road were accounted for and are shown on page 61 of the draft planning study report. Upgrades to River Pines Road are not envisioned, therefore upgrade costs associated with the facility are not included. The study did examine availability of right-of-way for the seven options, including rehabilitation (see page 53-56 of the draft planning study report).
85	*Anonymous*	*Anonymous*	Concerned about potential increased traffic on South Avenue if a new bridge is built; already dangerous to turn onto or off of South; same concern at Big Sky and Target Range schools; new bridge puts senior citizens and school children at increased risk.	Thank you for your comments. They are included in our study records.
86	*Lois*	*Schelvan*	Keep Maclay Bridge at current location; current summer activity is not a concern compared to noise generated by new bridge; concern over increase traffic due to South bridge; upgrade existing bridge for a lower price tag; neighborhood does not need a new bridge; existing bridge acts as a traffic calmer; spend money on developing the small county park that exists on the east side of the river right at Maclay Bridge.	Thank you for your comments. They are included in our study records.
87	*Anonymous*	*Anonymous*	Study seriously flawed in its methodology; unsound scoring system; tilted the playing field toward the new South bridge and against the Maclay rehabilitation option; for majority of people in community priority is to maintain safety and character of the area – not to move as much traffic through the area as "efficiently" as possible; concerned about degrading the area, diminishing overall safety, and significantly increasing noise and air pollution along South Avenue.	Thank you for your comments. They are included in our study records. Ranking process completed by Planning Team was reviewed within the context of other pre-NEPA/MEPA Planning Studies and found to be appropriate for the noted purpose. Suggested edits and opinions are noted, however revisions did not change outcome. There are numerous processes available to screen options.
88	*Anonymous*	*Anonymous*	Provide safe, effective travel over river in a way that meets the needs of the community - but is of a size and scale appropriate to our rural setting.	Thank you for your comments. They are included in our study records.
89	*Anonymous*	*Anonymous*	Members of the public could attend planning team meetings, but were not allowed to speak; requests for information from the planners along the way were deflected or denied; Target Range Neighborhood Plan (TRNP) was discounted;	Thank you for your comments. They are included in our study records.

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			option to rehabilitate Maclay Bridge was consistently downgraded; rehabilitation option was split by the planners into two extremes, both seemingly destined for elimination; a "middle" option of fixing the Maclay Bridge in place to standards which would accommodate all vehicles safely and for which a plan already exists (the Muth Plan) was not seriously considered; planners violated their mandate to identify financially feasible alternatives that address the needs and objectives defined by the community.	
90	*Deborah*	*Talarico*	Area would be adversely affected by a new bridge; maintain the existing bridge; no amount of studies would negate the obvious risk on children by encouraging increased traffic on South; there is not now a traffic problem at the bridge but if you build it, they will come.	Thank you for your comments. They are included in our study records.
91	*Willis*	*Curdy*	Target Range Neighborhood Plan emphasized safety and consistency with what residents desire - report contradicts values held by residents; building a replacement bridge at the west end of South Avenue will create a safety hazard; existing provides a significant calming function; new South bridge will bring more individuals and commercial vehicles as a bypass; welfare of students will be compromised; safety of residents living along South Avenue and River Pines Road will be compromised; Blue Mountain and Big Flat Roads will see additional traffic; increased traffic/wildlife encounters can be expected; both roads are heavily used by bicycle and pedestrian traffic; probability of a fatality will increase with higher volumes of traffic on these substandard roads. Proposed bridge location transfers and expands safety concerns; jeopardizes the health and welfare of more individuals and local residents; TR residents are skeptical of planning study report, and challenge its findings.	Thank you for your comments. They are included in our study records.
92	*Anonymous*	*Anonymous*	Concerned about length of floodplain impacted by proposed South bridge; existing bridge has approaches that are better protected from high flooding; concerned by increased traffic, noise and pollution immediately adjacent to a wetland; road areas have high deer traffic; corridor for osprey and eagles - concerned about impact of increased noise and traffic exhaust on these species; concerned about the effect on the trout fishery if an additional area of the river is distubed.	Thank you for your comments. They are included in our study records.
93	*Marjie*	*Heyman*	Questions need for a new bridge; Maclay Bridge is a historical artifact; not so much traffic on the bridge that there are long waits; curving road approaches to bridge slows down traffic – a benefit; almost always a shift in channel topography when any bridge is built; people will continue to use the area if bridge is removed; keep Maclay Bridge and use the money to redo the Russell Street bridge; give stiffer fines to those who illegally park near Maclay Bridge.	Thank you for your comments. They are included in our study records.
94	*Anonymous*	*Anonymous*	Study does not accurately reflect the impact on the floodplain or the amount of fill required for the east side approaches to the proposed South Avenue bridge;	Thank you for your comments. They are included in our study records.

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			residences could be impacted adversely; fields west of Hanson Drive flood each spring; proposed bridge approaches lie within the floodway of the flood plain; floodway starts near Hanson Drive and extends 1,000 feet from the existing banks and another 200-300 feet of floodplan (flood fringe); banks around approaches to existing bridge are already protected with riprap; can't be removed as some residences near Maclay Bridge would flood without that protection.	
95	*Linh*	*Hoang*	Information in study appears biased towards a pre-determined recommendation; study's needs and objectives, screening criteria, and final recommendations were developed based on incomplete information; data used is misleading to the public and County Commissioners; no rational connection between the data provided and the findings and recommendations of the plan; report is fundamentally flawed due to data and lack of context; overlooks relevant information. Attributing crashes to one lane bridge arbitrary and capricious; one lane bridge is a calming device and slows traffic; arbitrary and capricious to infer that the one lane bridge is contributing to crashes; potential crash mitigations could be implemented at the existing location at far less taxpayer expense; would help to compare the crash data with other bridges in Missoula. Assume travel time discussion supposed to support assertion to reduce delay times for emergency responders; question needs statement that states that reducing delay of emergency vehicles is needed; missing context and information relevant to the discussion: • How often and for what time periods has Maclay Bridge been inaccessible in the past? • Has inaccessibility of the bridge reduced response time in the past that has caused concern from the emergency response providers? • Have the emergency response providers in our community raised concerns about their response time when crossing this bridge in the past? • Is Community Medical the only medical facility that responds to emergency on the other side of the bridge or does St. Patrick's also commonly respond? Study states "single-lane width of the bridge is sub-standard for current traffic volumes" – need additional information: • The study does not discuss the regulatory requirements to meet American Association of State highway Transportation Officials (AASHTO) standards or whether these "highway" standards should be applicable or comparable to collector bridges such as Maclay Bridge.	Thank you for your comments. They are included in our study records. Emergency calls of a fire and medical nature dictates that a timely response is required. In some cases, just a few minutes can make a big difference. The area served via the Maclay Bridge, Big Flat, O'Brien Creek and Blue Mountain, now must be accessed by going around Blue Mountain Road due to Maclay Bridge load restrictions (for larger vehicles). This adds five minutes or more to response times. Any expenditure of federal or state funds requires compliance with relevant design standards. American Association of State Highway Transportation Officials (AASHTO) bridge width standards allow a single-lane bridge only for very low volume roads in which traffic is less than 100 vpd. Design exceptions are allowed very minimally in very unique circumstances, but not if the fundamental deficiencies will not be rectified.

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			• Is this a discretionary standard or is it a regulatory requirement of all bridges? Why is it OK to have one lane bridges anywhere if this is a standard that is non-discretionary? • The study fails to discuss design exceptions that permit decision makers to allow for relaxing standards for off-system routes. Study uses need for providing future capacity demands as one of the screening criteria: • Does it mean that traffic needs to flow at a certain rate? • Or the bridge needs to be able to handle a certain load for a certain amount of use during a day? • Does it mean to control unreasonable delays? • What is this hourly rate that the Target Range Neighborhood wants? • Is this rate different from what the County or State wants? • A two lane bridge would undoubtedly increase this rate, but is this what the community wants? • Is it acceptable for the community, the State, and County Commissioners to meet the increase in traffic growth by maintaining the rate of flow as it is now or even decrease the rate of flow? • What statute or other driver is creating a need to increase the rate of flow through the Target Range Neighborhood? Planning construction cost screening criteria failed to consider variable costs (such as right-of-way acquisition, project development activities, environmental mitigations); some of these costs were included in Section 6.2, but should have been included as part of the screening criteria; these other costs (in addition to the cost of approach road upgrades/maintenance) were not considered in the criteria without explanation; County Commissioners could appear fiscally irresponsible when making a decision regarding where to go with this study plan. Planning Study will not allow for an easy transition into an environmental review process that would be consistent with the National Environmental Policy Act (NEPA); guidance for how MDT links planning study process with NEPA is provided in "Montana Business Process to Link Planning Studies and NEPA/MEPA Reviews" (MDT, 2009). Several inconsistencies are noted with the Maclay Bridge Planning Study process and the process outlined in the above document; process was misapplied because screening of the options and recommendations was conducted prior to public input on these criteria.	The Missoula Long Range Transportation Plan (LRTP) contains guidance on theoretical general daily road capacities (Average Annual Daily Traffic - AADT) for different types of roadways. These values are contained in the 2008 LRTP, Table 6-1. Features that inform theoretical capacities are road lane configuration, functional classification and whether the road is in a rural or urban locale. The *TransCad* travel demand model is used to examine future AADT volumes during the planning year. Model results, which are adjusted to reflect known base volumes, are then compared to the theoretical general daily road capacities. Links that exceed planning level thresholds may be "over capacity", while links that are under planning level thresholds may be "under capacity". Please refer to table 14 on page 61 of the draft planning study report. The Montana Business Process guidelines are guidelines, and have inherent flexibility as each planning process is unique. The Maclay Bridge Planning Study substantially complied with the processes and intent of the Montana Business Process guidelines.
96	*Dana*	*Headapohl*	Issues are not accurately addressed in study; fields west of Hanson Drive flood each spring - altering natural flow would impact aquatic resources; most of proposed approach lies within the floodway; floodway starts right around Hanson Drive; study does not accurately reflect the impact on the floodplain or the amount of fill required for the east side approach; additional fill results in an	Thank you for your comments. They are included in our study records.

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			artificial barrier to normal flood flow; would impact residences to the south of the roadway and possibly septic systems; banks around approaches to existing bridge are already protected with riprap - cannot be removed as some residences near bridge would flood; why impact yet another portion of the Bitterroot River.	
97	*Charles*	*Stevenson*	Safety to the public should be the top concern; existing bridge approach distances and alignments are dangerous; existing bridge has no walk/bike lanes on the bridge or on the west side of the river; existing bridge load limits are inadeqate for emergency vehicles and school buses; Maclay Bridge should be replaced; two studies for Maclay Bridge ended with same result; stop wasting money - move foward.	Thank you for your comments. They are included in our study records.
98	*Peggie* *Dave*	*Morrison* *Loomis*	MCA 76-1-605 states Governing Body...must be guided by and give consideration to...the growth policy – which may include one or more neighborhood plans; believes planning study does not comply with MCA 76-1-605. A neighborhood plan must beconsistent with the growth policy; study flagrantly disregards Target Range Neighborhood Plan; Board of County Commissioners adopted the Target Range Neighborhood Plan; Neighborhood Plan is an essential part of the county-wide Growth Policy; Neighborhood Plan not given adequate consideration. Neighborhood Plan did not identify a need for a new bridge; new bridge at South would increase traffic past the schools, hospital, and residences which would cause a decrease in air quality and increase safety issues for pedestrians, school children, residents attempting to gain access to South Avenue from their driveways, and wildlife; existing Maclay Bridge is a remarkable traffic-calming device; residents value the character of neighborhood; Maclay Bridge is the epitome of our expressed desire to live in a rural and semi-rural environment: “Rural by Design”.	Thank you for your comments. They are included in our study records.
99	*Willis*	*Curdy*	Cost of reconstruction of South Avenue from Clements Street to Hanson Drive would be the obligation of Missoula County taxpayers - significant burden on all county taxpayers; report failed to analyze several other key fiscal obligations that would encumber Missoula County taxpayers if a South Avenue bridge were built – River Pines, Big Flat, Blue Mountain Roads; Missoula County taxpayers will encounter additional obligations to maintain or reconstruct portions of each road; rehabilitation of Maclay Bridge is the most fiscally prudent option; report fails to fully identify the financial burden created by the proposed construction of a new bridge; rehabilitation of the current bridge is in the best interests of Missoula County.	Thank you for your comments. They are included in our study records.
100	*Kathleen*	*Harvey*	Majority in community want rehabilitation of existing Maclay Bridge; study is biased to produce new bridge result; don’t spend beyond our means.	Thank you for your comments. They are included in our study records.

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101	*Fred*	*Stewart*	Data generated by the Traffic Demand Model for the Maclay Bridge Study are illogical and thus an unreasonable basis for imposing the negative impacts of any new bridge on the Target Range/Orchard Homes communities; if a new bridge is built now, the negative impacts on the community are not hypothetical, but real, beginning immediately, and they are irreversible; travel demand model (TDM) used is a "black box" that is used to predict traffic volumes 30 years in the future; an increase in traffic at the corner of South Avenue and Clements in front of Target Range School is a major safety concern; negative impacts of a new bridge are both very large and unwelcome by the residents.	Thank you for your comments. They are included in our study records.
102	?????	*Susott Family*	Support fixing the current bridge; a new bridge would ruin the feeling of Target Range; don't want South Avenue becoming a superhighway right in front of my child's school.	Thank you for your comments. They are included in our study records.
103	*Larry*	*Martin*	Public input ignored; public could attend planning team meetings but were not allowed to speak; Target Range Neighborhood Plan (TRNP) largely discounted as was the opposition of the public to a new South Bridge expressed in every meeting about the bridge in the last 19 years; county commissioners must listen to the public; rehabilitation option consistently downgraded; new bridge will increase traffic and make safety worse; evidence unconvincing that Maclay Bridge itself lends to safety problems; costs in study are flawed and incomplete; no mitigation costs for environment, South Avenue widening, etc.; unclear which costs would be eligible for federal funding and which would not; study characterized by a professional statistician as "nonsense" and flawed; Long standing deep public opposition to a new South bridge; increased safety hazards with a bridge; serious environmental degradation - especially noise and air pollution; uncertain but very high costs; lack of public input into the planning process; serious methodological flaws in the study design and execution; postpone a decision about how to proceed.	Thank you for your comments. They are included in our study records.
104	*Harold*	*Ott*	Concern over apparent ignoring of rehabilitation alternative; lower cost than new bridge; concern over ignoring Target Range Neighborhood Plan – approved by county commissioners; many shortcomings, omissions, and errors in the study; dissapointed with public process; study doesn't address critical issues created by a new 2-lane bridge; needs more assessment of community impact from Reserve Street to the new bridge; urges support of rehabilitation.	Thank you for your comments. They are included in our study records.
105	*Myles*	*Morris*	Opposes proposed new bridge on South; proposed South bridge is a solution looking for a problem; existing Maclay Bridge could use some upgrades, but is appropriate for the rural neighborhood and long range community plan; rehabilitation is lower cost; doesn't understand proposing a thoroughfare past elementary school through a rural community; must reconsider findings of report.	Thank you for your comments. They are included in our study records.
106	*Suzanne*	*Schweitzer*	Supports rehabilitating Maclay Bridge; TR is a rural, agrarian, community that is	Thank you for your comments. They are included in our study

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			still close to the city; Missoula does not need more concrete and bridges or higher speed roads; preserve and protect the natural habitat and rural environment around Missoula before it's too late.	records.
107	*Anonymous*	*Anonymous*	Need for new bridge is not justified; will be a high-traffic, semi-truck thoroughfare; safety is a concern on the east side of the bridge; high traffic volume and speed are unnecessary dangers to add to South Avenue; Maclay Bridge can be maintained in a status which serves the community very adequately.	Thank you for your comments. They are included in our study records.
108	*Anonymous*	*Anonymous*	Supports keeping the old Maclay Bridge; repairing the bridge is lower cost and efficient; government should stop spending money; tired of property taxes going up; old bridge will be fine to repair for $1 million.	Thank you for your comments. They are included in our study records.
109	*Bernard*	*Constantin*	Supports rehabilitating existing bridge and adding pedestrian bridge; cost lower; maintains rural character; keeps traffic slow; avoids making a major arterial; preserves recreation; rationale developed in report is suspect; complete lack of regard for a pleasant environment.	Thank you for your comments. They are included in our study records.
110	*Constance*	*Nichol*	Opposed to relocating Maclay Bridge; moving bridge upstream will create another "attractive nuisance"; no need to spend large amount of money; need more access to the rivers on public property; improve Buckhouse Bridge access; repair Maclay Bridge - beautiful landmark.	Thank you for your comments. They are included in our study records.
111	*Teresa*	*Thompson*	Opposes replacement of the Maclay Bridge; South Avenue will become a by-pass and high speed route; would travel past schools; new bridge traffic flow will negatively affect neighborhood; additional traffic lights will be needed with proposal; current bridge is safe and does not require replacement; configuration contributes to our neighborhood by calming traffic; new bridge would be placed in a sensitive river habitat area; would have an adverse affect on fish and wildlife; noise pollution would adversely affect recreation on the river; replacement is unnecessary.	Thank you for your comments. They are included in our study records.
112	*Emily*	*Downing*	Supports rehabilitation of existing bridge; better use of taxpayer money.	Thank you for your comments. They are included in our study records.
113	*Olleke*	*Rappe-Daniels*	Supports recommendation of the planning study and the 1994 EA to build a new bridge on the west end of South Avenue; concern for the reliability of the current bridge into the future and its implications on public safety; Target Range Neighborhood Plan does not represent the interests of all the citizens; survey was not returned by all the 1000+ TR residents, just a few hundred; TRNP did not explore the bridge and the issues associated with its viability; new bridge would shift traffic from meandering throughout side streets to get to North Avenue to mainly South Avenue; traffic in front of homes on South Avenue would increase; rural character of neighborhood should include the entire	Thank you for your comments. They are included in our study records.

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			neighborhood and not just the residents who live on South Avenue; does not agree that new bridge will create another "recreation" site; current bridge degrades environment of Bitterroot River. Study team did a good job of corridor analysis; listened to and considered input from the public on all sides of the issue; recommendation is sound and reasonable; two studies by two different groups reached the same conclusion; current bridge and its approaches are inherently unsafe, unreliable, environmentally damaging and is a liability; it is an attractive public nuisance that has contributed to drowning, injuries and automobile accidents.	
114	*Jill*	*Alban*	Displeased with findings of the planning study; disagree with selected preferred option; oppose new South Avenue bridge; community is being poushed on this project to use federal funding; community overwhelmingly opposes using millions of federal dollars to construct a new bridge; will be detrimental impacts to community and local ecosystems; dispute the extent of current problems with the existing bridge; federal dollars can be used to re-hab an existing bridge; new bridge will re-route commuter traffic through a small neighborhood; northern Bitterroot River is an IBA (Important Bird Area) and designated critical habitat for Bull Trout; new bridge is unfounded, unnecessary, lacks community support, and will result in a backlash for local elected officials who may try to push something through.	Thank you for your comments. They are included in our study records. Please see response to comment #13 for use of Federal funds for bridge rehabilitation.
115	*Ed*	*Bartels*	Strongly supports new bridge at the western terminus of South Avenue; remove old bridge, in-stream piers and abutments; old bridge is an agglomeration of spans which have outlived their usefulness; residents west of the river deserve a reliable bridge across the Bitterroot.	Thank you for your comments. They are included in our study records.
116	*Don*	*St. Peter*	Proceed with a new bridge at South Avenue without going through a completely new NEPA process; do not need another study - need to start actual bridge planning; South Avenue does not equate with Target Range - they are not synonymous; neighborhood concerns of South Avenue residents should not be conflated to be the concerns of all of Target Range; Target Range community, other than South Avenue, will be substantially improved by a new bridge at South Avenue; applauds the planning team's work and efforts; two studies done decades apart by different groups came to the same conclusion; Maclay Bridge Alliance does not represent the best interests of the general community; MBA represents narrow interests of a few landowners on South Avenue; puzzled that Mount Avenue could be considered in this process; Mount Avenue route would be inefficient and not fix the accident cluster on River Pines Road. Screening assessment shows an increase in traffic at Target Range School from a South Avenue Route; much of that increase in traffic represents traffic that is currently going to and from Target Range School over either Humble or Clements Road from North Avenue; Missoula has many schools on major	Thank you for your comments. They are included in our study records.

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			streets; all 3 high schools are located on major streets; so are a number of elementary schools, including Russell School, C.S. Porter, St. Joseph School, and Hawthorn.	
117	*Michael and Nancy*	*Chandler*	Report has many deficiencies; safety and cost are primary shortcomings; new replacement will not improve safety; costs for new bridge are not correct and are too low; South Avenue will need to be widened with traffic control and other slowing devices; supports rehabilitation proposal for rebuilding the Maclay Bridge by a qualified bridge engineer; addresses weight limit concerns, includes separate bike/hiker path, and costs under one million dollars; should have the choice of preserving and improving the existing historical bridge; supported by a large majority of the local people and Target Range Neighborhood Plan; current proposal would decrease many property values and soon increase county taxes.	Thank you for your comments. They are included in our study records.
118	*Jim and Anita*	*Jakob*	Supports rehabillitation of the Maclay Bridge; opposed to a new bridge at the end of South; must maintain rural quality of neighborhood; don't need Big Flat Road to become a bypass.	Thank you for your comments. They are included in our study records.
119	*George*	*Schreiner*	Existing Maclay Bridge is a good traffic control device; west side approach offers excellent visibility; 90 degree turn regulates vehicle size and rate of travel crossing the bridge; pedestrian crossings should be included as part of a traffic solution; wireless camcorders are reasonably priced and the information is smart phone accessible; along the Blue Mountain-Big Flat corridor property damage and personal injury on private property can be attributed to vehicle speed, commercial carriers using motor brakes, and poor (or no) shoulder compaction; Missoula has a north-south traffic problem and not east-west; simply maintain the current area and the bridge.	Thank you for your comments. They are included in our study records.
120	*Lloyd*	*Acker*	Second study has come to same conclusion as 1994 EA; conclusion not popular with people living on South, but must meet future traffic needs; either abide by recommendations in two studies or kick the can down the road; rehabilitation option does not meet future traffic needs; rehabilitation option does not answer many of the safety issues; study did not address hydrology of river resulting from the placement of the bridge; bridge properly constructed at the South 1 location would result in no significant eroding of the river bed below that location; current bridge has a limited life expectancy.	Thank you for your comments. They are included in our study records.
121	*Sandra*	*Acker*	Do not think building a 2 lane bridge at the end of South Avenue will increase the traffic; will move it more effficiently; there is an easement for the purpose of building a bridge at the end of South; plan for the future and for the growth that comes with it.	Thank you for your comments. They are included in our study records.
122	*Kari*	*Britain*	Keep the Maclay Bridge at the present site; upgrade the bridge for structural needs and maintenance; provide and attach a pedestrian/bike path to the bridge - these seem to be the only deficiencies.	Thank you for your comments. They are included in our study records.

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123	*Orville*	*Daniels*	Focus on three principle criteria - public safety, environmental sustainability and the actual facts of the situation; opinions and emotions should not outweigh the three criteria; everyone is entitled to their own opinion but are not entitled to their own version of the facts; advocates removal of the existing bridge, piers and abutments; existing bridge is unsafe and unreliable - the bridge cannot be modified in a way to eliminate these problems. Maclay family donated an easement at the end of South Avenue because the old timers knew it was where a bridge should be; best location for a bridge across the river is at the end of South Avenue; it is time to implement the recommendations of the study group and take steps to build a bridge at the end of South Avenue; further delay will result in higher costs and perhaps loss of gas tax funds.	Thank you for your comments. They are included in our study records.
124	*Helen* *(Comment also previously submitted on February 21, 2013)*	*Orendain*	Opposed to to building a new bridge to replace existing Maclay Bridge; public communication was stifled; feasible improvements were ignored; Target Range Neighborhood Plan was disregarded; 2011 Montana Supreme Court decision, Heffernan vs. City of Missoula - proponents of the Rattlesnake Neighborhood Plan prevailed elevating the legal significance to such plans and governing bodies must substantially comply with the neighborhood plans. Public was mislead on federal funding for rehabilitation of bridges; to buttress the argument to replace Maclay Bridge, the group claimed in the final proposal that federal funding was only available for replacement - this is wrong. Failed to inform public Maclay could be eligible for CTEP federal funding to rehabilitate the bridge; CTEP - Community Transportation Enhancement Program - provides federal funding for a variety of improvements including rehabbing historic bridges; Maclay qualifies as a historic bridge but the funding was not disclosed to the public as an available resource by the planning group. Planning team focused on the bridge as an isolated project - avoids factoring the upgrade costs of the adjacent roads; two-lane bridge will create more traffic; cars will spill onto substandard, narrow winding roads; surfaces are slim with narrow width, no shoulders, inadequate room for bicyclists and runners; public needs total cost of a new bridge including the cost of road upgrades. Failure to upgrade substandard roads places residents in peril; road upgrade costs bored by Missoula residents; Missoula County taxpayers would be stuck with the cost; planning team report failed to provide an accurate, objective feasibility study and created a contrived report with the single purpose of supporting a new bridge.	Thank you for your comments. They are included in our study records. Please see response to comment #13 for use of Federal funds for bridge rehabilitation. CTEP is no longer a federal funding program in the *Moving Ahead for Progress in the 21st Century (MAP-21)* federal transportation funding program.
125	*Silke*	*Jauck*	Renovate current Maclay Bridge - meets or exceeds all current and future load requirements; rehabilitation costs a fraction of new bridge; new bridge costs are	Thank you for your comments. They are included in our study records.

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			incomplete and do not take into consideration additional costs such as roadway upgrades, ditch relocation, traffic control measures, etc.; against new South Avenue Bridge; existing Maclay Bridge can be reinforced to a proper load limit; no need to replace Maclay Bridge.	
126	*Kathy*	*Armstrong*	Report has many deficiencies; safety and cost are primary shortcomings; new replacement will not improve safety; costs for new bridge are not correct and are too low; South Avenue will need to be widened with traffic control and other slowing devices; supports rehabilitation proposal for rebuilding the Maclay Bridge by a qualified bridge engineer; addresses weight limit concerns, includes separate bike/hiker path, and costs under one million dollars; should have the choice of preserving and improving the existing historical bridge; supported by a large majority of the local people and Target Range Neighborhood Plan; current proposal would decrease many property values and soon increase county taxes.	Thank you for your comments. They are included in our study records.
127	*Frank*	*Muth*	Most bridges in western Montana and Idaho of style similar to Maclay Bridge have been replaced because the overhead elements destroyed – due to movement of commodity to market (logs); Maclay Bridge not used in this fashion; piers and bents are founded on driven pile; main pier founded on timber pile encased in concrete seal; this system provides resistance to extreme flood flows as well as live and dead load support; draft study did not provide rehabilitation option - MBA responsible for details; study team not included the rehabilitation option; rehabilitation option meets most of the objectives identified as important in this study - while protecting the character of the community.	Thank you for your comments. They are included in our study records.
128	*Scott*	*Bair*	Strongly disagrees with report recommendation to build a new 2-lane bridge at the extension of South Avenue; believes report is faulty on estimates of future traffic, county-caused deterioration of the existing bridge and inadequate consideration of the neighborhoods; does not believe traffic forecasts are valid; traffic on Blue Mountain and Big Flat roads is limited by reduced speed limits, narrow lanes, abundant wildlife and a winding course next to the Bitterroot and Clark Fork rivers; existing Maclay Bridge serves as a "calming" influence on traffic in this area - calming will be completely absent with the proposed new bridge. New bridge will be most likely cause of increased traffic; major driving force for replacing the Maclay Bridge is the deterioration of the structure; County has not maintained or attempted to rehabilitate the bridge in nearly a decade; large outlays of County/State funding will be necessary to procure land, create approaches and complete other portions of the bridge replacement; there is nothing free about federal funding; prefer my taxes to be used to rehabilitate the bridge. County has moral and legal obligation to follow the Target Range Neighborhood Plan; TRNP approved by the County; recent Montana Supreme Court decisions reflect that approved neighborhood plans are legally binding documents; quality of life will be drastically reduced by additional high speed, heavy load traffic	Thank you for your comments. They are included in our study records.

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			generated by the new bridge; safety of school children will be significantly reduced; reject the recommendation for a new bridge; rehabilitate existing Maclay Bridge.	
129	*Bob*	*Schweitzer*	Study failed to achieve its stated purpose; did not identify the connected costs associated with a replacement bridge; costs on the west side of the river have not been addressed; needs and objectives were not defined by the community, study partners, and resource agencies - study report failed; Target Range Neighborhood Plan made very clear that a new bridge was neither necessary nor wanted; environmental resources not adequately studied; brevity of environmental resource analysis indicates obvious need for an Environment Impact Statement (EIS) if the South Avenue Bridge option is selected; costly and time consuming process - likely to require several years; additional studies will disclose unmentioned mitigation measures that could substantially increase costs and delays in design and construction; needs and objectives for this study were derived by the study planning team, not public; derivations shaped more by perspectives as engineers than by public input. Only three options to consider - all others have been relegated to back seat roles; first option - Muth rehabilitation, second option - pure engineering solution in the form of a replacement bridge, third option - do nothing; third option is preferable to the second.	Thank you for your comments. They are included in our study records.
130	*Monica*	*Weisul*	Disagrees with presentation of crash data in report and subsequent nexus between crashes and safety issues at/near existing bridge; there has been no maintenance work on Maclay Bridge for the last seven years; does not support replacement bridge at South Avenue.	Thank you for your comments. They are included in our study records.
131	*Patricia*	*Thomas*	Disappointed by report recommendation; report does not fully considered rehabilitation of the existing bridge - substantially lower cost; does not believe future traffic forecasts; Blue Mountain/Big Flat is scenic drive in Missoula; don't turn this area into a high-speed, high-volume traffic corridor; include additional 3- or 4-way stop signs on South Avenue near Big Sky High School and Target Range Elementary School, such as at Tower, Clements and Humble Streets, and reduced speed limits; impose weight/load restrictions on Blue Mountain and Big Flat Roads; undertake a study of weight limitations on those roads.	Thank you for your comments. They are included in our study records.
132	*Tom*	*Stuckey*	Opposes new bridge at South; will negatively impact neighborhood characteristics; do not change the location of the Maclay Bridge.	Thank you for your comments. They are included in our study records.
133	*Gene*	*Thompson*	Lots of changes in Missoula valley driven by construction of new or replacement bridges (Madison Street, Reserve Street and Kona Road); a new bridge off the end of South Avenue will have profound effects on travel entering Missoula from the Bitterroot Valley; if you build it they will come; screening process flawed; no consideration to the Target Range Neighborhood Plan; suggesting a new bridge	Thank you for your comments. They are included in our study records.

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			is a major flaw in the process.	
134	*Ginny*	*Fay*	Opposed to a new bridge being constructed; favors option 2b - major rehabilitation of the existing structure; current traffic volume does not warrant building a new bridge; severe impact on the residents in nearby areas; rehabilitation is better use of public funds; provides greater safety improvements; new bridge along South will be a major impact to neighborhoods, riparian habitat, student and school safety; will increase traffic and speeds through the area; do better transportation planning rather than continue to compound problems; planning report does not reflect the considerable opposition to the new bridge expressed repeatedly by area residents.	Thank you for your comments. They are included in our study records.
135	*Anonymous*	*Anonymous*	A new bridge for a direct shot from South to Blue Mountain Road is scary; environmental impact will be major; it will be another easy avenue for the children who are driving drunk to get up onto Blue Mountain Road instead of driving onto South Hills. Has anyone done a study on the wildlife out in that area?	Thank you for your comments. They are included in our study records. A wildlife specific study has not been completed. This resource study, typically referred to as a Biological Resource Report (BRR) would be completed as part of the NEPA/MEPA process if a project is developed.
136	*Fred*	*Stewart*	Screening criteria poorly developed and biased to new bridge; no feasible rehabilitation option considered; criteria relative to Target Range Neighborhood Plan suggested but ignored; draft study does not follow Montana Business Process guidelines; Missoula County Commissioners are left with an incomplete and flawed document - with an invalid recommendation to build a very costly bridge; adversely impacts the local community; lack of supporting information for a rehabilitation option presented by the community.	Thank you for your comments. They are included in our study records. Criteria related to the TRNP was initially considered, along with criteria representative of other County and regional planning documents. Unfortunately, these documents conflict with each other, and the Planning Team elected to not develop criteria associated with the TRNP, regional TP, Growth Policy, active TP, etc. – due to the inherent conflicts found in each document. The Montana Business Process guidelines are guidelines, and have inherent flexibility as each planning process is unique. The Maclay Bridge Planning Study substantially complied with the processes and intent of the Montana Business Process guidelines.
137	*Brent*	*Esmoil (USFWS)*	Wolverine was proposed for listing as a threatened species on February 4, 2013; Bitterroot and Clark Fork Rivers, and O'Brien Creek, are designated bull trout critical habitat - used by bull trout for foraging, migration, and overwintering; consider (1) that new crossing covers at least 1.5 times the bankfull width to ensure passage of fish and debris through the system, (2) use of single-span bridge to maintain the river's long-term aquatic functions, (3) keeping temporary disturbances to the channel to the minimum extent and duration possible and (4)	Thank you for your comments. They are included in our study records. "Section 3.4.4.2 – Threatened and Endangered Wildlife Species", located on pages 27 and 28 of the draft planning study report, has been modifed to clarify that the Wolverine was proposed for listing as a threatened species on February

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			removing the existing Maclay Bridge, piers, and abutments to restore natural functions to that portion of the river. MBTA prohibits the taking, killing, possession, and transportation, (among other actions) of migratory birds, their eggs, parts, and nests, except when specifically permitted; MBTA has no provision for allowing unintentional take; any future cutting of trees or shrubs should occur between August 16th and April 30th; should the Maclay Bridge be removed, we recommend: (1) the removal occur between August 16th and April 30th; or (2) the structure be netted to prevent occupancy by migratory birds during the nesting season; or (3) nests be removed as they are constructed, but prior to egg laying and incubation. With respect to bald eagles, any action that may be proposed is obligated to comply with BGEPA. Therefore, we recommend that the Department coordinate with Montana Fish, Wildlife & Parks (1420 East Sixth Ave., P.O. Box 200701, Helena, MT 59620-0701, 406-444-2535) prior to initiating any project construction. Should occupied eagle nests occur within 0.5 mile of a proposed site, we would advise that you comply with the recommended temporary seasonal and distance construction buffers stipulated in the 2010 Montana Bald Eagle Management Guidelines: An Addendum to Montana Bald Eagle Management Plan (1994).	4, 2013.
138	*William*	*McDowell*	Supports community's bridge rehabilitation option; recommendation for a new bridge is poorly justified; major flaws in the study exist.	Thank you for your comments. They are included in our study records. **Received after end of official comment period**
139	*Wayne*	*Davis*	Adamantly opposed to the project as proposed in the planning study; current bridge is fine; obviously needs some updating but replacement is not needed; new bridge would have a significant negative impact on the character of the neighborhood; cost of project is not justifiable in our current fiscal situation; support affordable alternative with rehabilitation of the bridge with placement of walking and biking attachments; build less roads and put our limited resources towards alternative forms of transportation.	Thank you for your comments. They are included in our study records. **Received after end of official comment period**
140	*Jim*	*Akers*	Represent the 'everyday' person; look out for them and the children that they entrust to the school buses every day; bridges do fail; walk under the current bridge and look at it - not a question of if it will fail but only when; it has been quite some time since a P.E. has done a full scale inspection; residents pick up	Thank you for your comments. They are included in our study records.

The matrix below contains a summary of the comments received during the Draft Planning Study Document comment period and includes a response when clarification is required. Comments are shown in their entirety on the CD

ID #	First Name	Last Name	Summary of Comments Received	Response
			litter – clothes, hypodermic needles, alcohol containers, etc.; police free zone - law enforcement won't go; there will be another bridge related drowning if the bridge remains; perhaps an expensive law suit will burden the taxpayers of the county; timely emergency response is being denied; not prepared for large scale emergency evacuation; funding for new bridge is available – don't let it escape; heed recommendation of two studies done years apart.	**Received after end of official comment period**
141	*Fred & Kathy*	*Jones*	Disagree with replacing Maclay Bridge with new bridge at South; cost is exorbitant - old bridge can be rehabilitated at a much lower cost; check to see if monies could be used to rehabilitate the existing bridge; new bridge would change traffic patterns - not only on South but also in the Big Flat area; more traffic, more noise, more accidents, especially as South; South would be a straight shot which tempts people to drive faster; South has adjacent elementary school, high school, hospital, nursing home, turn-offs to the equestrian park, and proposed park on the south side - these are all zones which would increase in danger as there would be more traffic and speed; changes whole atmosphere of rural nature of Target Range; kids would jump off the new bridge; research percentage of deaths at Maclay Bridge per population using it and compare to other bridge/river accesses; savings from rehabilitating the bridge could be used to hire a lifeguard to prohibit the jumping from the bridge; new bridge vastly expensive; also expenses to widen South Avenue; affects schools and homeowners' property & property values.	Thank you for your comments. They are included in our study records. **Received after end of official comment period**

Comment ID	Date and Name	Comment
1	2/01/2013 *Anonymous*	This bridge should be made safe, no question. However building another bridge on South Ave, rather than rebuilding the current bridge on North Ave compounds all the current problems (safety, environmental, etc) that people have with the current bridge and adds many new problems. A new bridge would not be a solution, it would be a problem and an expensive one at that. This whole process has been a discouraging display of the wastefulness and obtuse rigidity. The county commissioners need to listen to people and the majority of people are against the South Ave. bridge. The fact that oral arguments in the public meetings are apparently not considered in the final decision (when 90 percent of those comments are against the bridge) is another aggravating reminder of what a fundamentally flawed process this has been. There will be litigation to block this process from continuing if the commissioners continue to ignore the majority and stubbornly bulldoze ahead with a plan to build an exorbitantly expensive bridge on South Avenue rather than make reasonable improvements to the current bridge. That will be a further waste of taxpayer funds and delay the needed improvements which everybody could agree would be better than nothing. Submitter's IP address: 170.173.16.10
2	2/01/2013 *Roger Austin*	"The existing Maclay bridge has out lived its purpose. I have nearly hit people on the bridge who are using it as a diving platform. It has a poor approaches on either side with restricted visibility. During winter icy conditions motorists waiting for the oncoming traffic to clear have trouble with traction on an icy ramp onto the bridge. I have concerns with the functionality of it for emergency services. Most of this area does not have adequate water for fire suppression. The bridge's weight limitations preclude water tender trucks from using it. Emergency services would not be able to cross during a 100 year flood event. The road approaching the bridge on the west side is below the 100 year flood level." Submitter's IP address: 72.175.247.2
3	02/01/2013 *Cyra Cain (MT DEQ)*	Comment from the Montana Department of Environmental Quality's Air Resource Management Bureau. Appendix 2: P. 22: "Areas where air pollution levels do not exceed the air pollution thresholds established in the NAAQS are designated as "attainment" areas." Areas may also be designated as "Unclassifiable" where there is insufficient data to classify.
4	02/01/2013 *Anonymous*	As a long-time Big Flat resident, I would love to see a modern, safe bridge at the end of South Avenue. I grew up in Missoula in the sixties and remember Maclay Bridge as an old relic even then. We recently had a house guest from Texas. The first time we drove him across Maclay Bridge, he couldn't believe it. He was shocked that we had to cross a one-lane bridge to get to town. He said, "Wow, you guys really do live in the boonies". It's time to modernize. Submitter's IP address: 66.62.194.236

Comment ID	Date and Name	Comment
5	02/01/2013 *Lorna Richardson*	Greetings after attending all 4 of the Maclay bridge meetings we urge you to heed the final outcome from the two studies both 1994 and 2013 came to the same end conclusion. Yes a new bridge on the end of South Avenue is what the 21st Century needs more than a so called historic cobbled together bridge built back in 19?? that served its usefulness. One person talked about commodities and no logging etc. are not using the old bridge thank heavens but the one commodity of utmost concern we have to considered is our CHILDREN'S SAFETY. For over a year our children were bused past Hellgate Grade school twice a day? Why the bus was over 11,000 pounds fully loaded. Can we continue to use a band aid fix jeopardizing SAFETY with the same load limit in 2013 As for the swimmers the bridge is an accident waiting to happen almost yearly. It makes one sick when the bodies use to be brought through our property adjoining the Maclay bridge DANGER area. I am sure we all agree the bridge is a public nuisance! Our loose hay stacks were considered a public nuisance not nearly as dangerous as the top of Maclay bridge causing numerous broken necks or death. Ask the police fficers every summer where the most time is spent trying to keep swimmers off the bridge. The Mount Ave.crossing is absurb fixing nothing on a street going East that deed ends in 6 places as traffic would still go past Target Range School or Third. Richardson's and Ruana's STRONGLY oppose that option. Flooding on the West along River Pines Road occurred frequently as my husband recalls over his 68 years a native Missoulian. Approaches leading into the bridge with poor visibility have never been fixed with proper signs or lights over the past years. we urge you to at least do some minor work until a permanent solution is resolved. Black Mountain fire was a prime example of the importance of a usable 2 lane bridge suitable for emergency vehicles. The closure of the bridge for repair almost trapped friends and neighbors. We urge you to act now and not wait another 10 or 20 years to fix the same problems noted in both studies. Respectfully sent by Lorna Richardson and family
6	02/01/2013 *Sara Lustgraaf*	Greetings – I would like to add some of my personal views about the Maclay Bridge alternatives. • As to the alternative of two one-way bridges, I think it is the worst idea. Especially for the residents living closest to these two bridges, it would be like a "ring-around-the-rosey" effect to navigate to and from their homes, especially since there is no nice city-type grid of streets, so I think it would become fairly annoying and unfortunate. I believe one of the terms the facilitator used was "direct connectivity," and this plan is the poster child for NOT. (The acronym 'KISS' comes to mind.) • Aside from cost, I would rate two alternatives equally as the best. —Because of being less costly, the current site with a new bridge would be my choice, especially if it were to be rotated counterclockwise some to alleviate the sharp approach at the NW end. —The South Avenue site is really nice being more of a direct shot across; it has a nice flow and it will alleviate the hazardous curves on River Pines. But even though I don't have a dog in this fight where I live, I do sympathize with the residents at the end of South Avenue who bought there—probably because of its quietness at the end of a road—and so staying with the present site would avoid all the upset of that kind for those residents. Another negative factor is that I don't think I would want to ruin the view of the landscape on the end of South Avenue with the large, earthen fill on both ends of the bridge that is probably going to be needed to sufficiently elevate a bridge over the river. Thank you for your consideration.

Comment ID	Date and Name	Comment
7	02/01/2013 *Anonymous*	I would like to go on record in support of the Maclay Bridge project as a new bridge at the end of South Avenue. I live in the Target Range area and feel this would be an extraordinary improvement over the current unsafe, one-lane bridge that serves this growing area. Thank you for your work on this project and for the residents of Missoula County. Submitter's IP address: 72.174.12.139
8	02/01/2013 *Kate Pennachio*	Over the past year I have attended several community meetings regarding the evaluation of the Maclay Bridge in Target Range. I wanted to take a moment to let you know my own experience with the bridge, and my concerns regarding a potential 2 lane bridge. I was raised in Target Range and my family still lives there. I have always appreciated the rural nature of the Target Range neighborhood, and the activity of folks in the area toward retaining the close knit community there. I understand that some of our best agricultural land is in this area, and while our neighbors are aging and some are selling their farm and ranch land, most people I've spoken with are still invested in keeping the area modestly developed, preferably retaining some agricultural activity as well. One example of this is the movement a few years ago to develop a neighborhood plan and set the minimum lot size at 1 house per acre, when it would have benefited some folks looking to develop if they could have divided it further (e.g. to 4 dwellings per acre). In spite of this, the vast majority of residents voted for the larger minimum lot size. Folks in this area are invested in their neighborhood and the quality of life there; there's even a farmer's market that's emerged in recent years to allow people to purchase food grown in their neighbor's back yards. The current Maclay Bridge has served the community very well since at least the early '80s when my family moved there. The current single lane bridge provides access across the river while forcing people to slow down and not blow through the area at a high rate of speed - to take note of where they are and their neighbors using the area. This makes it a safer area for children walking to school and to friends' houses to play, and for people out enjoying a bike ride or an evening walk; it makes it possible for the residents to truly LIVE there and be a community together. My concern if the bridge is replaced by a two lane bridge is that we will lose the very nature of Target Range. I believe that not only will vehicles pass through the area at a higher rate of speed, but that the volume of motorists (and type of vehicles) in the area will dramatically increase as well. This would not only be dangerous in an area very close to an elementary school, it would change the nature of the neighborhood from one in which the motorists are invested in their community and interested in the safety and well-being of their neighbors, to a simple artery for accessing Reserve Street and avoiding inconvenient traffic elsewhere. I believe the most reasonable option at this time is rehabilitation of the existing bridge (a landmark many Missoulians are attached to), with addition of a pedestrian bike/walking bridge. This approach would address the needs of emergency vehicles and school buses and others in the area, while retaining the very nature of the community that Target Range residents have worked so hard to protect. I appreciate your consideration of these concerns Submitter's IP address: 150.131.64.133

Comment ID	Date and Name	Comment
9	02/03/2013 *Roger and Janet Hinther*	Constructing a new bridge off South Avenue will create a bypass off Hwy 93 and will eventually add thousand of vehicles to South Avenue, Clements, Spurgin, 7th and 3rd. The Blue Mountain Road is narrow and extremely dangerous. Traffic going through the Target Range School Zone will soon learn how messed up the light at South Avenue and Reserve is. If traffic turns north at Reserve, they will then get caught in another 30 mile per hour school zone. An alternate route would be to race down Clements to Spurgin, 7th or 3rd. The bridge will increase traffic in our residential areas. The study said Target Range and Orchard Homes was east to west. This is very wrong. People mainly go west over the river for recreation in the Blue Mountain area. As you know, several years ago the Target Range homeowners got together and hammered out a neighborhood plan. This would not have happened unless the residents care deeply about our area. We hope you will again take our voices seriously in keeping the Maclay Bridge viable and not introduce a South Avenue bridge.
10	02/03/2013 *Bob Carter*	I oppose the proposed bridge bridge on South Ave, and I support the Maclay Bridge rehabilitation option. Submitter's IP address: 71.217.147.77
11	02/05/2013 *Anonymous*	I am against placing a 2 lane bridge at the end of South Avenue. I live between Humble and Clements off of South Avenue and have lived in the area for over 15 years. I used to live on Humble, near North and Humble. I built a home in my current area due to traffic flow. We had obnoxious bridge traffic near our home previously. Drunk and naked people. Currently, traffic is dissipated down North to Clements and down Humble to South. If the bridge is moved, all traffic will come down South making it difficult to turn left during busy times. It will also take all the traffic past our school. The intersection near Target Range is already crowded and difficult during busy times. For the safety of our children and those who live and travel South Avenue I request that the bridge not be placed there. Submitter's IP address: 69.144.216.202
12	02/05/2013 *Sara Mutch*	I am writing to express my opposition to the proposed two-lane bridge to replace the existing Maclay Bridge. Following are the reasons I oppose this project: 1. There is already too much traffic on the Big Flat and River Pines Roads with the existing bridge, as Bitterroot commuters and others use the route to miss traffic light waits in other areas. A faster, two-lane bridge will only increase this traffic load on these narrow, winding roads - killing more wildlife, and causing more accidents. It will also increase traffic on South Avenue past the Target Range Elementary School and Big Sky High School, increasing traffic hazards for students. 2. Environment and Aesthetics: Building a new bridge will cause much greater environmental impact than upgrading the existing one. The Maclay Bridge is historic and its single-lane is a reminder to slow down and appreciate one's surroundings. 3. Even if the $7 million dollar new bridge has funding support, why is it a better choice to spend 7 times as much as maintaining the old bridge would cost, in these times of budget shortfalls?

Comment ID	Date and Name	Comment
		I hope that you will consider all the environmental and social costs of this new bridge, and choose the simpler, lower impact Maclay Bridge that is more appropriate for the nature of the local country roads it serves. Submitter's IP address: 66.109.152.217
13	02/05/2013 *Bob Schweitzer*	February 5, 2013 Mr. Gene Kaufman, Operations Engineer Montana Division Federal Highway Administration 585 Shepard Way, Suite 2 Helena, MT 59601 Re: Federal Funding for Maclay Bridge Dear Mr. Kaufman, As you recall, I wrote to you back in December regarding Maclay Bridge. The Draft Maclay Bridge Study Report specifically says that federal funding for rehabilitation of the bridge is not available. Our research indicates that may be incorrect. Title 23 US Code Section 144(o) specifically addresses design exceptions for historic bridges. Maclay Bridge is over 50 years old, is eligible for inclusion in the National Register of Historic Places, and is entitled to rehabilitation funding for off-system bridges. We are perplexed as to why this study did not reveal availability of federal funding for rehabilitation. Could you please enlighten us. Thank you for your assistance. Maclay Bridge Alliance

Comment ID	Date and Name	Comment
14	02/05/2013 *Ben Deeble*	RECEIVED FEB 11 2013 TRANSPORTATION PLANNING February 5, 2013 Attn: Sheila Ludlow, Project Manager MDT Statewide and Urban Planning PO Box 201001 Helena, MT 59620-1001 **RE: Public Comment on draft Maclay Bridge Planning Study** Last Thursday's meeting about the new Maclay Bridge Planning Study, which recommends tearing down the iron bridge at North Ave. to build a faster multi-lane bridge over the Bitterroot River to the Target Range neighborhood, revealed many important details, but also many flaws in the study. The Maclay Bridge is a quaint, one-lane bridge with slow, curving approaches , an unfortunate violation of strict federal bridge standards. In reality the bridge calms traffic through this neighborhood, and country courtesy forces drivers to alternately take turns crossing it, not so unlike a conventional intersection. Prior to Thursday's recommendations the Target Range Neighborhood Plan (a plan endorsed and signed by the County Commissioners in 2010) found no need to recommend replacing the Maclay Bridge. But the latest study recommends an entirely new river bridge at a new location at South Avenue, using a traffic model which alarmingly performs a lot like a commuter bypass off Hwy 93, directing thousands of additional cars a day past the Blue Mountain Recreation Area, the Target Range and Big Sky schools, Clements Ave., playfields, and churches. The study failed to consult with either the US Forest Service managers of the Blue Mountain Recreation area, or the City of Missoula regarding how the traffic flows created by this new bridge are compatible with or desirable for adjoining City and USFS properties. In terms of process the Maclay Bridge study, whether by design or hubris, has ignored both the neighborhood's sensibilities and its professional knowledge. The study pegged the cost of the new bridge at something over $7 million, preferably to be paid for with "free" federal gas tax money. However, public testimony was required to note it will likely cost county taxpayers millions more to widen South Avenue to cope with the resulting surge in traffic volume, congestion and speed. The study acknowledged the existing bridge can be rehabilitated and made safer for as little as about one-tenth the expense, however two bridge rehabilitation options were disqualified for unclear reasons. One thoughtful and respected community member was allowed to attend several official bridge planning meetings over the past two years, but only as a mute observer. More recently local people have commissioned an engineer with prior experience on the Maclay Bridge to design improvements to the load rating and increase safety for pedestrians and bicycles; the official planning team has inexplicably ignored these professional recommendations. A retired statistician volunteered how the new study's ranking system was so badly skewed that it would favor construction of a new bridge at virtually any monetary or social cost. Last week's public meeting was held only one day after the study's recommendations were posted online. Meeting attendees, the vast majority rising to speak in polite opposition to the new bridge, were told explicitly that their verbal comments would not be entered into the public record.

Comment ID	Date and Name	Comment
		There are also other issues at stake. For over fifty years the waters below the Maclay bridge have been a favorite swimming and fishing hole of Missoula families. On blistering summer days it is a favored destination for people to float to from the USFS Recreation Area a few miles upstream, or just to frolic in the cool shallows, gentle eddies and sand there. Yes, tragic drownings have occurred, most recently of a teenager who admittedly didn't know how to swim and went into the current fully clothed. There can also be trash, parking violations, and other risky and annoying behavior at the bridge. But such is the reality of most *any* river access location in western Montana. Only a few local homeowners have called for the Maclay bridge to be torn down, ostensibly to protect the public from itself. It is likely coincidental that if this public right-of-way is abandoned it will create more exclusive and valuable river frontage. What is clearly inevitable however is that replacement of the Maclay bridge will just push the "problem" of river access to a new location. If Maclay Bridge can be criticized for being only one lane, then the new study's myopic process has to be seen as even more one-sided, and promises an abrupt collision with public opinion. The new study's endorsement of one of the most expensive and risky alternatives, a new larger high speed bridge at South Avenue, defies common sense and blindly disregards the general community's sentiment and expertise, particularly at a time when necessary trends around Missoula (and the nation) are to efficiently do more with less. We can only hope that our County Commissioners are not as dismissive, and instead listen carefully to the neighborhood's knowledge, share our clear statement of needs and vision for the future, and take sober measure of the real limits to taxpayer largess. Sincerely,  Ben Deeble
15	02/06/2013 *Sharon Rose (MFWP)*	I didn't find a copy of our May 2012 comment letter (attached) in Appendix 1 of the "Draft Report of the Planning Study." But looking through the Report, it does appear that maybe several of our comments were addressed. Did you ever receive our letter? Thanks, Sharon

Comment ID	Date and Name	Comment

Montana Fish, Wildlife & Parks

Region 2 Office
3201 Spurgin Road
Missoula, MT 59804-3101
406-542-5500
Fax 406-542-5529
May 25, 2012

Jeff Key
Robert Peccia & Associates
Helena, MT

Reference: Maclay Bridge Planning Study, Draft Environmental Scan (April 30, 2012).

Dear Mr. Key:

Montana Fish, Wildlife & Parks (FWP) appreciates this pre-NEPA/MEPA outreach by the Montana Department of Transportation (MDT). It is a good opportunity for FWP to help identify biological, habitat and recreational issues and possibly opportunities, if potential improvements to Maclay Bridge were ultimately to include rebuilding at its present or some other site.

Below are FWP's initial comments and notes on the Draft Environmental Scan (DES).

Specific Sections of the DES (by page order)

2.0 Geographic Setting (p 4). We recommend adding a USGS Topographic map and an aerial map of the Scan Area to the DES, to help illustrate various geographic features as well as depicting forested, riverine and open areas.

Figure 2. Land Ownership and Conservation Easements in the Environmental Scan Area (p 5). This map may be confusing to those not familiar with this area's land ownership as well as Conservation Easements (CEs). The map appears to be mixing landownership with CE ownership, and the term "Conservation Easement" does not occur in the Map Legend. We recommend:

1. Leave the background color as indicating the true ownership (i.e., private ownership indicated by white background, Missoula County by brown, etc.) of all land parcels;
2. Use patterning (2 cross-hatching patterns), superimposed over lands with CEs on them;

Comment ID	Date and Name	Comment

3. Add "Conservation Easement" to the Map Legend above the new patterns for the only 2 CE-holding entities (Five Valleys Land Trust and Rocky Mountain Elk Foundation) shown in this Figure; and
4. Move the brown-colored "Missoula County" over to the other side of the Legend, along with the other "landowner colors" (USFS and MFWP).

5.0. Biological Resources (p 24). The last sentence of paragraph 2 suggests that, if a proposed project were to move forward, "a biological resource survey . . . will be conducted during the project development process." FWP is not sure if "project" refers to a general proposal (e.g., "rebuild Maclay Bridge on its current site or elsewhere") or to a site-specific proposal (e.g., "rebuild Maclay Bridge at the end of South Avenue"). If it were the later, then FWP would recommend that resource surveys be conducted before potential selection of a specific project site, because said surveys would yield wildlife/ fisheries information that would be needed as part of the evaluation process, prior to site selection.

5.1. Wildlife and Fish (bald eagles, pp 24-25). The DES references the National Bald Eagle Management Guidelines, but not the Montana Bald Eagle Management Guidelines (MBEWG 1994) or its Addendum (MBEWG 2010). The National guidelines may not be protective of bald eagle nests in open habitats typically found in open grassland valleys in western Montana. The Montana guidelines (MBEWG 1994, 2010) should be followed, to help prevent disturbance of nesting eagles in the area. (See References for web citations for both documents.)

5.1.1. Wildlife Resources (p 24). This section appears to make some assumptions that potentially understate the wildlife habitat value of the Scan Area. It states, "The most common forms of wildlife found on the developed lands in the Environmental Scan Area are those adapted to urban life and some level of human disturbance." We would suggest that wildlife uses the river and its riparian areas as movement as well as "living" (feeding, nesting/denning, etc.) habitat, and some of these animals are not necessarily "adapted to urban life." Also that much of the study area is more suburban and semi-rural than urban. The Scan also suggests that winter range areas are only found west of the project area and that large mammals such as moose, black bear and mountain lion "may occasionally pass through the riparian corridors and forested lands west" of the Scan Area--both these assumptions are incorrect. Not only is some winter range located within the Scan Area, but the large mammals mentioned utilize the riparian, wetland, and river/creek areas within the Scan Area for various habitat needs, as well as movement corridors to/from more forested areas to the west.

6.1. 4(f) Resources. Conservation Easements (p 32). As with Figure 2 (above), this section possibly confuses CEs with land ownership. Five Valleys Land Trust (FVLT) is a private nonprofit group, which holds the CE (an encumbrance[1]) on the lands discussed in the "Conservation Easements" subsection. Those lands are privately owned, but not by FVLT. The last sentence of this section could read, "Therefore, if a project is advanced . . . coordination with the private landowner(s), the ~~managers of the~~ conservation easement holder, and FHWA will be necessary . . ."

[1] Terms of a CE cannot be changed without the willing agreement of both the landowner and the CE holder.

Comment ID	Date and Name	Comment

Page 3 of 4
Maclay Bridge Planning Study, Draft Environmental Scan (30 Apr 2012)
FWP comments

Table 6. Summary of Potential Section 4(f) Resources in the Environmental Scan Area (P 33). We recommend changing the information on Kelly Island FAS to state "owned and managed by MFWP."

FWP's Crucial Areas Planning System (CAPS)

The DES draws heavily from the Montana Natural Heritage Program and the US Fish & Wildlife Service. FWP's Crucial Areas Planning System (CAPS)[2] is another source of preliminary information for fish and wildlife habitat values in the project area. FWP's land use planning specialist Doris Fischer had our Data Services personnel generate a CAPS report (Enclosure 1) of the Scan Area (enlarged to take in whole sections, rather than portions). The CAPS summary report for the Maclay Bridge area is for both terrestrial and aquatic species/ habitats.[3] Notable highlights from the report follow.

Terrestrial

1. Highest-value habitat shows up for conservation species[4], biodiversity ("species richness"), riparian area, and wetlands.
2. Moderate-value habitat shows up for game quality.
3. 22 conservation species occur, or are predicted to occur, in the CAPS summary area.

Aquatic

1. Highest-value habitat shows up for aquatic connectivity, biodiversity, and game fish quality.
2. Moderate-value habitat shows up for Species of Concern and game fish life history.
3. 2 Species of Concern (including one T/E species), 10 native species, and 9 sport fish species occur in the CAPS summary area waters.
4. The waters in the CAPS summary area provide important rearing, spawning, and thermal areas for cold water sport fish.

Additional CAPS data layers of potential relevance to MDT's pre-NEPA/MEPA study include housing density (actual and future projected) and designated areas (reflecting different levels of protected land status).

FWP recommends that the DES discussion be expanded to include CAPS information, with the understanding that follow-up consultation with FWP field biologists is an important step in evaluating more fully the fish and wildlife values in the project area.

[2] http://fwp.mt.gov/fishAndWildlife/conservationInAction/crucialAreas.html

[3] Also attached as Enclosure 2 is a Data Request Form that MDT and/or its planning study consultants can use to obtain CAPS summary reports for future projects. Before too long, the CAPS mapping tool will include a function allowing users to generate a CAPS summary report for a given area, with just a click of the mouse.

[4] Terrestrial "conservation species" in CAPS include T/E Species, other Species of Concern, and a few additional species identified in Montana's 2005 Comprehensive Fish and Wildlife Conservation Strategy as being in greatest need of conservation.

Comment ID	Date and Name	Comment

Thank you for providing the early opportunity for FWP to review the DES.

Sincerely,

Mack Long
Regional Supervisor

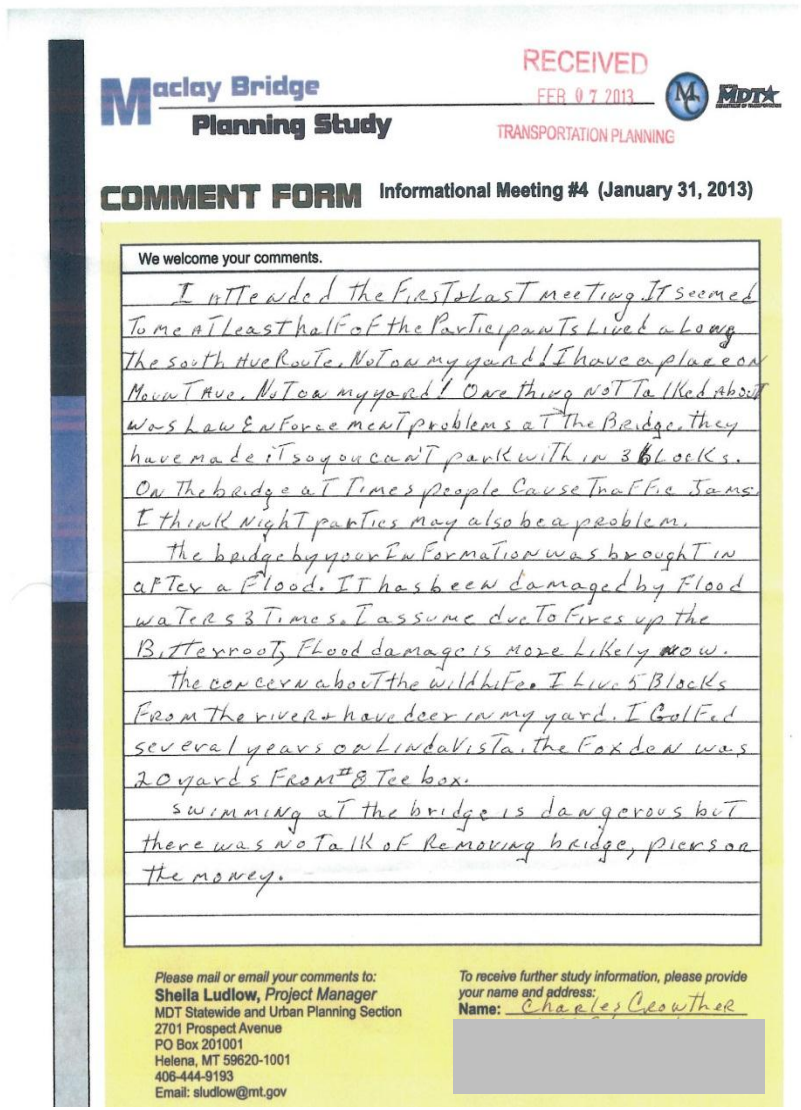
ML/sr

C: Sheila Ludlow, Transportation Planning, Montana Dept of Transportation
Susan Kilcrease, Environmental Services, Montana Dept of Transportation

References

MBEWG (Montana Bald Eagle Working Group). 1994. Montana bald eagle management plan. 2nd edition. Bureau of Reclamation. 104 pp. http://www.fws.gov/montanafieldoffice/Endangered_Species/Recovery_and_Mgmt_Plans/Montana_Bald_Eagle_mgmt_plan.pdf Accessed 3 May 2012.

MBEWG. 2010. Montana Bald Eagle Management Guidelines: An Addendum to Montana Bald Eagle Management Plan, 1994, Montana Fish, Wildlife and Parks, Helena, Montana. http://fwp.mt.gov/fishAndWildlife/management/baldEagle/ Accessed 3 May 2012.

Comment ID	Date and Name	Comment
16	02/07/2013 *Charles Crowther*	

Maclay Bridge Planning Study

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MDT

COMMENT FORM Informational Meeting #4 (January 31, 2013)

We welcome your comments.

I attended the First to Last meeting. It seemed to me at least half of the participants lived along the south Hue Route. Not on my yard! I have a place on Mount Hue. Not on my yard! One thing not talked about was Law Enforcement problems at the Bridge. they have made it so you can't park with in 3 blocks. On the bridge at Times people cause traffic Jams. I think Night parties may also be a problem.

the bridge by your Information was brought in after a Flood. It has been damaged by Flood waters 3 Times. I assume due to Fires up the Bitterroot. Flood damage is more Likely now.

the concern about the wildlife. I Live 5 Blocks From the river & have deer in my yard. I Golfed several years on Linda Vista. the Fox den was 20 yards From #8 Tee box.

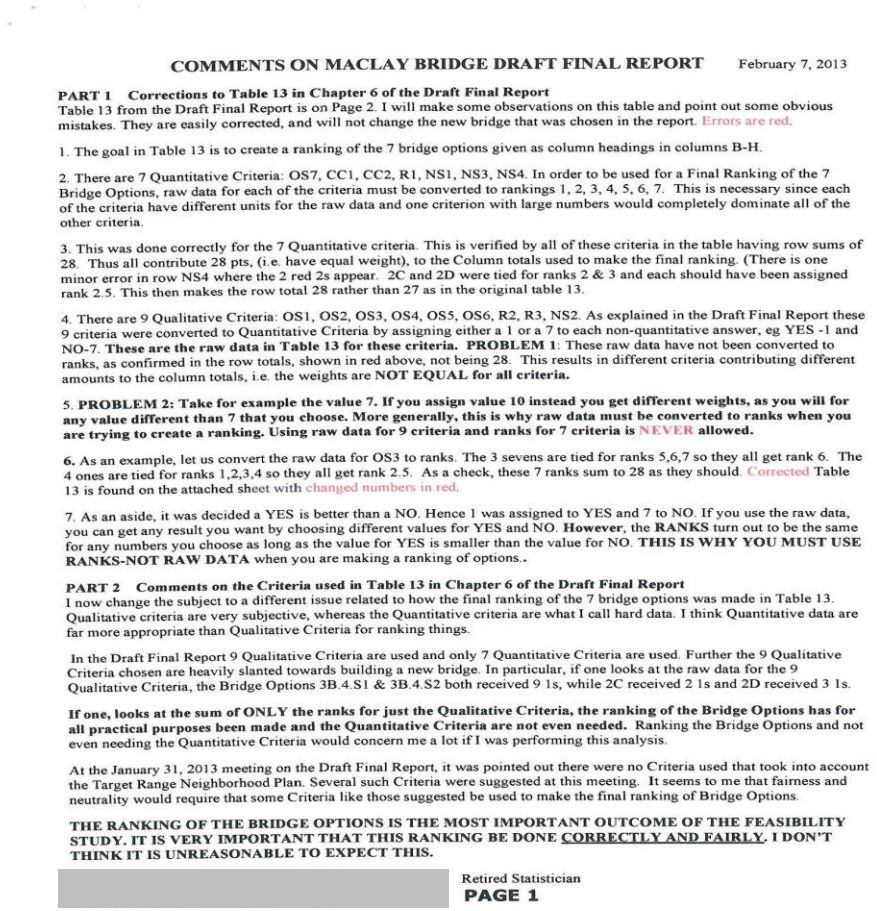
swimming at the bridge is dangerous but there was no talk of Removing bridge, piers or the money.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: Charles Crowther

Comment ID	Date and Name	Comment
17	02/07/2013 *Ed Taylor*	My wife and I have been living in Target Range for 13 years on Sunrose Dr. a side road off Clements Road aproximately 3/4 of a mile North of South Ave. We are adamantly opposed to a new bridge crossing the Bitterroot River at either of the newly chosen recommended sights. Before living in Target Range we lived in the Orchard Homes area at the corner of River Road and Curtis Street for 21 years. When we first bought our house on River Road we were living in Missoula County and Reserve St was just a small two lane road of no major consequence. Soon the City of Missoula annexed our area and greatly enlarged Reserve St and then designated it as U.S. Highway 93. With the increased traffic in the area the small intersecting roads in the neighborhood became defacto bypass roads and the area became overrun with vehicle. With a new wider bridge and the increase in traffic from the Bitterroot to the South on the narrow winding Blue Mountain Rd we are worried the same scenario will play out. In a rural area such as ours a one lane bridge acts as a "traffic calming device" that Missoula seems to be so enamored of. I can't imagine that the already dangerous intersection at South and Reserve will improve with more traffic and I am afraid that Clements and the other roads such as Seventh, Spurgin, Tower and Hiberta will all experience more vehicular usage. We see no reason not to rehabilitate the old bridge for less money, leave it in it's present position and not impact a new area with a new bridge without concern for infrastructure and ignoring the recommendation of the Target Range Neighborhood Plan. We are especially concerned that if a new alignment and bridge are considered that the old bridge will be removed. This is totally unacceptable to both of us. We believe this bridge at the very least should be left intact as a bicycle pedestrian resource. Sincerely, Edward & Laura Taylor Submitter's IP address: 205.172.16.190

Comment ID	Date and Name	Comment
18	02/07/2013 *Don Loftsgaarden*	RECEIVED FEB 11 2013 TRANSPORTATION PLANNING February 7, 2013 Sheila Ludlow, Project Manager Maclay Bridge Planning Study MDT Statewide and Urban Planning 2701 Prospect Ave. PO Box 201001 Helena, MT 59620-1001 Sheila Ludlow: Attached is a 2-page document. It is comments on the Draft Maclay Bridge Planning Study discussed at a meeting in Missoula on Jan. 31, 2013. It pertains to Chapter 6 in the report and Table 13 in particular. I have also sent these comments to Jeff Key. I felt it was important that he see these comments right away. That is why I sent a copy to him too. Sincerely, Don Loftsgaarden [redacted] [redacted]

Comment ID	Date and Name	Comment
		

COMMENTS ON MACLAY BRIDGE DRAFT FINAL REPORT February 7, 2013

PART 1 Corrections to Table 13 in Chapter 6 of the Draft Final Report
Table 13 from the Draft Final Report is on Page 2. I will make some observations on this table and point out some obvious mistakes. They are easily corrected, and will not change the new bridge that was chosen in the report. Errors are red.

1. The goal in Table 13 is to create a ranking of the 7 bridge options given as column headings in columns B-H.

2. There are 7 Quantitative Criteria: OS7, CC1, CC2, R1, NS1, NS3, NS4. In order to be used for a Final Ranking of the 7 Bridge Options, raw data for each of the criteria must be converted to rankings 1, 2, 3, 4, 5, 6, 7. This is necessary since each of the criteria have different units for the raw data and one criterion with large numbers would completely dominate all of the other criteria.

3. This was done correctly for the 7 Quantitative criteria. This is verified by all of these criteria in the table having row sums of 28. Thus all contribute 28 pts, (i.e. have equal weight), to the Column totals used to make the final ranking. (There is one minor error in row NS4 where the 2 red 2s appear. 2C and 2D were tied for ranks 2 & 3 and each should have been assigned rank 2.5. This then makes the row total 28 rather than 27 as in the original table 13.

4. There are 9 Qualitative Criteria: OS1, OS2, OS3, OS4, OS5, OS6, R2, R3, NS2. As explained in the Draft Final Report these 9 criteria were converted to Quantitative Criteria by assigning either a 1 or a 7 to each non-quantitative answer, eg YES -1 and NO-7. **These are the raw data in Table 13 for these criteria. PROBLEM 1**: These raw data have not been converted to ranks, as confirmed in the row totals, shown in red above, not being 28. This results in different criteria contributing different amounts to the column totals, i.e. the weights are **NOT EQUAL for all criteria.**

5. **PROBLEM 2: Take for example the value 7. If you assign value 10 instead you get different weights, as you will for any value different than 7 that you choose. More generally, this is why raw data must be converted to ranks when you are trying to create a ranking. Using raw data for 9 criteria and ranks for 7 criteria is NEVER allowed.**

6. As an example, let us convert the raw data for OS3 to ranks. The 3 sevens are tied for ranks 5,6,7 so they all get rank 6. The 4 ones are tied for ranks 1,2,3,4 so they all get rank 2.5. As a check, these 7 ranks sum to 28 as they should. Corrected Table 13 is found on the attached sheet with changed numbers in red.

7. As an aside, it was decided a YES is better than a NO. Hence 1 was assigned to YES and 7 to NO. If you use the raw data, you can get any result you want by choosing different values for YES and NO. **However**, the **RANKS** turn out to be the same for any numbers you choose as long as the value for YES is smaller than the value for NO. **THIS IS WHY YOU MUST USE RANKS-NOT RAW DATA** when you are making a ranking of options..

PART 2 Comments on the Criteria used in Table 13 in Chapter 6 of the Draft Final Report
I now change the subject to a different issue related to how the final ranking of the 7 bridge options was made in Table 13. Qualitative criteria are very subjective, whereas the Quantitative criteria are what I call hard data. I think Quantitative data are far more appropriate than Qualitative Criteria for ranking things.

In the Draft Final Report 9 Qualitative Criteria are used and only 7 Quantitative Criteria are used. Further the 9 Qualitative Criteria chosen are heavily slanted towards building a new bridge. In particular, if one looks at the raw data for the 9 Qualitative Criteria, the Bridge Options 3B.4.S1 & 3B.4.S2 both received 9 1s, while 2C received 2 1s and 2D received 3 1s.

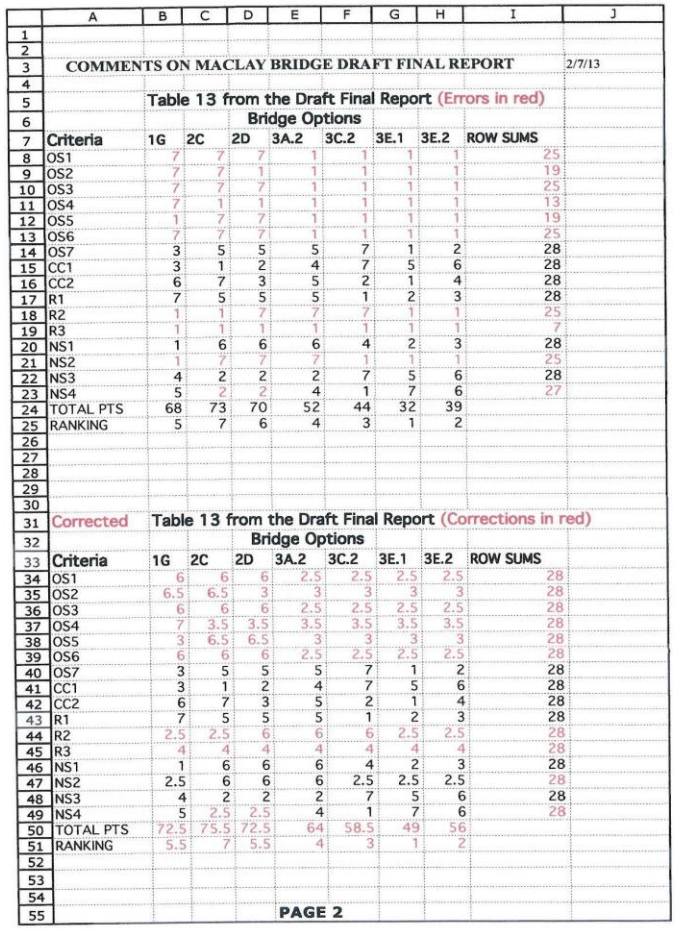
If one, looks at the sum of ONLY the ranks for just the Qualitative Criteria, the ranking of the Bridge Options has for all practical purposes been made and the Quantitative Criteria are not even needed. Ranking the Bridge Options and not even needing the Quantitative Criteria would concern me a lot if I was performing this analysis.

At the January 31, 2013 meeting on the Draft Final Report, it was pointed out there were no Criteria used that took into account the Target Range Neighborhood Plan. Several such Criteria were suggested at this meeting. It seems to me that fairness and neutrality would require that some Criteria like those suggested be used to make the final ranking of Bridge Options.

THE RANKING OF THE BRIDGE OPTIONS IS THE MOST IMPORTANT OUTCOME OF THE FEASIBILITY STUDY. IT IS VERY IMPORTANT THAT THIS RANKING BE DONE CORRECTLY AND FAIRLY. I DON'T THINK IT IS UNREASONABLE TO EXPECT THIS.

[redacted] Retired Statistician
PAGE 1

Comment ID	Date and Name	Comment



COMMENTS ON MACLAY BRIDGE DRAFT FINAL REPORT 2/7/13

Table 13 from the Draft Final Report (Errors in red)
Bridge Options

Criteria	1G	2C	2D	3A.2	3C.2	3E.1	3E.2	ROW SUMS
OS1	7	7	7	1	1	1	1	25
OS2	7	7	1	1	1	1	1	19
OS3	7	7	7	1	1	1	1	25
OS4	7	1	1	1	1	1	1	13
OS5	1	7	7	1	1	1	1	19
OS6	7	7	7	1	1	1	1	25
OS7	3	5	5	5	7	1	2	28
CC1	3	1	2	4	7	5	6	28
CC2	6	7	3	5	2	1	4	28
R1	7	5	5	5	1	2	3	28
R2	1	1	7	7	7	1	1	25
R3	1	1	1	1	1	1	1	7
NS1	1	6	6	6	4	2	3	28
NS2	1	7	7	7	1	1	1	25
NS3	4	2	2	2	7	5	6	28
NS4	5	2	2	4	1	7	6	27
TOTAL PTS	68	73	70	52	44	32	39	
RANKING	5	7	6	4	3	1	2	

Corrected Table 13 from the Draft Final Report (Corrections in red)
Bridge Options

Criteria	1G	2C	2D	3A.2	3C.2	3E.1	3E.2	ROW SUMS
OS1	6	6	6	2.5	2.5	2.5	2.5	28
OS2	6.5	6.5	3	3	3	3	3	28
OS3	6	6	6	2.5	2.5	2.5	2.5	28
OS4	7	3.5	3.5	3.5	3.5	3.5	3.5	28
OS5	3	6.5	6.5	3	3	3	3	28
OS6	6	6	6	2.5	2.5	2.5	2.5	28
OS7	3	5	5	5	7	1	2	28
CC1	3	1	2	4	7	5	6	28
CC2	6	7	3	5	2	1	4	28
R1	7	5	5	5	1	2	3	28
R2	2.5	2.5	6	6	6	2.5	2.5	28
R3	4	4	4	4	4	4	4	28
NS1	1	6	6	6	4	2	3	28
NS2	2.5	6	6	6	2.5	2.5	2.5	28
NS3	4	2	2	2	7	5	6	28
NS4	5	2.5	2.5	4	1	7	6	28
TOTAL PTS	72.5	75.5	72.5	64	58.5	49	56	
RANKING	5.5	7	5.5	4	3	1	2	

PAGE 2

Comment ID	Date and Name	Comment
19	02/08/2013 *Michael Burnside*	Erik, Attached is the bridge history MBCSC compiled based on information obtained from the archived records found by the County Surveyors Office and which you provided to us. We suggest you consider revising the history of the bridge in the Maclay Bridge Planning Study Report to reflect this County archived information. Many residents are still assuming the age of the bridge dates from 1935, when in reality the County records shows the oldest bridge sections (the west truss and pony truss) were installed in 1952 and the east sections date from 1964. Thank you for considering this. Mike Burnside MBCSC

Comment ID	Date and Name	Comment

A History of the Bridges at the current Maclay Bridge Site

(compiled by MBCSC and based on archived official Missoula County records provided by the Office of Public Works unless otherwise noted)

Historical research of the bridges at the current Maclay Bridge site shows that bridges have washed out at the site up to 5 times, or once every 20 to 30 years:

1. **1893**: A bridge appears to have first been constructed at the present site in the late 1800's, when, according to anecdotal information presented by the Maclay Bridge Alliance on its website, a bridge was constructed in 1893 to span the river. No mention is made what happened to this bridge but in 1899, the USGS recorded the largest Bitterroot River flow ever measured at the present bridge site of 38,300 cubic feet of water per second, (which also appears to be in the range of the flow that FEMA assumed for a 500 year flood event in its 1988 study.) It is likely any bridge existing at the present site washed out during that huge flood event.

2. **1922:** A bridge at the Maclay Bridge site may have been constructed around 1922, since the County's archives contain bridge blueprints dated 1922 for a bridge consisting of two Parker trusses to be built at the Maclay Bridge crossing. According to Maclay Bridge Alliance anecdotal information obtained from long time residents, a bridge was washed out at the current site in 1923 when a large snag hit the bridge during a major flood and knocked it into the river.

3. **1935**: Various county and MDT documents such as the 1994 EA and MDT bridge data bases refer to a bridge constructed or reconstructed at the site in 1935, although no details are given and no plans have yet been found in County archives with that date. A 1935 bridge may have been a replacement for one that washed out in the 30's.

4. **1948:** it is well documented that the entire Maclay Bridge washed out in a large flood event that was subsequently reported in The Missoulian. No measurements were taken at that time to indicate river flow rates. Historic Commissioners Journals from 1945 to 1964 indicate the county began planning for a reconstruction of bridge abutments and pier(s) after the 1948 flood, but various legal and financial problems blocked its construction. The County engineer resigned over bridge design issues and it is not clear what oversight, if any, was given to construction of piers and abutments, which a contractor continued to build on his own at the site. This led to an awkward situation later when the County had to admit the contractor owned the abutments and piers, not the County.

5. **1952**: When the legal issues were resolved and construction could advance, the County determined it did not have money to construct a new bridge to place on the piers at the site and searched for an inexpensive used one. According to the historic Commissioner's Journals, an old abandoned truss bridge was finally found "up the Blackfoot" at a place called Ninemile Prairie. No records are known that give the age, condition, or history of that bridge. However the

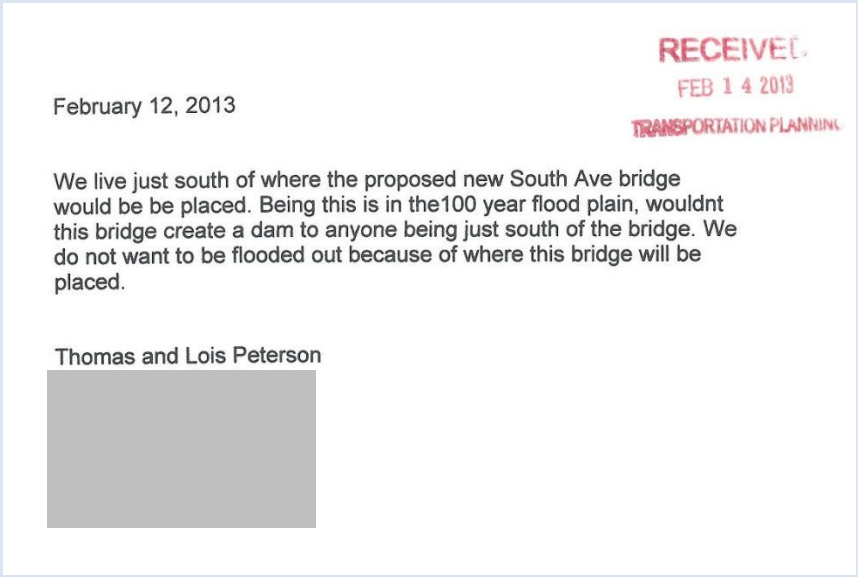
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Comment ID	Date and Name	Comment
		Journals document that the old Blackfoot bridge was moved to the site and parts of it used in 1952 to erect parts of the current bridge. Since the bridge did not "fit" the site, a short pony truss was inserted in the middle, between two larger Parker trusses, creating a 3 component truss bridge. This meant constructing a second pier in the east river channel beside the existing one to support the pony truss and east Parker truss. Based on photos, it appears the east Parker truss may have been a section salvaged from the old bridge which washed out in 1948. 5. **1961**: In the 1960's, County records indicate the east Parker truss was damaged due to a "wash out" at the east abutment and/or overloading of the truss. Thus, in 1964 the east truss was replaced with two pre-stressed concrete bridge sections and a third pier was added to the channel, not far from the other two piers. This has led to the current arrangement (from west to east) of a Parker truss of undetermined age and origin put in place in 1952; a pony truss also of undetermined age and origin put in place in 1952; and two pre-stressed concrete spans put in place in 1964, with a total of 3 piers in the east side of the river channel. 2

Comment ID	Date and Name	Comment
20	02/08/2013 *Lorna Richardson*	Interesting to see what a year of real high water may do to the old Maclay bridge. Hate to live West of the bridge if it washes due to high water. Sent Feb. 8,2013 by Lorna R
21	02/09/2013 *Kris Crawford*	I agree that safety is an important issue. You have certainly seen too many accidents over the years with your location, thats for sure. My wishes are to use the Maclay Bridge as a walk bridge just as the wonderful bridge by the U of M for biking and dog walking which would keep pedestrians seperate from the new bridge. Not sure what will happen in the long run but I am so busy with the quilt barn trail and raising a family that I am leaving that up to the authorities, helping only in my area providing archival research to either side when needed. Kris Crawford S.W Missoula Historian
22	02/09/2013 *Lorna Richardson*	HI, yes SAFETY is our biggest issue it made no sense what so ever busing kids past Hellgate Elementary School. with fully loaded buses well over 11,000 tons. To continue a band aid effort is not in the best public interest and we certainly don't want to see a bus load of kids injured.needlessly. Yes swimmers will continue to drown by jumping off the highest part of the bridge possible or the deep holes. We were shocked when they added the extra weight of asphalt to an already weakened structure. Sometimes one would wonder where they find the so called paid engineers to do such inept jobs using little or no common sense You couldn't pay me to cross that bridge with a fully loaded bus and other cars following like we see many times. Yes a two lane bridge with a walk path has been needed for years but new boards were added to the rickety bridge year after year now asphalt but the 11,000 ton limit remains. How many emergency vehicles weigh less than 11,000 ton when fully loaded? I'd hate to live West of the bridge and lose a home if they had to drive some distance to get to a fire or emergency. Yes Maclay bridge along with our land by the river could go out with a log jam at any time during high water. Both the river and old bridge scare the heck out of us during high water time and then swimming season. Our feelings is public safety outweighs keeping a bridge that has served its time and recommend a replacement at the end of South Avenue.
23	02/11/2013 *Sharon Rose (MFWP)*	Thank you for addressing many of our comments; we appreciate your help.Guess I'm still trying to figure out if our letter should have been in App 1 (i.e., left out in error)--or for some reason you were not including agency letters in App 1 as part of the record? Thank you, Sharon

Comment ID	Date and Name	Comment
24	02/11/2013 *Elizabeth Stevenson*	Maclay Bridge in the Target Range area of Missoula Montana has out lived it's usefulness to auto traffic. I have lived in this neighborhood for ove 50 years and am well acquainted with many aspects of the historic use of this Bitterroot River crossing. The combined use of runners, walkers, horseback riders, bicyclists and all types of motorized vehicles at this river crossing has been unsafe always. The difficult visibility on the approaches and the one lane bridge is hardly the only danger that has too long been allowed on the West side of the Bitterroot River. River Pines Road has never been wide enough to safely accomodate people not in motor vehilcles. Homeowners on the West side of the river cannot safely access the East side neighborhood if not in a vehicle. The Target Range Homeowners' Association has included homeowners on the West side of the river in their vision of the Target Range neighborhood with little regard to the safety of those families. I do not support their vision and do not include my properties in their short sighted exclusive vision. My properties at the Big Flat, Blue Mountain, O'Brien Creek intersection will be impacted by changes in the river crossing. Although I will likely see and hear more traffic because of the replacement bridge at the end of South Avenue, I am supportive because the safety in this neighorhood will be greatly improved with the addition of wider roadways that allow access for non-vehicle traffic. If Maclay Bridge is no longer safe for school bus and emergency service vehicles, I will protest my taxes being added to the Target Range School district. The closer schools will be part of the District One sevices. Hellgate grade school and Meadow Hill will be the closest schools to drive to from West of the Bitterroot River. The new bridge would not have to be as unsightly as the Kona Bridge. There is no visibility from the bridge to the river because of the high solid sides of the bridge. In many neighborhoods, bridges have become an artful addition that adds value to the community. Design for multiuse can enhance the value of the corridor that is used often by all Missoula residents. The addition of the Blue Mountain and Maclay Flats accesses in the Westside neighborhood drove the need to pave Blue Mountain Road. The use of these accesses grew so quickly that the vegetation along the river corridor was suffocated with dust form the added cars on the roadway. Attractive nuisencebrought the Forest Service and State into the paving of the county road. The river corridor is actively used by all manner of wild animals as well. This is their natural habitat and this also needs to be added to the final design for neighborhood integrity. The beauty of this river corridor attracts heavy use and will continue to do so as the population grows in Missoula and the surrounding area. Offer a beautifully designed access and the whole of Target Range and Missoula will see that improving for the future does not have to devalue the area. Include a nature study area that is easily and safely accessible by the Target Range School children. This unique feature would increase property values in this neighborhood. If the few property owners along South Avenue would not feel inclined to support the educational factor of the river access improvement, their views would easily be realized as not in the community spirit. Using traffic near the school as a reason for not replacing the bridge is misguided. Most schools in Missoula are on traffic corridors

Comment ID	Date and Name	Comment
		because it makes sense for convenient access. Russell, Paxon, Jefferson, C.S. Porter, Big Sky. Sentinel. The list goes on. Traffic near the school is most intense because of the vehicles delivering children to and from the school. Develop a bridge plan that completes the vision of the positive addition to the neighborhood. The unknown is the anxiety. An interpritive area for mutiuse and education adjacent to an attractive and useful structure will likely get more community support. Get people out of their cars and into the beautiful enviromnet they say they are so attracted to. By the way, I'm not talking about a dog park.....How about a safe and clean enviroment for young human beings and native wildlife. Submitter's IP address: 70.57.195.248
25	02/11/2013 *Anonymous*	The folks that make the ultimate decision regarding the Maclay Bridge owe it to the many local citizens who have expressed their opinions verbally in the various public meetings regarding this bridge to listen to them. The clearly majority opinion in these meeting has been opposed to building a new bridge on South Avenue. When a sensible alternative to building a new bridge exists it would be irresponsible to proceed with an expensive and unpopular plan for very little positive benefit. Submitter's IP address: 170.173.16.10
26	02/12/2013 *Joe St. Peter*	Commissioners, Please choose the preferred alternative 1 for replacement of MacClay Bridge. Putting a new bridge at the end of South Avenue, that money is already available for, is the only option that makes sense. I own a home on Clements Road and have lived on the west side of the bridge for most of my life, I am intimately familiar with the area. The current bridge is a detriment to the environment and the river, a new bridge in an area that does not alter the channel so drastically is necessary. Please ignore the vocal opposition to a new bridge they have some passion but no common sense, they are thinking only of themselves and not what is best for the people that live in the area near the bridge or the larger community that uses the bridge daily for commuting. You know what the right decision is, it's the same right decision that has been there since 1994, don't let selfish voices drown out your common sense. Joe St. Peter

Comment ID	Date and Name	Comment
27	02/12/2013 *Thomas and Lois Peterson*	 RECEIVED FEB 1 4 2013 TRANSPORTATION PLANNING February 12, 2013 We live just south of where the proposed new South Ave bridge would be be placed. Being this is in the100 year flood plain, wouldnt this bridge create a dam to anyone being just south of the bridge. We do not want to be flooded out because of where this bridge will be placed. Thomas and Lois Peterson
28	02/13/2013 *Harold Palmer*	My wife and I have lived on Edward Ave about one block from Maclay bridge since 1972 . I think we have a good amount of knowledge about the bridge . The opponents don't stop to think about the school buses that travel across the bridge and the weight limit . If you have a bus full of children and two cars on the bridge at the same time you are probably exceeding the weight limit . It would be a real tragedy to have the bridge collapse with a bus full of children . There is a 15 mile per hour speed limit on the bridge now which most people don't have any idea what this means .The other dangers are River Pine road which is very unsafe to cars and people on foot or riding bicycles. There are no shoulders or walk ways along this road ; also there are no guard rails on the river side of the road . All and all it really comes down to the safety factor of the bridge not that of the people not wanting a new bridge in their neigborhood . Therefore I think a new bridge is very much needed and should be built on the end of South Ave. and I urdge you to do so . Thank you for your consideration in this matter . Sincerly, Harold A. Palmer Submitter's IP address: 71.210.59.145

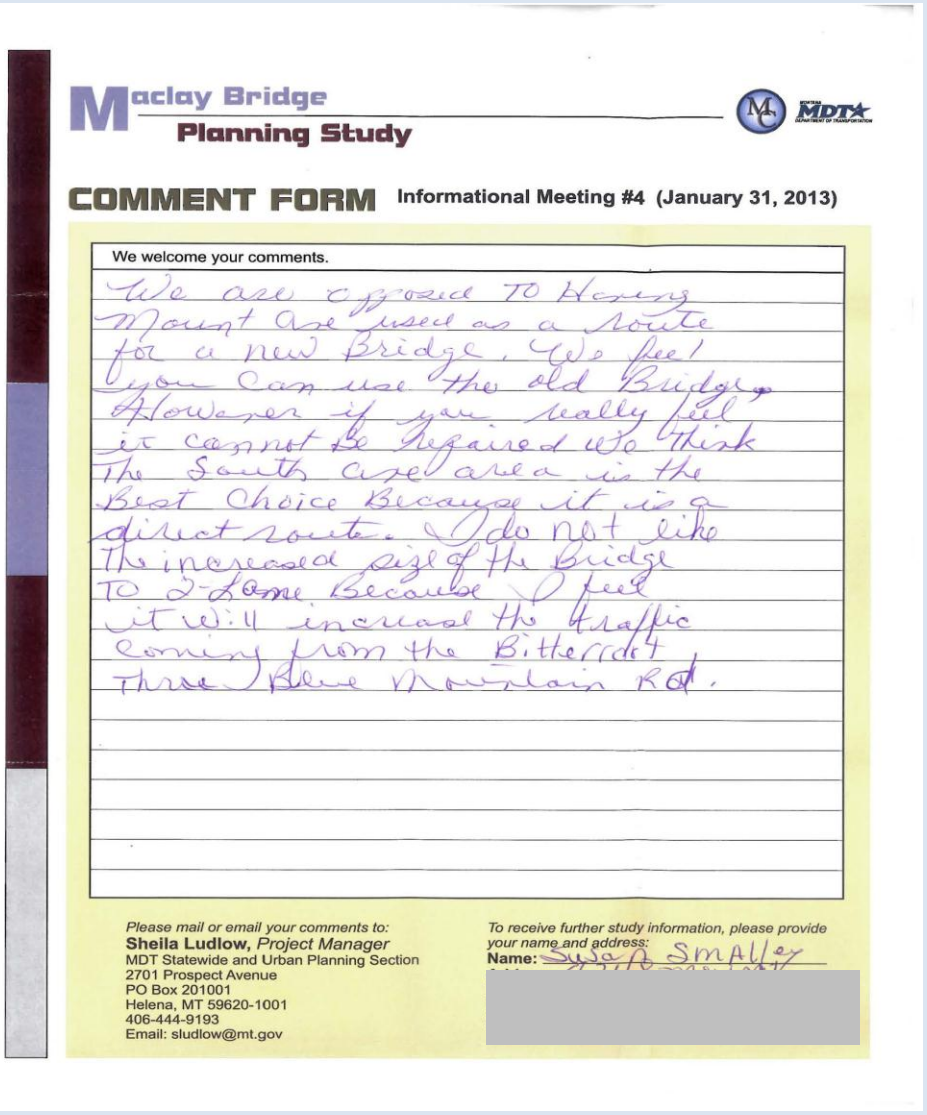
Comment ID	Date and Name	Comment
29	02/13/2013 *Gary Botchek*	I have watched a process that from the beginning has done everything to define the Maclay Bridge as deteriorating and unsafe for public travel. The numerous engineering studies/inspections and a multitude of governmental inspections have all maintained that the bridge was indeed safe and maintainable. However, the responsibility to carry out the maintenance recommendations resultant from the aforementioned studies and inspections rested with Missoula County. Many of the recommendations were never completed and many were inconsistent and not timely, to include recommendations to upgrade the substandard bridge approaches. Noting, that the last major upgrade and overview of the bridge and its deteriorating deck and threat of closure, took a citizen effort to bring about an engineering plan that proved that the deck and its structure could be upgraded and meet the load limits necessary to support residential traffic, school buses and fire equipment that depend on this bridge. What is troubling about the citizen initiated repair plan was that the county itself had completed an in house engineering review by its own structural engineer (Fred Crisp) between April 30 and June 2 of 1986 and whose 33 pages of calculations determined that the bridge could be rehabilitated to meet current federal highway 36 ton vehicle load standards. In March of 2003 the Muth Engineering Report was accepted and the upgrading of the bridge deck and corresponding deck structure was completed to meet the design load of 14 ton. Starting in the fall of 2010 the county and state begin what might be called a covert discussion about a new bridge. These discussions are what prompted the formation of The Maclay Bridge Alliance. From that point forward, the condition of the Maclay Bridge was attacked from every position including traffic and pedestrian safety, approaches, structural inadequacies, negative river dynamics and the general problems that are attributed to an old single lane bridge with limited attention. In the light of all of this negativity, stands a County Commissioner approved Target Range Neighborhood Plan that overwhelmingly supports the Maclay Bridge. You have 1000 plus signatures from across the community that supports the Maclay Bridge and now we have a recognized expert and Professional Engineer in Frank Muth, that has provided a detailed cost estimate and the assurance that all of the safety and structural concerns that have been voiced prior to and including the Maclay Bridge Planning Study can be solved with a major rehabilitation of this bridge, complete with a pedestrian bridge and a load limit upgrade to 25+ tons, for roughly 10% of the cost of a new bridge and without the critical and expensive infrastructure upgrades that will be required on South Avenue from the proposed new bridge to Reserve Street. Remember that the preliminary cost for a proposed new bridge at the end of South Avenue has the same lane width (14 feet in either direction) as the present travel width of the existing Maclay Bridge at 14 feet. The new proposed bridge has the 14 foot travel lane broken into a 12 foot vehicle lane with an inadequate two foot shoulder for bikes and pedestrians. One of the Study's concerns is an increase in vehicle trips into the future which naturally supports a two lane bridge. One must be careful in applying the UFDA Study on future density of this area, because this study involves primarily the Target Range and Orchard Homes neighborhoods east of the Bitterroot River, contributing the vast majority of traffic increases to the east of the river and not to the Maclay Bridge . Most planners will concede that the O'Brien Creek, Hidden Heights and Big Flat areas have very limited land available for residential development. Hence the observation that any increased traffic generation in the immediate future and beyond must be attributed traffic attempting to bypass the present and growing congestion found on the Reserve Street Corridor. You as County Commissioners have the ability to honor the findings of the Target Range Neighborhood Plan in conjunction with a informal but well defined petition (1000 plus signatures) in support of keeping the existing Maclay Bridge, while providing a complete rehabilitation

Comment ID	Date and Name	Comment
		of the Maclay Bridge; including a pedestrian/bike walkway, for a fraction of the cost of a new bridge. Finally, based on recent preliminary findings, it may be that the rehabilitation of this historic bridge can be eligible for federal funding. Respectfully Submitted By, Gary E. Botchek Member Maclay Bridge Alliance
30	02/13/2013 *Gary Botchek*	According to Mr. Jeff Key, Maclay Bridge Project Manager, the South Ave. Bridge preferred option cost estimate has the east end of the bridge approach ending at Hanson Drive. This point of reference becomes the start of the discussion of who pays for any road and traffic changes/upgrades resultant from a new bridge at the end of South Ave. and why these associated costs are not included in the total cost of a new bridge. South Ave. traffic/construction impacts created or enhanced by a South Avenue Bridge option: 1.) Just east of Hanson Dr. is a rise of some 20 feet in elevation from the road surface at Hanson Drive to the plateau from this high point east to Humble Rd, requiring considerable fill and additional right of way to meet design slope requirements approaching the bridge proper. 2.) This portion of South Ave. from Hanson Dr. to Humble Rd. has a roadway width sufficient to manage limited residential traffic, from the dead end cul-de-sac at the west end of South Ave. to Humble Rd. This portion of South Ave. is not sufficient in width to accommodate a new South Ave. bridge. Further, the right of way associated with this section of roadway is narrow and inconsistent and is dotted with encroachments of the Missoula Irrigation Ditch Company and residential structures close to the present right of way. 3.) South Ave. from Humble Rd. east to Clements is presently to narrow for the present traffic loading and as in Item 2. Is impacted by a larger irrigation ditch and an extensive pedestrian/bikeway trail system. Because of the location of the irrigation ditch, the roadway favors the north side of the right of way, placing many of the residential structures close to the existing right of way. Noting: The majority of the Maclay Bridge east bound traffic presently favors North Ave. to Clements Rd. A new bridge on South Ave. places the majority of traffic on South Ave. to Clements Rd. 4.) The intersection of South Ave. and Clements Rd., presently has the greatest impact from the Target Range School which has a significant number of cars entering the west access to the school at Clements Rd. both in the morning and afternoon and bringing the intersection to a standstill. Complicating the traffic movement is the addition of significant student foot traffic at this intersection. There will be an immediate impact to this intersection from a new bridge on South Ave., with the majority of traffic no longer using North Ave. as a means to access Clements Rd. 5.) Between Clements Rd. and 40th Ave.., the Target Range trailer Court presents five access points. 40th Ave. is also the east entrance to the school and will in the near future serve an approved 150 lot subdivision located on the east end of McCauley Butte. 40th Ave. is proposed to be the main access for the City of Missoula acquired recreational site for the existing Knife River ponds and Bitterroot River access. 6.) 40th Ave. east to Big Sky High School (31st Ave.), serves the present high school VoAg Center and the University of Montana Missoula College. The county's regional park has completed its master plan, which contains a major soccer complex. This master plan has included a controlled intersection entering south Ave. 7.) Between 31st Ave. (entrance to Big Sky High School) and Reserve St. there is contained Big Sky High School, a completed city-county sports complex, the Community Medical Center, two churches, Village Heath Care and Retirement Center , the Union Square rental

Comment ID	Date and Name	Comment
		housing complex and a rural fire station. Presently, the east bound lane of South Ave. at Reserve is quickly approaching its maximum traffic capacity during the lunch period and dismissal times at the high school. Any additional traffic generated via South Ave. will have an adverse effect on this intersection. The proposed South Ave. Bridge will have an immediate impact on the referenced uses, both present and immediate future to South Ave. One of the major reasons for this assessment is that a new South Ave. bridge will significantly alter the use of North Ave. as a means of accessing Clements Rd. This intersection finds the majority of traffic using Clements Rd. to access 3rd to North Reserve and east on 3rd to Russell St. and points north and east. With the proposed new bridge, the decision to access Clements Rd. will happen at South Ave. and Clements Rd. and/or at Reserve St. and South Avenue. The added costs associated with the traffic/construction impacts as listed under Items 1-7 could easily exceed 3 (three) million dollars, depending on the level of design solutions used to meet the present and future traffic accessing South Avenue from a proposed South Avenue Bridge east to Reserve Street. The present vehicle count on east bound traffic on River Pines Road crossing the Maclay Bridge is 2610. This daily traffic is dispersed via North Ave. to Clements with a minor number vehicles using Humble to access South Ave. The Planning Report would have you believe that the immediate impact of the same 2610 vehicles accessing South Ave. via a proposed new bridge would have little or no impact on the existing South Ave. and require no upgrades. A new bridge on South Ave. will move the existing 2610 vehicles at a faster rate based on a straight shot from a new bridge east to Clements Rd. I would suggest that even without a proposed South Ave. Bridge, the projected increase in traffic generated from the existing and future proposals along South Ave. from Clements Rd. east to Reserve St. will require significant improvements to South Ave. and the growing traffic problems being created at the intersection of South Ave, and Reserve St. Respectfully Submitted By, Gary E. Botchek
31	02/13/2013 *Thomas Peterson*	We live just south of where the proposed new South Ave bridge would be be placed. Being this is in the 100 year flood plain, wouldn't this bridge create a dam to anyone being just south of the bridge. We do not want to be flooded out because of where this bridge will be placed. Submitter's IP address: 63.153.112.87
32	02/13/2013 *William Kohl*	The study for relocation of the Maclay Bridge has ignored the wants and desires of the Target Range neighborhood. There is no major traffic issues with the current bridge, in fact it 's use does slow traffic flow through the neighborhood. A better and less costly solution is to upgrade the existing bridge to provide for bicycles and pedestrians. A new bridge on south ave will invite more traffic on Big Flat Road which is not built to accomodate additional traffic along with the current foot and bicycle traffic. A new bridge will create more problems than it will resolve due to the increased traffic on a roadway that is not designed to handle the increase. Submitter's IP address: 66.62.194.236

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33	02/13/2013 *Anonymous*	I implore the county commissioners to listen to the reasoned commentary from informed citizens who oppose building a new bridge on South Avenue. The wasteful allocation of taxpayer money needs to stop with the planning study. Please, make the responsible choice to fix the current Maclay Bridge and make it so that it can serve the Target Range neighborhood well for another century. Submitter's IP address: 170.173.16.10
34	02/13/2013 *Anonymous*	The Maclay Bridge Planning Study suggests building a new bridge on South Ave as being the preferred option to addressing traffic across the Bitteroot River in the Target Range neighborhood. This conclusion is fundamentally flawed and is contrary to both common sense and the consensus opinion of the majority of Target Range residents. The current bridge on North Ave can be repaired for a fraction of the cost of a new bridge. Given that as an option it would be irresponsible to proceed with a new bridge in order to get as much "free money" for the community as possible, which is the only incentive I can imagine proponents of the plan may have. Building an entirely new bridge on South Ave. would also require new approaches be constructed and utilities to be moved which are just of few of the costs that remain unaccounted for with the proposed $7M+ option. In addition there would be a shameful sum of intangible costs to the neighborhood and residents that a South Ave bridge would impose. Property taxes would increase, safety would paradoxically be decreased, and the voice of concerned citizens along with their land would be bulldozed over if the Commissioners endorse building a new bridge. This is a prime opportunity for the County Commissioners to show that common sense and civic responsibility can prevail over pork barrel politics and bureaucratic backscratching. Submitter's IP address: 170.173.16.10
35	02/13/2013 *John and Becky Peters*	We live [redacted], halfway between Humble Road and where the proposed South Ave. bridge would start. We have been to all the study meetings from the 1994 ones to the present ones. Hearing all the facts and opinions,the only option I can support is the rehabilitation of Maclay Bridge.I could support the proposed South Ave. bridge if Maclay Bridge could not be rehabilitated,if indeed it was unsafe and soon to be condemned,but this is not the case as Frank Muth made very clear. The whole character of the Target Range area is at stake.To make such a major and permanent change at this time is not warranted.The facts and evidence for a new bridge just are not there.I do believe that there are many flaws in the latest study as well as some misleading information.For example,it was stated that the growth projection was somewhere between 400 and 600 new residences in the Orchard Home-Target Range area. To me this means both sides of the river and that many if not most residences would be on the east side ,not using the bridge crossing on a daily and regular basis. Even though a new bridge may not lead to a bypass it would create a major east-west corridor increasing traffic substantially in this area. Clearly there are very few conflicts as to whose turn it may be to cross the bridge and in the future if it does indeed become a problem,options such as traffic lights could be added.This would be no more of an inconvenience than waiting for a light at an intersection. Safely issues can be solved;walkway for pedestrians and lights for the approaches. As for the whirlpool that this bridge creates,it would still be there whether a new bridge is built or not. This may also be solved by a future engineering project.As for the point of evacuations due to

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		fires,there are presently three routes out of the area west of the river;Blue Mountain Road and Maclay Bridge.With a new bridge there may very well be costs to the county,how much and to what extent we don't known.If the county has to put our tax money into one of these options,I'd rather it be in the rehabilitation of Maclay Bridge and keep the unique character of Target Range. I must say that I have to admire and respect the people who do live in the immediate area of Maclay Bridge who do support the rehabilitation option.They could use this issue for personal gain but didn't. By supporting the South Ave. Bridge proposal they could and would enjoy the low traffic and low noise that we the residence of this part of South Ave. west of Humble Road now enjoy. In conclusion, the rehabilitation of Maclay Bridge will meet the needs and address the issues of the residence who live west of the river and still keep Target Range the place we chose to live,to love and enjoy the way it is.To make a change of this magnitude at this time would be a great mistake and an injustice to the people of Target Range and particularly the residents on South Ave. west of Humble Road.We have the luxury of time here. We need to make the "right" choice. Thank you for your time and consideration on this very important decision ahead of you. John and Becky Peters
36	02/13/2013 *Don Stevenson*	Missoula County Commissioners I'm surprised Missoula County hasn't been sued over Maclay Bridge being an attractive nuisance. For 43 years I'v lived close enough to hear the honking horns when two divers meet head on, or when jumper/swimmers won't get out of the way of cars. One or two people drown every year the 1st 12 years we lived here, and I've lost count since. We appreciate the numerous trips the Sheriff officers make to the site and the NO PARKING signs have helped, but there is still significant party noise and garbage on nearby streets during the summer months. There is a cost for such policing but the real cost is the lost of human lives. Removing the cement bridge abutments would let the river fill in the town 'swimming hole' naturally. I attended many of the meetings in 1994 and recently, and read the reports, and believe like Lincoln - that you can't please them all, all the time. We have studied the problem to death; now its time for YOU to make a decision; or do more people have to die. Don Stevenson

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37	02/14/2013 *Susan Smalley*	

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #4 (January 31, 2013)

We welcome your comments.

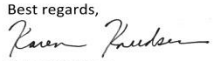
We are opposed TO Having Mount Ave used as a route for a new Bridge. We feel you can use the old Bridge. However if you really feel it cannot be repaired we think The South Ave area is the Best Choice Because it is a direct route. I do not like The increased size of the Bridge TO 2-Lane Because I feel it will increase the traffic coming from the Bitterroot Three Blue Mountain Rd.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: Susan Smalley

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38	02/14/2013 *Sharon Strebis*	As a resident living off of South Avenue between Humble and the new proposed South Avenue bridge that the planning study recommends, I would like to address an issue that the planning study did not address, the state of South Avenue near my house which is currently a dead-end road. This section of South Avenue between Hanson and Humble is narrower than South Avenue east of Humble. It doesn't even have a yellow line down the middle to define two lanes. When I occasionally have to share the road with a car in the opposite direction, it is a tight fit. The county does not snow plow this road as quickly as it does the major roads, and we have lots of shade in the winter creating icy spots that take a long time to melt. The road is not in very good shape since it does not have priority in maintinence. Yet, the South Avenue bridge option is being recommended by this planning study without requiring any road improvements to South Avenue. I quote from 6.3.1.3 in the study, "the need for roadway improvements all the way from a new South Avenue Bridge to Reserve Street may not be necessary." What is most troubling about this study is that it lumps South Avenue west of Clements to the bridge together as if the road is the same construction the whole way. Just look at the intersection of South and Humble and the roads don't even directly align. The plan states that "South Avenue west of Clements Road may be able to accommodate up to 7,300 vpd according to the theoretical roadway planning capacities found in the 2008 Missoula Long Range Transportation Plan." However, I believe this only can apply to the section between Clements and Humble. South Avenue also goes down a steep short hill with poor visibility before it dead ends at Hanson. I live on the part above the hill and I have trouble seeing cars coming from the west, but the frequency is small at this time since it is a dead-end road. I have a third grader I would let walk to school even though he has to walk on South before the bike trail because South is not that busy as a dead-end road and has a speed limit of 25 mph. However, how safe would it be with increased traffic like we have never seen before, probably a higher speed limit, and no plans to put in a bike trail or wide shoulder? This brings me to my other major concern, the absence of pedestrian/bike concerns in this planning study. As a Target Range resident, I mainly use the bridge to run across and access the roads across the river as I run long distance. Currently, I can run across Maclay Bridge and have enough room even when cars or trucks are on the bridge too. The proposed bridge only requires 2-foot shoulders and the Maclay Bridge is not going to be around as a pedestrian bridge, so I will face higher traffic volumes and less space to distance myself from the vehicles which will be driving faster with the straighter alignment. I've been at all four of the informational meetings and listened to the majority of my neighbors state similar concerns, so I would hope the County Commissioners would listen to their constituents and not push forward on a project that does not support the Target Range Neighborhood Plan they approved. Please rehabilitate or just maintain Maclay bridge, and if you have money to spend, use it to improve our current roadways to be more pedestrian/bike friendly, since I would love to exercise without the continual fear of being run off the road. Sincerely, Sharon Sterbis

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39	02/15/2013 *Michael Burnside*	Shane, Thank you for responding to my request for a copy. I have read it over carefully. It is interesting that Mr. Loftsgaarden's statistical study and comments are being used as a basis for questioning the quality of the work you all have done. I am not certain of the validity of his analysis, but regardless, given the widespread touting of his study including the recent guest column in the Missoulian, his ultimate findings are astonishing! Don't the South Ave. bridge opponents realize that after Loftsgaarden applies his "corrections" to the criteria, he comes up with the same ranking of the top alternatives as the study team, with South Ave. 1 as the best!? Seems to me that makes his criticisms of the study and its conclusions moot and further validates your work rather than undercuts it. Mike

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40	02/15/2013 *Karen Knudsen*	CLARK FORK COALITION February 15, 2013 Commissioner Michele Landquist Commissioner Bill Carey Commissioner Jean Curtiss 200 West Broadway Missoula, MT 59802 Ed Toavs, District Administrator MDT Missoula District 2100 West Broadway Missoula, MT 59807 Dear Missoula County Board of Commissioners and MDT Missoula District, The Clark Fork Coalition appreciates the opportunity to comment on the Maclay Bridge Draft Planning Study Report. We understand that this is the first step in a long, careful public process to determine how to move forward with a bridge crossing the Bitterroot River. If Missoula County and MDT decide to go forward with the next phase of planning for this bridge, the Coalition urges you to consider the options that best balance protection of the river, riparian areas and the fish and wildlife along the lower Bitterroot River, with the needs of the surrounding community. The Clark Fork Coalition, founded in 1985, is a nonprofit organization comprised of 2,700 members dedicated to protecting and restoring the Clark Fork River watershed. We believe that the health of our rivers and the health of our communities are inextricably tied. We recognize that bridges connect our community, and also connect people to the river. Our goal is to ensure those bridges have as few impacts on the rivers and wetlands they cross as possible. In order to protect the valuable natural resources and the river west of Missoula, the Coalition offers these comments as you consider options for the Maclay Bridge: 1) Make sure we maintain roadway connections in ways that protect and enhance – rather than harm – our rivers. 2) Maintain ***only one*** bridge over the Bitterroot to reduce impacts on riparian resources, floodplains and the river itself. 3) Any option for a new bridge should ensure no piers are in the floodway; or, if Maclay Bridge is substantially rebuilt, a design without river piers should be considered. 4) Avoid impacts to wetland, riparian, and floodplain resources from construction/reconstruction, future use, and maintenance of the bridge and approaching roadways, and fully mitigate any unavoidable impacts. 5) Robustly engage the public through a series of visioning and listening sessions. Thank you for your hard work developing this study, and for your commitment to protecting Missoula's celebrated rivers and streams. Best regards,  Karen Knudsen Executive Director PO Box 7593 Missoula, MT 59807 406/542-0539 Phone 406/542-5632 Fax cc: Pat O'Herren, Rural Initiatives; Lewis Yellowrobe, Missoula County; Erik Dickson, P.E., Missoula County; Sheila Ludlow, MDT

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41	02/15/2013 *Will Lustgraaf*	Greetings... I would like to comment on some issues pertaining to the Maclay Bridge Planning Study, from the perspective of an O'Brien Creek resident. First of all, I believe it is necessary to have a bridge across the Bitterroot River in the general vicinity of the existing Maclay Bridge. I also believe that the existing bridge is inadequate considering public safety, convenience, and general traffic handling capability. Contrast the Maclay Bridge with the Kona Ranch Road Bridge. The two-lane bridge with its straight-on approach alignments is what I consider adequate. Any bridge should be capable of efficiently conveying a wide variety of two-lane traffic, including all emergency response vehicles, such as large fire trucks and tankers. I believe the best option is a two-lane bridge similar to the Kona Ranch Bridge, connecting the west end of South Avenue with the intersection of Blue Mountain, Big Flat, River Pines, and O'Brien Creek Roads. This would provide the most direct, efficient route from the Missoula urban area. It would also eliminate the tight curve at the west end of the existing bridge and the tight, hazardous curve on River Pines to the west. At present, there is no east-west through road from the Missoula urban area to the existing bridge. North Avenue to the existing bridge is discontinuous between Big Sky High School and Reserve Street. A bridge on the South Avenue route would also permit use of the existing bridge during construction. This is a matter of convenience as well as providing even limited emergency vehicle access. In general, I believe that any attempt to "upgrade" the existing bridge structure would be a waste of time, resources, and opportunity. Thank you for your consideration. Will Lustgraaf
42	02/16/2013 *Connie and Dave LaVaute*	We have lived in the Target Range area for 22 years and we would like to go on record to oppose the moving of the bridge to the end of South Avenue. We believe it would destroy the rural integrity of the neighborhood. We don't think a new bridge should be constructed to take advantage of federal funding. We live up the street from Maclay's bridge on the corner of North and Humble. We don't believe that moving the bridge will in any way lessen the parking and swimming issues that exist. Actually we believe it will make the situation worse. Connie and Dave LaVaute

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43	02/17/2013 *Tom Stockstill*	To; Montana dept. of Transportation / Missoula Co. Commissioners 2013 FEB 19, PM 12 28 Sent,2/17/13 Comment s on Mcclay bridge proposal's 2/13 etc. Please allow one to say;that while the need to provide any improvement to our valleys traffic is paramount,it seems only fair to consider the offsets of each proposal. (as refrenced in the local newspaper article of 2/13/13) This target range resident/homeowner cannot understand the logic;(financial or practical) of creating a multi million dollar throughrofare to an already overused street/highway, when the safety and security of so many area residents/children etc will be severly compromised. As stated previously ,there is an understanding of the long standing need for traffic through Missoula,However to penilise a rural neighborhood for the shortcomings of many years misssteps regarding traffic flow, is un popular with affeccted residents, and for good cause. With the information available, it seens awfully difficult for those affected to understand the logic of big-bridge and rural speedway through a quiet neighborhood , when the obvious improvement will mostly be A small amount of public approval by those living elsewhere. Provided at enormous cost in dollars and safety etc. As an owner taxpayer and voter the, option of," bridge maint?Upgrading and possibly some enforcement of recreationists" seems to appear more practicle than destroying a neighborhood and costing tenfold or more that the Mcclay option. Thank you for listening, Tom Stockstill [redacted]
44	02/17/2013 *Kristin Anderson*	Dear Jean Curtiss, Michele Landquist and Bill Carey, Thank you for your thoughtful consideration of my concerns about the pending Maclay Bridge decision. The tenor of the debate has escalated and I recognize the tremendous complexity you face because of this. I support your courage to make this decision based in fact. The facts are these: 1) The Maclay Bridge Planning Study released in 2013 and the 1994 Environmental Assessment both arrived at the same conclusion. A new bridge on the west end of South Avenue should be constructed. Given the time and taxpayer dollars that have gone into determining

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		this location, choosing another option that has not been recommended would defy logic and seem politically unwise. 2) Maintaining the bridge at North Avenue would negatively impact the environment in a variety of ways. Westbound South Avenue traffic heading to Big Flat or Blue Mountain must travel out of its way about an extra ½ mile, heading first north to North Avenue. Then, after crossing Maclay Bridge, heading back south to the junction of River Pines Road and Blue Mountain Road. The same extra travel happens with eastbound traffic. Over time, this adds to increased travel times, extra gasoline consumption, more air pollution and exposes more of the neighborhoods to traffic and safety problems. Also, the bridge abutments and piers were also placed in the channel in ways that add to the constriction of the river flow. Additionally, this has led to significant environmental problems in the river. Much of the west bank of the river along River Pines Road has been modified with riprap. The bridge has caused a big whirlpool with channel scour under and downstream of the bridge, which has deepened the channel and caused bank loss, especially on the west side downstream of the abutment, where erosion and loss of private property have been documented. It has also caused the river to deposit sediments upstream of the two center bridge piers. This scouring may be slowly undercutting the current bridge abutments and piers, creating long term stability problems. The Montana Deparment of Transportation and the Missoula County Office of Public Works have identified scour as an area of special concern at Maclay Bridge and intend to monitor it in future inspections. 3) Because of the above mentioned scour hole, increased risks to public safety have ensued leading to drownings and increased risk of injuries. I recognize that changing this attractive nuisance may be unpopular with some, but we all have a public responsibility to advocate for safe and reliable transportation which is jeapordized by the current bridge. Not addressing this known hazard would be doing so at the risk of serious liability on your hands. I am grateful for your time and effort spent to make Missoula County a healthier and safer place to live. Kristin Anderson, MD, MPH
45	02/17/2013 *Evan Rosenberg*	Dear County Commissioners: I have reviewed the recently posted final screening assessment for the Maclay Bridge Planning Study and would like to applaud the study team on their hard work under difficult circumstances. I am pleased to see the study has found the South Avenue 1 option to be the recommended option and the South Avenue 2 option to be the second place option. Given the concerns of the location of the current bridge, South Avenue 1 is the most logical choice for a new bridge location and I urge you to support the recommendation in the study and move forward with constructing a new bridge at South Avenue. There are a number or reasons why the current Maclay Bridge location is unsafe, inefficient, and harmful to our environment, all of which can be remedied by moving the bridge to the South Avenue location. The safety of the bridge is my primary concern. The bridge has created a scour hole due to the whirlpool effect that is a serious risk for drowning. Sadly people have already lost their lives due to this scour hole. Knowing the bridge is responsible for this whirlpool places the County at serious risk of liability for future deaths. In addition, the sharp curves on either side of the bridge create dangerous driving conditions, particularly in winter. Many accidents have occurred near the bridge. Both of these safety concerns are addressed by relocating the bridge to South Ave. In addition, the current location is completely inefficient requiring traffic (most of which is coming from South Ave) to divert from South and

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		wind through Target Range neighborhood to reach the bridge. This extra driving creates additional traffic on smaller side streets in Target Range and costs additional driving time. Most importantly, it costs additional time for fire trucks and ambulances to go to and from the firehouse and hospital as opposed to a South Ave bridge that would speed fire truck and ambulance response time when responding to calls west of the river. South Ave is the main arterial road in Target Range and it is most efficient to have the bridge on the main road. In fact, one of the arguments s opponents of the South Ave bridge make is about keeping the current bridge to preserve the rural character of Target Range. I would argue that putting the bridge on the main road (South Ave) and thereby eliminating traffic on every other side street (such as Humble, Clements, North, and Woodlawn) would do a lot more to preserve the rural character of Target Range since all of the traffic would remain on the main arterial road. Finally, moving the bridge to South Ave and getting rid of the current bridge would correct the negative environmental impact the current bridge has had on the river and the river would begin to flow naturally again and the scour hole would be quickly filled in. The additional driving through the neighborhood, that causes more air pollution, would also be eliminated with the new bridge location. I do have one concern and that is regarding Mount Avenue 2 as the third ranked option by the planning study. My concern is that Mount Avenue 2 should have never made it past the first level screening process. The second criteria in the first level screening process is about connectivity considerations and as the study states this criterion addresses whether or not the option provides "an efficient connection to the existing and/or future road network within the area." This screening gave a "yes" answer for Mount 2 on this criterion, but I do not believe that a Mount Avenue 2 option is an efficient connection to the existing road network as it would take traffic even further off of South Avenue (where most traffic that crosses Maclay Bridge comes from) in order to cross the river and it would deviate from the current grid system as Mount Avenue 2 would be a diagonal travel route going NE/SW that deviates from the existing grid system (and we all know the issues in Missoula with diagonal streets intersecting a grid system). Furthermore, your study states under the Mount Avenue 2 Option that "from an efficiency point of view Mount Ave does not afford a direct east- west linkage to the major streets within the area." My question is if the Study team states that Mount Avenue 2 does not provide an efficient linkage to the streets in the area then how can it pass the first screening criteria that requires an acceptable option to provide an efficient connection to the existing road network in the area? I ask that you take a closer look at your own conclusion regarding Mount Avenue 2 and reconsider whether Mount Avenue 2 does indeed pass the first level screening criteria. Thanks very much for your consideration of my comments. Evan Rosenberg
46	02/18/2013 *Michael Burnside*	Dear County Commissioners and MDT officials: The following are my comments on the draft final Maclay Bridge Planning Study. I had previously sent a letter commenting on the screening assessment section of the report and ask that those comments also be regarded as comments on the draft final report. 1. 2013 Planning Study Report Validates and Supports the 1994 Environmental Assessment. In response to vocal opponents of a new bridge, the Commissioners and MDT initiated this study over a year ago. MDT's and the County's study has been exhaustive both in public involvement and in reviewing and analyzing the issues surrounding the bridge. It is highly significant that the 2013 study independently arrived at the same preferred alternative for the best bridge site as the 1994 study: South Avenue 1. Thus there is

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		overwhelming evidence the South Avenue 1 bridge site is the best site for a new bridge in Target. You should give little credence to those who loudly demanded this new study, but now criticize it and all who worked on it because it didn't give them the results they wanted, even though they were heavily involved throughout the process. 2. Traffic effects on Target Range and Orchard Homes would be reduced. South Avenue bridge opponents allege a new bridge would negatively affect the overall rural character of Target Range and Orchard Holmes through increases in traffic speed and volume. These allegations are false. The draft report in Figure 6, p. 63, shows that if a bridge is placed at South Ave. 1, by the year 2040 there will indeed be about a 17.9% increase in traffic in front of Target Range School as compared to "no action". But Figure 6 also shows that a South Avenue bridge will cause traffic to DECREASE on North Avenue, River Pines Road, Clements Road north of North Ave., Spurgin Ave., South 7th Ave., and South 3rd Ave. The Figure doesn't display results for Humble and Woodlawn Avenues, but it is likely traffic will markedly decrease on those streets as well with a South Avenue bridge. Figure 6 thus demonstrates that rather than degrading the overall rural character of Target Range, by 2040 a South Avenue bridge would improve its rural character by decreasing traffic and reducing effects on most of Target Range and Orchard Holmes residents when compared to "no action". South Avenue is already the major route into Target Range and traffic is high but being managed well through lights, signs, speed limits, law enforcement, and school safety guards. While care should always be taken to control traffic in front of schools, many schools maintain students' safety adjacent to busy streets, such as Porter Middle School, Lolo Elementary, Russell School, Big Sky High School, and yes, Target Range School, to name just a few. 3. Costs to Missoula County Taxpayers are less with a new bridge. The draft report points out that the costs of repairing the existing bridge would be borne entirely by Missoula County whereas a new bridge would qualify for Federal bridge funds derived from gasoline taxes collected on all drivers. If in the future the current bridge washes out or fails, Missoula County would have to bear the entire costs of replacement. It is clear a new bridge is in the best fiscal interests of Missoula County. 4. The Maclay Bridge Alliance's repaired bridge alternative would still violate safety standards. Even if the bridge is "fixed", rehabilitation would not fix the three dangerous curves at or near the bridge which violate standards and are accident clusters. A "fix" would not put the existing bridge in compliance with FEMA standards for clearance for a 100 year flood event and thus its survival of a large flood is questionable. A "fix" would not address the numerous unknowns about the stability of the foundation conditions of the existing bridge as well as the age and strength of its steel and concrete members, not to mention its environmental impacts on the river. And finally, a "fix" would not transform that old one lane bridge into an efficient, safe, two lane bridge. 5. A South Avenue bridge would meet the long term traffic plans for the area. South Avenue is an existing, identified arterial route and one of the few direct east-west routes in Missoula. It is the main means of access in and out of Target Range with major infrastructure and traffic flow already directed there. It has major facilities along it, such as the fire station, Community Hospital, and Big Sky High School, and the Fort Missoula offices complex, the museum, and the recreation complexes. Those who want to keep the existing bridge because they hope it will stop growth and thus somehow preserve an idyllic Target Range rural environment are being highly unrealistic. Unfortunately, along with this lack of realism, there also seems to be a large element of

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		"NIMBYism" at work. Keeping the bridge at the current site will only continue the environmental damage and economic waste caused by "out of direction" travel as drivers must divert from South onto North Avenue then back on River Pines Road. 6. No bypass would be created. The creation of a west side bypass, which seems to have become a favorite suburban legend among some, is refuted in the report on page 61, Table 14 and page 63, Figure 6. State traffic demand modeling shows that with a South Avenue bridge, traffic will DECREASE north of Hwy. 93 on the Blue Mountain Road by up to 400 vehicles per day by the year 2040. On Blue Mountain Road just south of its intersection with Obrien Creek, the model shows a DECREASE of 350 vehicles per day. And only a minimal increase of 300 vehicles per day is projected by 2040 on the Kona Ranch Bridge with a South Avenue bridge. Thus, there will be no bypass created by a new South Avenue bridge. 7. There will be no need to widen the west end of South Avenue. Opponents state that millions must be spent to widen South Avenue west of Clements Road. This is addressed on page 64 of the report, where it states: "As currently configured, South Avenue west of Clements Road may able to accommodate up to 7,300 vpd according to the theoretical roadway planning capacities found in the 2008 Missoula Long Range Transportation Plan (Table 6-1)." MDT sources have told me the 7,300 vehicles per day capacity means South Avenue west of Clements will safely handle current projected traffic volumes and will likely be able to handle future projected traffic for up to 20 years before improvements may be necessary. By the year 2040, however, traffic volumes may require some improvements to that portion of South Avenue which MDT estimates could amount to up to $1.9 million. If those improvements are necessary in 27 years, other funds may be available to address them at that time, particularly if all of South Avenue is classified as an arterial route. Summary: The existing bridge may be "quaint" and "picturesque" to some, but it is dangerous and a major problem to others. It causes frequent traffic accidents and drownings. Fully loaded school buses are right at the bridge's 11 ton weight limit and fire trucks must straddle the centerline and travel 5 miles per hour (report, p. 18). The bridge failed up to 5 times in the past with the last major washout in 1948. The whole bridge was rebuilt in 1952 with parts of an old Blackfoot River bridge. The foundations of the piers are unknown and could wash out in the next spring flood. If that bridge fails in the future, west side access for forest fires or home emergencies would be delayed. And the county would have to bear the costs to fix or replace it. Up to 2,610 vehicles per day (vpd) cross the old bridge daily and the report shows this will grow to 5,650 vpd by 2040. The safe standard for a one-lane bridge is 100 vpd. Common sense calls for its replacement. Please issue your decision. You should accept the recommendations of this report and issue your decision soon after the report is final. You will have everything you need at that point to make an informed decision. If this issue is allowed to further twist in the wind, the public discourse will only get more shrill and divisive. There are those who will want to delay your decision and its implementation further by calling for new studies and more NEPA analysis. If you decide to advance the South Avenue bridge project, please point out to the Federal Highway Administration and MDT that little if any additional environmental analysis and public involvement are necessary and that the current study has shown there is no significant new information or changed conditions since 1994 that have not been addressed. Sincerely, Michael Burnside

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47	02/18/2013 *Robert Schweitzer*	At the beginning of this study, we had high expectations regarding this study that would be lead to an unbiased report and recommendations. Sadly, the draft report has not achieved its stated goals for a number of reasons. This letter focuses on only one of the reasons, funding. The Planning Team claimed insufficient information to advance a rehabilitation option, so the "Neighborhood" developed an engineered preliminary plan with a detailed cost estimate, at its own expense. It demonstrates there is adequate information. Throughout this study we have repeatedly been told that federal funding is not available for a rehab option because the bridge cannot be brought up to current standards. We have examples showing that federal funding is available through provisions for design exceptions for historical bridges. Our rehab option offers broad neighborhood support, cost effectiveness for all government agencies, adequate traffic flow with built in calming qualities, improved safety for pedestrians and bicyclists. Other states across the country rehabilitate historic bridges with federal funds. There can be no doubt that many of these bridges do not meet current design standards. Some have deck widths less than Maclay Bridge, with far more serious structural deficiencies, yet they are being rehabilitated with federal funds rather than replaced. The only impediment to federal funding for this option is unwillingness by state and county engineers to waive self-imposed standards with a context sensitive design exception. We ask that you re-evaluate the rehabilitation option and advance it as a reasonable alternative that neither requires immediate upgrades to service streets and roads, nor does it require further extensive study and permitting. It can be implemented sooner, enjoyed more quickly, with the least disruption for the neighborhood and the community at far less cost than a new bridge replacement. Thank you, Robert M Schweitzer
48	02/18/2013 *Michale Sterbis*	I am writing in opposition of a new bridge on South Avenue to replace the existing Maclay Bridge. I have two main objections. One, I believe the Planning Study is incomplete because it focuses on the existing bridge or replacement bridge and does not take an in depth look into the deficiencies of the roads (specifically South Avenue) that lead to the proposed replacement bridge. Secondly, and more importantly, there is almost no discussion at all about how building a large, two lane bridge is going to affect the Target Range Neighborhood. Almost the entire study was spent discussing bridges. There is no discussion whatsoever about the amount of work that would need to be done on South Avenue. There is no discussion about what to do about the blind hill on South Avenue as it drops into the river bottom. There was no discussion about the off angles at the intersection of South and Humble. There was no discussion about the width of South Avenue west of Humble or the need for bike lanes on South Avenue west of Humble. There was no discussion about proposed speed limits on South Avenue. While there was comment on accidents in the area, there was no specific discussion made on the large number of vehicles that end up sliding off South Avenue into the adjacent irrigation ditch, and how many more slide offs would be predicted based on the increase in traffic if a bridge was put on South Avenue and how to mitigate that. There is no discussion about the impact on an increase in traffic on South Avenue as it passes Target Range School. While there were predictions about how much traffic would increase on South Avenue, there was no discussion at all about how accurate these predictions might be. These are all very important questions that

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		were completely ignored as the study focused primarily on the bridge itself. Had these discussions occurred, it could very well bring out the deficiencies that exist on South Avenue and the cost to the county in correcting these deficiencies. This could very well lead to a preferred alternative that did not include a bridge on South Avenue. I believe the study is seriously flawed because it has ignored completely the safety issues on South Avenue. There was also no discussion about how the increased traffic that would come from this new bridge would affect the Target Range area and whether it fits in with the Target Range Neighborhood Plan. This neighborhood plan, which was endorsed by the Missoula County Commissioners, aims to maintain a semi-rural feel to the neighborhood. Having a one lane bridge achieves that, while building a large two lane bridge and increasing traffic certainly does not. Furthermore, I believe the estimates of increased traffic in the Planning Study are underestimates because no discussion of social issues was discussed, such as how much Blue Mountain Recreation Area traffic would switch from Highway 93 to South Avenue. I urge more consideration of either replacing the existing Maclay Bridge with another one lane bridge, or refurbishing the existing bridge. Both would have a lower cost. Additionally, doing so would have less cost to the county than would be the case once the deficiencies on South Avenue like the blind hill were discussed. And keeping the traffic down by having a one lane bridge on North would mesh with the existing Target Range Neighborhood Plan. Sincerely, Michale Sterbis Missoula, MT
49	02/18/2013 *Daphne Herling*	Below are my comments on the Maclay Bridge Planning Study report. The final recommendation to build a new replacement bridge on the extension of South Avenue does not adequately take into consideration the merits of the rehabilitation plan as proposed by the Maclay Bridge Alliance. The preferred alternative of the South Avenue 1 Alignment has been recommended because it ranks highest on the criteria as determined by the entity contracted to conduct the study, Robert Peccia and Associates. These criteria are insufficient to address community concerns for safety, expense and previous community planning efforts. I would also recommend a serious review of the substantive comments submitted by retired statistician, Don Loftsgaarden, as to the study's methodology. Safety concerns for the Target Range children who currently walk and bike to and from school are not adequately considered by the recommended option of building a bridge across the Bitterroot River at the end of South Avenue hooking into River Pines Road. This option will increase traffic past the school – no-one is trying to deny this inevitability. The increased traffic on South Avenue as this new corridor serves as an alternative route into Missoula from Highway 93 will cause safety concerns for these children. The intersection of Clements and South is already difficult to navigate during rush hour and school opening and closing, with increased traffic this intersection will be a grave safety concern no matter the attempts to mitigate it. Unfortunately concerns about safety are the main reason that less than 13 percent of U.S. children walked or biked to school in 2004, compared to more than 50 percent who did so in 1969. "These concerns are strongly linked to the kind of physical environment children

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		navigate between home and school," said Byoung-Suk Kweon, an environmental and landscape architecture researcher at the University of Michigan Institute for Social Research (ISR). "The greener the route, the more likely it is that children will walk and bike." Rehabilitating the current bridge will address this safety issue AND maintain the character of a sustainable, walkable community. Safety concerns because the current bridge does not have the load capacity for all emergency vehicles is addressed in the Maclay Bridge Alliance plan by bringing a renovated bridge up to a load limit of 25 tons. Safety concerns about the use of the river around the current bridge for recreational purposes can be addressed by enforcing current restrictions and renovating the bridge footings and river scouring. Expense: a new bridge would cost around $7.3 million whereas rehabilitation would be around $1 million. The rehabilitation plan can be implemented sooner, without the costly full NEPA study. It is unfortunate that the rehabilitation plan is prohibited from receiving federal funding, even though similar bridges are rehabilitated all across the country with federal funds. That Missoula County classified the roads so that standards can only be achieved with a 2-lane bridge helped to predetermine the study's outcomes. A case of putting the cart before the horse. Previous planning efforts resulted in the Target Range Neighborhood Plan. A new bridge flies in the face of all the desired goals of that extensive and prolonged public process. Please ensure that the final Maclay Bridge Planning Study includes the rehabilitation of the current Bridge as conceived by the Maclay Bridge Alliance. Sincerely, Daphne Herling
50	02/18/2013 *Steve Seninger*	Below are my comments on the Maclay Bridge Planning Study report. The final recommendation to build a new replacement bridge on the extension of South Avenue does not address important factors that should be part of a decision process for the Maclay Bridge situation. The study by Robert Preccia and Associates is incomplete and insufficient as it omits important cost tradeoffs, safety concerns and totally ignores negative impacts on neighborhoods and the local community in the Target Range-Maclay Bridge area. Preccia and Associates' Study (hereafter THE STUDY) incorrectly and erroneously ranks the South Avenue 1 Alignment as the preferred alternative because of the following factors: 1) Safety is a paramount concern and is ignored in THE STUDY. Increased traffic flows in the South Avenue area due to a new bridge will affect children walking and riding their bicycles to Target Range School and Big Sky High School students who walk and cross South Avenue throughout the day. Increased traffic on Blue Mountain Road and at the intersection of Blue Mountain\O'Brien Creek\Big Flat Roads will present greater traffic flows through an already dangerous intersection. Increased traffic flows on South Avenue will also affect emergency access to Community Hospital, families who utilize the South Avenue playing fields and the recreational pathways along South Avenue and potential future development of a Montana University College of Technology Campus in the area.

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		2) A two lane South Avenue bridge will generate a significant increase in traffic and WILL NOT meet or satisfy some ill-specified "Future traffic and road capacity needs". A South Avenue Bridge will create more traffic, vehicle densities per day, and accidents-both vehicular and pedestrian/bicycle-thereby nullifying any 'assumed' safety gains. Nor will this two lane bridge meet 'future road capacity needs' rather it will create more traffic problems and, most likely, another short term, short sighted 'fix' in additional road expansions at the taxpayer's expense. 3) The increased traffic flows, congestion, and accidents with injuries and possible fatalities will fundamentally change the rural nature of the Target Range/Maclay Bridge community as well as the zoned pattern of dispersed rural housing on the west side of the Bitterroot River. These communities and neighborhoods have worked long and hard on plans and active involvement to maintain a unique, open space rural characteristic for the area. 4) As a Ph.D. economist I am particularly appalled at the lack of a sober and honest analysis of the cost tradeoffs between the South Avenue Bridge at an estimated cost of a$7.3 million and the rehabilitation of the existing Maclay Bridge at approximately $1 million. Moreover THE STUDY does not include any of the costs associated with increased safety, traffic, and accident problems nor the costs to the community of losing their neighborhood rural identity, costs that can be quantified using existing project evaluation methods. 5) Finally the proponents of the South Avenue Bridge alternative have overstated the safety and traffic issues of the current one lane Maclay Bridge. Their hyperbole based on river channel shifts leading to water safety problems totally overlooks the bigger issue of adequate supervision of an intensely utilized recreation area by anglers, boaters, swimmers, and others-problems that will continue independent of the presence of Maclay Bridge. South Avenue Bridge proponents seem to be largely represented by residents near the existing Maclay Bridge who will have the benefits of a dead-end road 'gated community' if the South Avenue Bridge is built. Please ensure that the final Maclay Bridge Planning Study includes serious consideration of rehabbing the existing Maclay Bridge as outlined and documented by the Maclay Bridge Alliance. Sincerely, Steve Seninger
51	02/18/2013 *Bryan and Darla Steubs*	A letter to Montana Department of Transportation contacts: Sheila Ludlow, Jeff Key, Lewis Yellowrobe, Erik Dickson and Shane Stack. Also addressed to Missoula County Commissioners: Bill Carey, Jean Curtiss and Michele Landquist, Hello to you all and thank you for your public service. We would like to have our impressions of the proposed Maclay Bridge replacement taken into consideration as part of this study process. Two of the major NEEDS listed in the Needs/Objectives section of the Draft Study are listed as Need #3 and Need #4. These needs identify several objectives such as minimizing adverse effects to the Bitterroot River, its wildlife and aquatic inhabitants. Also identified in this section is the need to minimize impacts to the area schools, residences and businesses. We believe that the construction of a faster, wider, two lane bridge, tying South Avenue to River Pines Drive will compromise and violate the needs identified in NEED #3 & 4. It will also significantly impact the rural amenities identified as desirable in the Target Range

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		Neighborhood Plan. A new bridge will directly impact Target Range School, which will see increased traffic and undoubtedly increased speeds. We have lived in the Target Range Area for 12 ½ years and use the bridge often to get to the Blue Mtn Recreation Area as well as motoring to the Big Flat Area to work on construction projects associated with my business. We have never had to wait more than 90 seconds, with most bridge crossings made without any waiting. People in the area have learned how to use the bridge in a first-come, first-served manner. Maclay Bridge etiquette has been very good, with people waiting their turn if they see vehicles idling on the other side. This single lane bridge also acts naturally as a superb traffic calming device. Drivers are required to drive slowly upon approaching, while crossing the bridge and while exiting. These constraints fit perfectly with the Target Range Neighborhood Plan, which desires to keep the area more rural and slower paced. The best fit for all of these objectives is the rehabilitation option forwarded by the Maclay Bridge Alliance. There are several other concerns we have with a replacement option: The high costs and, as of yet, undisclosed costs of all of the infrastructure changes. Much higher taxes will be needed to pay for reconfiguring the South Avenue and River Pines approaches. I have seen the Bitterroot River running nearly as high as River Pines Rd. so I'm sure the infrastructure needed for high water events will be substantial on these two approaches. There has been continued talk about growth in the Target Range Area. Even though there are numerous limitations to expanded growth in the area, we are not sure why a new bridge is needed when it is quite likely that most of the traffic will be moving east, toward Missoula, not west over the Bitterroot River. The low volume of traffic does not indicate a need for a larger span structure and even a modest increase in traffic could be handled with a rehabilitated Maclay Bridge. The lowest impact to the river and the surrounding area would be to implement the Maclay Bridge rehabilitation plan. This plan would increase the load capacity to more than 25 tons and would add a pedestrian/bicycle structure to the existing piers, all for a fraction of the cost of a new structure. This bridge rehabilitation option seems exceedingly logical and it best fits into the Target Range Neighborhood Plan. This option is the least expensive, has the lowest impact and disruption and is perfectly adequate for the volumes of traffic that traverse the area. In this day and age with strained resources being the way they are, we should be looking at reusing what we have, if we can. We believe that the screening process for the new bridge was flawed and the opportunity to improve the existing structure should be given most of the consideration. Don Loftsgaarden, a retired statistician, has been able to prove that the Qualitative Data used in screening the options in the Bridge Study is flawed because of the weighting given to Yes vs. No answers. This fact makes many of the assumptions of the study suspect,… as well as the methodology! There has been a bit of fear mongering and misinformation circulating this neighborhood. The affect appears to have convinced some neighbors to choose to support the South Ave/new bridge option, fearing that the Mount Avenue bridge option would be the next

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		alternative. The Maclay Bridge rehabilitation option is not mentioned by the Common Sense Coalition for some reason. It may have something to do with some of the Coalition Members' proximity to the existing bridge. It is our desire and wishes to see the Maclay Bridge Rehabilitation Option revisited and consequently chosen to improve the connectivity and safety of the area, save infrastructure and money and adhere to a Neighborhood Plan that has wide support in the area. Thank you for your interest in our concerns, Bryan and Darla Steubs
52	02/19/2013 *Deborah Richie*	I strongly oppose a new bridge for Maclay and would much rather see the existing one rehabilitated. The riparian area is very delicate, rich in wildlife, and important to preserve. The new bridge plans are ecologically harmful, and will encourage fast driving with more wildlife being killed, and dangers on the road. Deborah Richie Submitter's IP address: 75.165.207.81
53	02/19/2013 *Angela Lavato*	I am writing to express my opinion regarding the proposed bridge plan. As a homeowner near the current Maclay Bridge, I prefer to keep the same location, and REFURBISH the old bridge. Economically this is more responsible, and preserves the integrity of our rural lifestyle. One lane has NEVER been a concern. Thank you for your consideration. Angela Lovato
54	02/19/2013 *Jo York*	Hello! I am writing to advocate for the rehab plan advocated by the Maclay Bridge Alliance for retaining the single-lane structure, including a separated pedestrian crossing. This rehabilitation plan can be implemented sooner, without the costly full NEPA study. Although this rehabilitation plan is prohibited from receiving federal funding, even though similar bridges are rehabilitated all across the country with federal funds, nevertheless it would be a good option because it can be enjoyed by the public while maintaining the goals of the Target Range Neighborhood Plan, and it represents less than 15% of the cost of replacement. Turning Maclay Bridge into a 2-lane structure is neither possible, nor desirable from the neighborhood perspective.
55	02/19/2013 *Bruce Barrett*	I propose the current bridge be retained, and the Commissioner's consider alternatives regarding restoring the current bridge and improving it, whether those plans are discussed in the overall study or not. I further point out that people who live very near the bridge moved there knowing what it was and what it meant. It is not the purpose of a bridge rehabilitation to enhance private property values for some while devaluing new ones.

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		Further, I know there was a two lane bridge at the location for a long time, the one lane bridge was simply moved there from another part of the county in tough financial times. If there is some legal prohibition to remodeling to make it two lanes again, that legal problem should be focused on. The one lane bridge was a simple and cheap replacement for an existing two lane, do the participants in all of this know that? Perhaps that is a legal angle that is important. But even retaining the one lane bridge is fine, especially with improvements and maintenance. Higher taxes now are too much of a burden. Bruce Barrett, Adair Kanter, Ariel Barrett Residents who have crossed the bridge since moving to the old Maclay homestead land in 1993.
56	02/19/2013 *Frances Owings*	I am opposed to replacing the Maclay bridge in Missoula and believe it would be a better solution to upgrade the existing structure. I further believe it would adversely affect our property on Hanson Drive. Submitter's IP address: 71.210.57.210
57	02/19/2013 *Roy Owings*	I would like to express my opposition to the replacement of the Maclay bridge in Missoula. I believe it would adversely our property on Hanson Drive and create additional , higher speed traffic along South Avenue.
58	02/19/2013 *Anonymous*	What is the current total estimated cost of bridge construction? What is the estimated cost of bridge approaches? What is the estimated cost for rights of way? What is the contingent cost of rehabilitation and widening for South Avenue, River Pines, Blue Mountain and Big Flat Roads to accommodate increased traffic? Will any of these costs be subject to Special Improvement Districts? Will a SID be assessed to the entire county or just among homeowners in the district. Submitter's IP address: 184.166.89.218
59	02/19/2013 *Anonymous*	February 28, 2011 (Jean Curtiss, refusing to attend homeowners meeting) "Replacing the Maclay Bridge is something that Missoula County has been discussing with the state and the citizens for almost 20 years. It is not a project that will happen for 5-10 years, so it is not urgent for us to pull together the information that we feel is needed to respond to questions being raised by your neighborhood." "There is no agreement with the state yet and no projected costs or time line," she said. "We have plenty of time." Public Works director Greg Robertson: They notified us last year it's starting to rise to the top," Robertson said. "But it's still a long way out from happening. To me it's not a real big priority. I've got things that are more immediate that I need to be working on." Submitter's IP address: 184.166.89.218

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60	02/18/2013 *Ryan Zachariasen*	I believe that the removal of the Maclay Bridge and construction of a new bridge on South Ave. is unecessary. Several points can be made but I will just make a few. The Cost differental between constructing a new bridge and just upgrading the existing Maclay Bridge is quite substantial. You can also look at the greatly increased traffic, tax increase, and property value decrease as a few examples. To go with the traffic flow the safety of our children is very much a high priority. The road will need to be widened making traffic dangerously close to our homes as well. The Cons by far outweigh the pros. Submitter's IP address: 71.210.38.167
61	02/19/2013 *Suzanne Schweitzer*	I'm writing in support of rehabilitating Maclay Bridge. Maclay Bridge does not cause deaths. That would be like saying cars, or other inanimate objects, cause deaths. Unfortunately, we all know it is people and how they drive, recreate, or use the objects that cause the deaths. Sometimes it's a tragic accident. If somebody really believed that the bridge was responsible for the deaths, it seems they wouldn't want another bridge built. If these people really mean that the river caused the drownings, I want to say that I have kayaked from Maclay Flats to Kona Bridge and have never been sucked into any whirlpool or noticed any kind of tugging at my kayak when passing under the bridge. People can be seen leisurely floating in tubes above, below, and under the bridge and nobody is getting sucked into a whirlpool or being pulled by a strong current. Many others have made similar testimonies. I'm tired of these emotional, scare tactics that are totally unfounded. After the editorial that was published in the 2/18/2013 Missoulian, I had to comment as I've bitten my tongue long enough.
62	02/20/2013 *Katie Mikelsons*	As a native Missoulian, I feel it is my duty to comment on the proposal to deconstruct the historic Maclay Bridge and build a new 2-lane bridge. As an avid biker, I am in support of rehabing Maclay Bridge to include a bike-ped lane and remaining one-lane for vehicles. Monetarily this makes sense, but it also makes sense to preserve the character of this old bridge, as well as the character of the Maclay Flats area. Why build a totally new bridge when we have one that works? Why put added stress and pressure on the natural habitat? When we build more and wider roads for cars, then we will have more cars on the road. This is called induced demand. We live in Missoula for its beauty, culture, ruralness, and outdoor opportunities. Lets preserve these qualities and put our focus and attention into projects that decrease the number of cars on the road, and increase sustainable forms of transportation, such as public transportation, biking, and walking. Submitter's IP address: 150.131.67.213

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63	02/20/2013 *Deborah Slicer*	20 February 2013 I've lived in the O'Brien Creek area for ten years now, using Maclay Bridge nearly every day. It's beyond me why the Missoula County Commissioners and the Montana Department of Transportation would spend in excess of $7 million to replace a bridge that MDT's own engineers have deemed sound and that everyone who uses it knows is very functional. I've never had to wait more than 30 seconds to cross that bridge, traffic never backs up, there's no stream of traffic stressing the bridge, no issues with emergency vehicles crossing it, no danger to pedestrians or bikers. And closing the bridge certainly won't stop kids from doing dangerous things in summer along that spot in the river. In addition to a colossal waste of money and degrading the Target Range neighborhood, extending South Avenue and building a larger bridge with more traffic across the Bitterroot and very near the Maclay Flat recreation area will most certainly have a negative impact on the wildlife—including deer, the occasional moose, foxes, baldys, ducks, geese, owls, hawks, and many more—who make this stretch of river and open space their home. An extension will most certainly affect the rural character, quiet, and privacy of the Target Range neighborhood. At this point Target Range is the only neighborhood left in Missoula that doesn't have a busy, noisy highway running through or very near it. Residents raise sheep, many horses, goats, chickens, and the occasional cow on their land. Large gardens and even hay fields are still everywhere in this neighborhood. It's actually quiet and traffic is slow. A South Avenue extension would destroy it all, and for what? So that Bitterroot residents can perhaps save five minutes of commute time? At the information meeting I attended a planner insisted we need to build for the "future." Future housing development? A future influx of people moving to the Bitterroot? Miller Creek? Given the economy we can't predict much about the future, especially thirty years down the road. Building an extension now, on the theory we'll need it in 30 years, destroys the area forever. IF there's a need in 30 years, deal with it then. Recreationists of all sorts use Blue Mountain Road at this point, a road that's windy, narrow, and somewhat dangerous for runners, bikers, and a few (crazies) on rollerblades. A number of bike and runners' races follow that road, including the Missoula Marathon. We certainly don't want to encourage more traffic and make things even more difficult or, what's more likely, destroy recreational opportunities along the road altogether. In short, leave well enough alone, please! There's very little to recommend this project, apart from some appeal to a vague and unlikely need for a bypass in the distant future. Thank you. Professor Deborah Slicer [redacted] RECEIVED FEB 25 2013 TRANSPORTATION PLANNING

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64	02/20/2013 *Marcia Kircher*	Planning is essential for healthy, prosperous, and vigorous communities. Planning is a community activity that aims to do the best for the majority. Planning decisions reflect the character of a community. Planning decisions are the foundation of what we value and what we will be like in the future. Collectively, you need to pay close attention to the efforts done just 2 years ago by many who worked diligently and earnestly to inform Missoula County planning decisions. It was a cooperative effort of Target Range residents and Missoula County commissioners. It reflected our community character. It aimed to do the best for the majority. It provided guidelines for a healthy, prosperous, and vigorous community. PLEASE REREAD THIS VERY RECENT COMMUNITY PLAN. For convenience, I include just a few sections of the plan that speak to transportation infrastructure, traffic-calming approaches, and the bridge. Marcia Kircher Target Range Neighborhood Plan, Rural by Design, 2010 Page 38...2.3 Transportation Infrastructure (motorized and non-motorized) "Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area. Transportation alternatives must be undertaken to offset potential negative impacts associated with future development, including efforts to reduce the number of motorized vehicle miles traveled to improve air quality." Page 39...Recommendations and Strategies "3) Traffic calming strategies: Construct traffic circles at 33rd Street and South Avenue West (As per the city and county's Master Parks and Recreation Plan for the Greater Missoula Area (2004) - public will access recreational facilities from city park land, Northern Lights development subdivision and Target Range School.) Establish three-way stop signage at the intersection of Clements Road and South Avenue West. See Map 8." "7) Bridges: Continue Missoula County Public Works maintenance of the Maclay Bridge. This bridge is critical for Target Range and Missoula Valley residents to access recreation opportunities in the Blue Mountain, O'Brien Creek and Big Flat areas. The Missoula County Transportation Plan proposes a bridge crossing the Bitterroot River at the west end of South Avenue West. At this time the proposed bridge faces significant financial hurdles. In addition, when the environmental assessment was conducted for the South Avenue West Bridge in 1993, there was significant and nearly unanimous opposition from the Target Range community to constructing a new bridge rather than maintaining the Maclay Bridge. This neighborhood plan has NOT identified a need for a new bridge." Page 64, last sentence, Target Range Neighborhood Plan

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		"The choice is becoming clearer every day: either we implement the recommendations in the neighborhood plan or the neighborhood characteristics that 88 percent of the residents said were "Very Important" will be lost." Submitter's IP address: 184.166.78.89
65	02/20/2013 *Trevor Williams*	McClay Bridge Planning Study, KEEP THE ORIGINAL BRIDGE. Lets just maintain a historic bridge and not waste millions more and a building project that isnt necessry. Submitter's IP address: 130.22.190.5
66	02/20/2013 *Chelsea Chandler*	I would like to enter my support for the option to Rehabilitate Mclay Bridge, keeping only one lane for cars while adding a bike/pedestrian lane. If it is true that this rehabilitation would only cost 1 million dollars versus the new bridge plan that would cost 7 million I think that the least expensive plan is the best option. Plus I don't feel that we should encourage more traffic in that area. My grandparents live in that area and it is prized for its safety, quiet and rural feel and I think widening the bridge would encourage increased use of cars in that area that is not necessary. Submitter's IP address: 184.170.46.164
67	02/20/2013 *Vickie Mikelsons*	To: Maclay Bridge Study Planning Team and Missoula County Commissioners Please take note that I strongly urge the Missoula County Commissioners to decide in favor of rehabilitating the Maclay Bridge rather than replacing it with a new bridge extending from South Avenue. My reasons follow: The rural nature that the Target Range area lends to our community is a great part of why so many of us choose to call Missoula home. To build a two-lane bridge off of South Avenue, in place of the one-lane Maclay Bridge, is to encourage more and faster-moving cars in this neighborhood and to destroy its rural serenity. In a Missoula long-range transportation planning meeting that my daughter and I participated in a little more than a year ago at the Holiday Inn Parkside, the overarching choice of the 150-200 people who showed up to discuss and come to concensus on recommendations for how a $90M transportation budget should be spent for the coming 20 years in this community was to DISCOURAGE more roads being built and more vehicles from being on the roads and instead ENCOURAGE more public and alternative transportation. The recommendations were, in place of building wider and more roads, that we should increase the number of bus routes and/or the frequency of buses traveling those routes as well as encourage other alternatives such as car-pooling, walking, bicycling. This vision would serve to maintain a more rural environment, help curtail some fuel consumption, and help maintain a cleaner "airshed." The Maclay Bridge is more in keeping with those recommendations and vision than the proposed two-lane bridge. The cost of rehabilitating the Maclay Bridge is estimated at less than $1 million while the proposed two-lane bridge would be $7.3 million. The rehabilitation of the existing bridge would provide the added support needed to meet emergency vehicle weight/load requirements, plus a separated pedestrian/bicycle crossing.

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		The Maclay Bridge adds historic and aesthetic value to our community and the Target Range neighborhood. A great number of bicyclists, runners, walkers (including Missoula Marathoners) enjoy the quiet and charm of the one-lane bridge and rural route. The Maclay Bridge acts as a "calming device" of sorts because it slows traffic. Please say "NO" to a new bridge and "YES" to rehabilitating the existing Maclay Bridge. Vickie Mikelsons
68	02/20/2013 *Robert Kircher*	Negative Bias in Maclay Bridge Final Draft Report The final draft of the feasibility study gives the impression that it is a detailed and objective review of essential matters regarding the need for the replacement of Maclay Bridge. On closer examination, however, this is unfortunately not the case. The study shows negative bias by implication and fact. The study seriously reduces the significance of the very recent Target Range Neighborhood Plan and in so doing ignores what 88% of the residents report as “very important” to the life and future of this community which is to maintain the existing bridge. Please re-read this well-crafted plan that was agreed by the county commissioners. Further, the study mentions that at present and for the foreseeable future the existing bridge is safe, provided routine maintenance is adequately performed. Nevertheless, the study focuses on and is preceded by a view that bridge “public safety” is a chief concern. The overall narrative of the study pivots on a negative bias using data that is unexamined, poorly explained and lacking substance. Too, the study’s primary conclusion and ultimate recommendation for a new, two-lane replacement bridge contributes to this bias. A sharp example of feasibility study bias is found in the use of the “crash cluster data” reported at either approach to Maclay Bridge over a period of ten years. The ‘crash’ data is general and vague. There is no report of incidents involving injuries, serious or fatal, or that any more than one vehicle was involved in any given incident. What the data actually reveals is that for a decade or more there have been an average of about two (2), low-level incidents per year. The report does not and refuses to state the obvious: the vast majority of daily traffic across the bridge today, as in the past, to include emergency vehicles and school buses, continues to move safely, courteously, calmly and without incident. I trust the county commissioners will deal carefully with this evident bias. Too, it is not that the Planning Team is unaware of the bias. It was pointed out to them in several ways, many times during the breakout, public comment sessions. It is unfortunate and disappointing that the Planning Team rejected the “rehabilitation plan” that was brought to its attention. Refurbishing the existing bridge is consistent with a nearly unanimous community desire for such. Robert Kircher

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69	02/20/2013 *Dale and Carma Bosworth*	Dear Ms. Ludlow, This letter is in regard to the Maclay Bridge study. We live in the Target Range area of Missoula but are not directly affected by any of the alternatives. We drive across the Maclay Bridge about twice a day and while the one-lane bridge is but a minor inconvenience, we believe it should be dismantled, the piers removed and the bridge replaced with a modern two lane bridge off South Avenue for the following reasons: · Two separate studies by different people have recommended the Maclay Bridge be replaced with a bridge off the end of South Avenue. We believe the Study Team did a good job of corridor analysis and listened to and considered input from the public on all sides of the issue. Their recommendations are sound and reasonable. · South Avenue is a main arterial road and a crossing there would eliminate winding around and through several streets in the neighborhood. In addition it would provide a straight alignment onto River Pines Road which would be much safer than the current alignment. · It is doubtful that Maclay Bridge would survive a major flood event. Parts of the bridge have washed out before and will undoubtedly wash out again if not removed. · We believe the current bridge has negatively affected the river channel over time and is a huge environmental problem that needs to be corrected. Environmentally the bridge has adversely affected the natural flow and altered the shape of the river bed. This effect extends both upstream and downstream from the structure. Ecologically those effects are unacceptable. · Maclay Bridge is unsafe. There have been a number of deaths associated with the current bridge over the last 30 years. Some of these deaths are from jumpers who climb into the steel structure and jump from the part of the bridge into the scour hole under the bridge and others may be due to the unsafe large whirlpool in the scoured area under the bridge. · It is a sound economic decision to address needed infrastructure cost with already collected federal tax funds rather than imposing mill levies on the community. We recognize that with every decision you make there are winners and losers. Some people living on South Avenue believe they will be adversely affected by a new bridge off the end of their street. However, most people living there knew that location was a desirable location for a bridge when they bought their property. The correct decision for the long term good of Missoula County is to build a bridge connecting South Avenue to River Pines Road and removing Maclay Bridge. Dale and Carma Bosworth
70	02/20/2013 *Anonymous*	I want to keep the maclay bridge a one bridge with pedestrian lanes! Submitter's IP address: 72.174.144.41

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71	02/20/2013 *Cristin Zachariasen*	I disapprove the removal and rebuilding of the Maclay bridge. I think it will bring nothing but more traffice to the area and we already have plenty that goes up and down South Ave. We have to think about the safety of our school children. I live on South Ave just past Target Range school and I see how people blatenly disregard the posted speed limits. I worry for my safety and for my young childs. I do not want to see a new bridge put in. Submitter's IP address: 150.131.76.249
72	02/20/2013 *Anonymous*	At a time like this when unnecessary spending should be limited, please do not consider a project that is unnecessary, potentially harmful and will end up costing tax payers more. Why is this necessary? The overwhelming facts support that a new bridge is actually not needed and the fact that the county reports their priority is safety seems to be a fallacy as it is obvious that a bridge on South Ave would pose far more risks. Thank you. Please listen Commissioners. Submitter's IP address: 184.166.89.218
73	02/20/2013 *Whitney*	In opposition to a new bridge. Safety: It is true that the current bridge is subpar-and that something needs to be done, either a renovation or a new construction. The county reports that their focus is on safety however none of the concerns regarding the safety impacts of a new bridge voiced by the public have been addressed. 1. Having a new bridge at the end of South Avenue would create a straight away from reserve to river pines road. This direct route would pass CMC, Village Senior Living, Big Sky Highschool with greaterthan 1000 students, Fort Missoula where many children play soccer, tennis, softball and rugby, many pre-schools, and Target Range Grade School with ~480 students. 2. With a new bridge construction at South the traffic would be dramatically increased, especially during school drop off and pick up times between 7:30-8:00 am and 3:00-4:00 pm. 3. There would be an increased number of teen drivers as Florence and Lolo feed Big Sky Highschool and a more direct route for those students would be over a new South Avenue bridge. 4. Target Range School recently is working toward obtaining a Safe Routes to School Grant-to improve bike and pedestrian safety, and a direct route with a South Ave. Bridge would be in direct opposition to the schools goal of a safer area for kids. 5. The current Maclay Bridge diverts traffic away being a one lane bridge with a round a bout access, while the new bridge plan would attract traffic being direct and 2 lanes. 6. As for swimming safety-The current bridge has been blamed for swimming accidents, and unfortunately a couple of deaths over the past 20 years. Risk comes with all swimming areas, and there have been just as many/if not more accidents in other highly populated swimming areas without a lifeguard-it is not the bridge itself that causes accidents. Also, would a new bridge be any safer, or would we potentially be doubling the risk to swimmers with 2 bridges? One individual by the named of Mr. St Peter who is in favor of a new bridge construction stated that "I would love to see the current bridge

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		torn down with a RIP sign in its place!" While the majority of Missoula citizens expressed they would rather not see a RIP sign there, as potentially it would lead to many RIP signs by the schools. 7. A point to think about-Do most accidents occur because of car accidents due to increased traffic or from swimming near a bridge? Expense: This is a very import concern that affects everyone in Missoula and not just those who live near the current or proposed new bridge. 1. The money available to build a new bridge is only for the construction-It does not cover the right away/approach costs, the extensive environmental assessment that would need to be completed, does not cover expenses for improvements that may need to be made such as a stoplight near Target Range School or widening or River Pines Road do to increased traffic, or maintenance-that would all be covered by tax payers. 2. Estimated cost after a thorough environmental assessment in 1993 including the costs of the right away and approach were greaterthan 13 million dollars. The new study in 2012 gives an estimate of greaterthan 7 million for only the bridge construction, therefore leaving greaterthan 6 million extra to be covered by the tax payers as increased prices would be expected from 1993-2013. 3. At this time the County has already spent greaterthan 200,000 for the partial planning study that does not include the extensive environmental assessment and other necessary work ups that tax payers would be expected to pay for. 4. Estimated cost of Maclay bridge renovation=$ 1/10 the cost of a new bridge. Submitter's IP address: 184.166.89.218
74	02/21/2013 *Jim Roach*	My name is Jim Roach and I am submitting commentary regarding the recently completed Maclay Bridge Planning Study draft report prepared by Robert Peccia and Associates. My Wife and I own a home on Humble Rd in Target Range. We feel very fortunate to live in this special place (since 1992). Target Range is a unique neighborhood and Missoula is much richer for having it as part of the larger community. This neighborhood is very rural with a wide variety of housing types interspersed with gardens and pastureland and is flanked by riparian ecosystem, much of which is covered by conservation easements. I believe a lot of the reason that the area has escaped the rampant grid style development seen in many other parts of the valley is that there is no major transport artery that runs through it. The rivers and McCauley's Butte tend to make this a quiet backwater in the Missoula Valley. Residents of this area have worked hard to keep its unique character. Robert Peccia and Associates (RPA) is an engineering firm and as a result this report is most heavily concerned with engineering matters such as bridge ratings, traffic flows, grid interconnections, traffic modeling alga rhythms and the like. While they did include many stakeholders in the process and they held a series of informational meetings to hear public comment, I feel that the concerns of the local community (Target Range, Big Flat, O'Brien Creek, and Orchard Homes) were heard but not particularly considered in the resulting draft report. To a large extent I believe the reason for this is that the people living in the neighborhood who will be most impacted by all of this are more concerned about the unique character and environmental value of the area than the most direct grid connection and the most efficient way to move traffic through the neighborhood to conform with traffic models developed for the next 40 years. We don't see our

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		home as a grid or traffic route. I would say that the greatest fear of most Target Rangers is that the recommended two lane bridge will provide a shunt to carry traffic from US Highway 93 S into Missoula, avoiding the Reserve St corridor and the big intersection at 93 and Reserve. While we have been assured numerous times that the purpose of this bridge is not to create any kind of bypass, many of us feel that there is a very good chance a bypass will develop, by default if not by design. In the draft report itself (p.82) the authors suggest that improvements such as left and right turn lanes at intersections along the part of South Avenue between the bridge approach and Clements can allow the bridge system to accommodate as many as 9,600 vehicles per day. And all this traffic will be sent via a straight shot right past Target Range School and the students traveling along South on their way to and from school. That's a scenario no Target Rangers can accept, but one that is enabled by the recommended plan. South Avenue west of Clements is not conducive to increased traffic flows. It's a quiet residential and rural road that ends at the Bitterroot riparian zone. There are a lot of driveways entering the road and a number of homes between Humble and Clements are very close to the road. Improvements needed for South Avenue apart from the bridge approach are not considered in this report. Rest assured that nobody living here wants to see it become a thoroughfare. If it becomes apparent at some future time that a two lane bridge is required, the North Avenue option seems less disruptive to the neighborhood character. The road already carries traffic crossing the river. For traffic that is eventually going south or accessing neighborhoods between 3rd and South Avenue further east, the backtrack shunt along Clements can't be that big a deal. Some traffic will be shunted away from Target Range School and the turns involved will surely slow the flow (a definite plus). The matter of efficient grid connection (OS7) in the report is one of the issues in which the North Avenue option fell short of the preferred, but this seems counter-intuitive to me for the reasons mentioned. The other two factors in which the North Avenue option fell behind the recommendation are in number of private properties impacted and number of structures impacted. These are critical considerations to be sure. I don't envy anyone who has to make this decision. But I think if the need for bridge replacement is eventually apparent, North Avenue should be carefully considered beyond the screening results listed in the study. Target Rangers on both sides of bridge including people living in the Big Flat area and O'Brien Creek, by a vast majority, have expressed opposition to the recommendation made in this report. Presently Maclay Bridge is meeting our needs. The bridge can be refurbished to accommodate 25 ton vehicles (emergency vehicles and busses) for much less than a new 2 lane bridge would cost. Do we really need to spend more than 7 million dollars for a new bridge based on future traffic modeling? It doesn't seem like this is a really good time to spend this amount of money against the wishes of the people most impacted. Let's not put the special character of this historic neighborhood at risk for the perennial sacred cow of moving more traffic at a faster pace to accommodate quicker commuting and increased development in the future. I believe most residents who spoke at the meetings feel that the current bridge serves as an effective traffic calming device and tends to limit the volume of traffic coming from 93. In a strange way it also promotes civility and a stronger feeling of shared community as folks know the importance of patiently waiting their turn to cross the bridge when there are backups. Smiles and waves are the most common interactions between passing bridge users. There may be a time when a larger bridge is needed, but this is definitely not that time. Thanks very much for your consideration of my comments. Sincerely, James T. Roach

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75	02/21/2013 *Brian Riggers* *(also forwarded by Kathy Armstrong)*	The planning study appears to be extremely biased towards the ultimate goal of supporting a new bridge at the South Avenue location. To this end, I would like to address a few key points that are not discussed in the study. These points are of concern to county taxpayers and should be considered by the Commissioners in determining whether or not to move forward with the project. My comments fall under the umbrella of "not enough important information from regulatory agencies has been obtained regarding mitigation and ultimate project design criteria to adequately portray costs". It is my contention that the Commissioners are not being given an accurate portrayal of the total project costs, and these costs will be passed on to taxpayers. Taxpayers deserve better than this. On page 25, the study states "Wetland impacts should be avoided to the greatest extent practicable". I am interested in hearing the explanation for how constructing a new bridge across a 600 foot floodplain and permanently eliminating 1-2 acres of wetland achieves this. When the USACOE becomes involved (and they should have already been involved to accurately develop a "study"), wetland offsets or mitigation will be required. Have these locations been identified? They will likely be very expensive, and these costs should be added to the cost of a new bridge because somebody will have to foot the bill. Page 26 of the study speaks to fish and wildlife resources – "Montana Fish, Wildlife and Parks should be contacted during the project development process….to minimize encroachment and associated riparian impacts and impacts to fish and wildlife resources to the extent practicable". In order for the Commissioners to get an accurate assessment of fish and wildlife issues and costs associated with the proposals, FWP should have been contacted during the planning study. The Bitterroot River is an extremely important recreational fishery, the riparian corridor provides important linkage corridors for wildlife species, and there is a tremendous amount of river use in this area by the public. These are all issues that FWP has responsibility for managing, and development of a proposal to this point without their involvement exemplifies the myopic answer driven planning process that I am concerned with. To actually "minimize these impacts to the extent practicable, FWP, along with regulatory agencies like USACOE and USFWS, should have been at the table from the beginning. Site selection (and the discussion of building a new bridge versus using the one in place that already has the impacts) is one of the key steps in avoiding fish and wildlife impacts. If the fish and wildlife management agency, regulatory agencies, and other important individuals responsible for managing these resources like the County Floodplain Administrator or the Conservation District aren't involved in the planning study, then really their input isn't brought in during development but only as hurdles to move through to get to the end goal. This doesn't provide for an above-board decision making process and it ultimately ends up in longer than projected timelines which causes the project to run over budget. And again the taxpayers will pay the bill because we surely won't change course once the contract adjustments start coming in or the bids are higher than the study suggests. If there has been any involvement with these agencies, then I believe their input should be made public and especially should be made available to the Commissioners so they know what they are agreeing to. On Page 51, in the cost approximation section, it was assumed that the bridge would be 20 feet past the river bank on both sides. The Q2 flow at this site is 14,500 cfs and Q100 is 32,500 cfs, so I would like to know which "river bank" is used for this approximation of the bridge span. Defining the width of the river (and therefore the necessary length of the bridge) can vary a huge amount (hundreds of feet) in a flat floodplain like this between different flows. The USACOE and USFWS will have specific requirements for flows that the bridge will need to accommodate. I would like to know precisely what flow was used and how any level of certainty that this will be the ultimate bridge span could be developed if the regulatory agencies haven't even been consulted with yet. Again, this could result in huge cost changes in the proposal, and may ultimately lead to a different decision if presented to the Commissioners.

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		On Page 51 and 53, in the ranking section, under "Affects to Aquatic Resources", the ranking is designed to give the highest points (7) to the longest floodplain crossing and the lowest points (1) to the shortest crossing. How can you possibly conclude that the South Avenue New Bridge options (3E.1 and 3E.2) would affect a shorter distance (not only shorter, but significantly shorter – to the extent of 7 for the existing and 2 and 3 for the new crossing proposals) than the existing bridge? There is no floodplain at the existing site. The current bridge approaches are riprapped from toe to toe. In fact, there is a riprapped dyke for several hundred feet along the west bank. This supports the bridge approach and protects homes – it also impacts a large amount of floodplain. This will not be removed even if a new bridge is built – where does this impact play into the ranking system? This site should receive a 1. The proposed South Avenue new bridge location would permanently eliminate several hundred feet of floodplain – it should receive a 7. Again, this ranking seems incredibly subjective and appears to be driven only by the objective of developing a study that supports a new bridge. As I mentioned, I am deeply concerned that the Commissioners are not getting an accurate or unbiased study upon which to make their decision. They deserve better than that because their jobs are on the line. More importantly, the people of Missoula County deserve a fair process in making these types of decisions that affect resources and neighborhoods and can cost taxpayers huge amounts of money. Thank you for the opportunity to comment.
76	02/21/2013 *Helen Orendain*	RESPONSE TO THE 2012 -2013 MACLAY BRIDGE FEASIBILITY STUDY By Helen H Orendain, Without question as a property owner and resident of Missoula, I am opposed to the decision by the foregoing study administered by the Montana State Department of Transportation , MDT, to build a new bridge replacing Maclay Bridge. Our property, nearly ten acres, has been in the crosshairs of the agency. My dealings with MDT goes back nearly eight years when our family returned from a vacation to find our acreage peppered with red flags. A surveying company authorized by MDT had surveyed our property in our absence with no prior permission. It seems since our land projects out onto Blue Mountain Road creating a curve, the agency is fixated on cutting into the hill. MDT engineers have provided me with numerous renderings showing how the road could be widened to come within thirty feet of our deck. Of course, we, the owners, were never consulted during the drafting process. Given my history with MDT, the feasibility decision to build a new bridge was inevitable in my judgment. Whether by incompetence, hubris or design, the October 7, 2011 Memorandum of Understanding with Missoula County has been abrogated by actions of the Pre-NEPA/MEPA study group: □ Public Communication was stifled. Contrary to promises for public involvement, interested parties were prevented from speaking at planning meetings. Meetings were cancelled and rescheduled without notice to the public. □ Failed to determine whether improvements were feasible. Frank Muth, a local bridge engineer, created a comprehensive analysis of the Maclay Bridge rehabilitation. The Muth report was summarily dismissed by the group. □ Disregarded Target Range Neighborhood Plan, an available resource. The plan provided valuable data not known to the group including overwhelming documented sentiment by the area residents to retain the Maclay Bridge. Missoula County Commissioners had all signed off on the document. In a 2011 Montana Supreme Court decision, Heffernan vs. City of Missoula, proponents of the Rattlesnake Neighborhood Plan prevailed elevating the legal significance to such plans . The Supreme Court claimed governing bodies must

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		substantially comply with the neighborhood plans. □ Misled the public with misinformation on federal funding for rehabilitation of bridges. To buttress the argument to replace Maclay Bridge, the group claimed in the final proposal that federal funding was only available for replacement. WRONG. According to the federal Highway Bridge Program , off-system bridges with a sufficiency rating below 50 are eligible for federal funding. Maclay Bridge has a sufficiency rating of 27.3 and is classified as deficient to qualify. □ Failed to inform public Maclay could be eligible for Ctep federal funding to rehabilitate the bridge. Ctep, Community Transportation Enhancement Program provides federal funding for a variety of improvements including rehabbing historic bridges. Maclay qualifies as an historic bridge but the funding was not disclosed to the public as an available resource by the planning group . □ By narrowing the scope of the project, information to the public was narrowed as well. By the group focusing on the bridge as an isolated project the group avoids factoring the upgrade costs of the adjacent roads. A two-lane bridge will create more traffic. Cars on the new bridge will spill onto substandard, narrow winding roads. Surfaces are slim, narrow width, no shoulders, inadequate room for bicyclists and runners. Precisely the complaints against the Maclay Bridge. The public needs to know the total cost of a new bridge including the cost of upgrading South Avenue, River Pines, Big Flat and Blue Mountain Roads. The plan is incomplete without that information. □ Failure to upgrade substandard roads places residents in peril. By failing to upgrade the adjacent roads to the new bridge our residents are in danger. The county would risk significant liabilities. It is short-sighted of the group to not consider the repercussions of failing to upgrade and the cost of such upgrades. □ Upgrading costs would place Missoula residents in financial peril. The planning group has avoided dealing with upgrade costs since it is evident the feds would not pay those expenses. Once the public figures out the total cost of the bridge there will be a public outcry. MDT claims 40 feet is standard width for a safe road. It does not take a civil engineer to figure out our narrow roads would require major surgery to conform. The Missoula County taxpayers would be stuck with the cost. The MDT planning group had a responsibility to provide an accurate, objective feasibility study. It is apparent the group failed but created a contrived report with the single purpose of supporting a new bridge. Hopefully, the Missoula County Commissioners will take a more reasoned approach to assess the situation and consider the impact of a new bridge on the community.
77	02/21/2013 *Anonymous*	Thank you for all the work done on this study. I am in oppostion to a new bridge at this time. I do not think a current need hass been shown, and there are mainy safety concerns associated with a new bridge. I am in support of a rehabilitation option. Submitter's IP address: 170.173.16.10
78	02/21/2013 *Anonymous*	We like the traffic calming nature of the existing Maclay bridge. The neighborhoods on the east and west side of the river are rural in nature. We want to preseve this. Submitter's IP address: 170.173.16.10
79	02/21/2013 *Carol Kraft*	I believe a new bridge down South Ave is the best long range decision. South Ave has always been a Main Street in Missoula. Please go forward with the plan for a new bridge on South Ave. Submitter's IP address: 69.145.146.253

Comment ID	Date and Name	Comment
80	02/21/2013 *Thea Ethel Koehler*	As a resident of the Orchard Homes/ Target Range area of Missoula, I use the Maclay Bridge regularly by car and by bicycle. I hope the state will pay close attention to the Target Range Neighborhood Plan of 2010 that reflects the needs and desires of the community and provides guidelines for improvement of the Maclay Bridge, NOT the construction of a new bridge. Sincerely, Thea Koehler Submitter's IP address: 72.174.68.60
81	02/13/2013 *Anonymous*	I work at Community Medical Center. Please do not make it more unsafe to come to work by increasing traffic along South Avenue by adding a new bridge at the end of South. Submitter's IP address: 71.210.37.237
82	02/21/2013 *Anonymous*	I trust that the County Commissioners will honor the Target Range Neighborhood Plan that the Commissioners endorsed, and take our concerns into account. The neighborhood does not want a new bridge. Those few in favor of a replacement bridge live adjacent to the old bridge, or are friends of those who do. "Data" on motor vehicle accidents and drownings have been inaccurately reported. Thank you. Submitter's IP address: 71.210.37.237
83	02/21/2013 *Anonymous*	I am opposed to a new bridge in this pristine area of the Bitteroot River. The "preferred " option calls for removal of the existing bridge and construction of a new bridge at a different site. Why would we disrupt two areas of the river? There is no acute "need, only a possible need. The existing bridge can be rehabilitated. Why are the planners not considering this option seriously? Submitter's IP address: 71.210.37.237
84	02/21/2013 *Anonymous*	Did the study take into account how much more it would cost to upgrade South Avenue and River Pines Road? Did the study look at existing easement available at the existing Maclay Bridge site for a rehabilitation option? Submitter's IP address: 71.210.37.237

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85	02/21/2013 *Anonymous*	I am very concerned about the potential increased traffic on South Avenue if a new bridge is built. I live in [redacted] and it is already very dangerous to turn onto or off of South. The same problem would occur at both Big Sky High School and Target Range. A new bridge would put senior citizens and school children at significantly increased risk. Submitter's IP address: 71.210.37.237
86	02/21/2013 *Lois Schelvan*	I have lived at [redacted] since 1999. I find no problem with keeping the Maclay bridge at its current location on North Avenue. Summers get a little noisy and busy around the bridge with teenagers congregating, jumping off the bridge, etc., but that is probably nothing compared to the noise that would be generated by a new bridge and thoroughfare for traffic if the bridge were reconstructed at South Avenue. Please, just upgrade the Maclay Bridge at North Avenue for a much lower price tag than building a new one at South Avenue. This neighborhood does not need a new bridge. The existing bridge acts as a traffic calmer and is the appropriate bridge for this neighborhood. Thank you. Lois Schelvan P.S. Maybe money could be spent on developing the small county park that exists on the east side of the river right at Maclay Bridge. Submitter's IP address: 63.153.104.25
87	02/21/2013 *Anonymous*	4. The study was characterized by a professional statistician, Don Loftsgaarden, as seriously flawed in its methodology, particularly an arbitrary and mathematically unsound scoring system which produced, in his words "nonsense". The flawed system tilted the playing field toward the new South Bridge and against the McClay rehabilitation option. Attention is invited to Mr. Loftsgaarden's paper on this for details. The planning model did not give enough weight to the fact that for the majority of the people in the community, the priority is to maintain the safety and character of the area; it is not a priority to move as much traffic through the area as "efficiently" as possible, especially when this would degrade the area, diminish overall safety, and significantly increases noise and air pollution all long South Avenue. Submitter's IP address: 184.166.89.218
88	02/21/2013 *Anonymous*	The key question here is how to provide safe, effective travel over the Bitterroot River in a way that meets the needs of the community, but is of a size and scale appropriate to our rural setting. This question forces us, in turn, to confront several difficult choices, including: A. Choosing between protecting the safety and aesthetic, quiet character of the neighborhoods along South Avenue West, which is what the heavy majority of local residents want, versus moving more traffic through the area more efficiently, which is what the planners are going with in their recommendation for a South Bridge.

Comment ID	Date and Name	Comment
		B. Choosing to impose on the South Avenue neighborhood, a very intrusive project, and in the process wrecking a large, pristine section of the river, in order (possibly) to improve a smaller, already developed section at McClay. This recalls the infamous Vietnam fallacy of "destroying the village to save it". C. Choosing between pushing forward with a very costly South Bridge project without knowing what it will really cost the taxpayers in taxes already paid, plus additional revenues needed to make up what isn't paid by federal funding, versus clearly establishing in advance the full, comprehensive cost before committing to the project, and informing the people of the price tag ahead of time. D. A corollary choice is whether to acquire as much federal funding as we can get before some other project does, versus finding a way to deal with this problem using far less money, namely by rehabilitating McClay Bridge. In the end, the money is all coming out of taxpayers' pockets, regardless of the particular pot it's drawn from. Submitter's IP address: 184.166.89.218
89	02/21/2013 *Anonymous*	1. The planners had claimed that "public input" was very important, but this was not evident in the planning process or report. During the 2012-13 process, members of the public could attend public meetings, but were not allowed to speak, eliminating the chance for "input" there. Many requests for information from the planners along the way were deflected or denied. For example, the choices of screening criteria, which largely predetermined the outcome of the study, were not revealed until the report was finalized, again eliminating the chance for input as to which factors should be given weight in the decision. It was apparent ultimately that the Target Range Neighborhood Plan (TRNP) which emphasized preserving a rural, safe neighborhood, was largely discounted, as was the opposition of the public to a new South Bridge expressed in every meeting about the bridge in the last 20 years. As if to emphasize this problem, it was announced at the beginning of the January 31 meeting the comments made at that meeting would not be recorded, essentially saying to the public "we'll go through the motions of public input, but what you say isn't important enough to document, or include in the outcome and recommendation of the study. Send it to us in writing." This tactic will naturally limit public response. It was also apparent to those trying to follow the planning process over the last year, such as members of the McClay Bridge Alliance, that the option to rehabilitate McClay Bridge was consistently downgraded in the internal guidance and "marching orders" given the planners by their supervisors along the way. Early in the process, the McClay rehabilitation option was split by the planners into two extremes, both seemingly destined for elimination. A "middle" option of fixing the McClay Bridge in place to standards which would accommodate all safety vehicles and for which a plan already exists (the Muth Plan) was not seriously considered, despite repeated attempts by stake holders to keep that option open. In ignoring the Muth option, the planners violated their mandate to identify financially feasible alternatives that address the needs and objectives defined by the community. Submitter's IP address: 184.166.89.218

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90	02/21/2013 *Deborah Talarico*	Please consider my comment when making a determination concerning the Maclay Bridge issue. I moved from the east coast to Missoula ten years ago. While viewing Missoula initially, I felt that the only area with a cohesive structure that wasn't segmented by years of various zoning was the area west of the river and so bought in the Big Flat area. It has maintained the integrity over the years and continues to be one of the most beautiful parts of the City. I believe this area would be adversely affected by a new bridge. When I have visitors from other parts of the country, the first place I bring them is Maclay Bridge. I would encourage the State and local officials to do whatever is in their power to maintain the existing bridge so as to keep the beauty of the area and the reason so many of us moved here in tact. There is no amount of studies that can be done that would negate the obvious risk on elementary school children by encouraging increased traffic on South Avenue. The whole make-up of the area will be adversely affected by Missoula's rabid need for federal funds to change what so obviously is the make-up the residents wanted when they bought here. Do not rush in your need to make things better and bigger when it will take from us what we sought in moving here. There is not now a traffic problem at the bridge but if you built it, they will come. I urge you to let us keep the last best thing in Missoula, Maclay Bridge. Deborah Talarico
91	02/21/2013 *Willis Curdy*	Proposed Maclay Bridge Replacement Jeopardizes Safety As the primary writer of the transportation portion of the Target Range Neighborhood Plan, the committee I led sought the opinions of numerous Target Range residents. In addition, the long-range transportation plan for Missoula County was reviewed in an effort to attain compatibility with the long-range plan while meeting the needs of local residents. Our Target Range plan emphasized safety and consistency with what Target Range residents have come to expect concerning traffic issues. Unfortunately, the Maclay Bridge Planning Team's report contradicts many of the values held by Target Range residents especially when the issue of a replacement for the Maclay Bridge and the safety of local residents are concerned. In their draft report, the Maclay Bridge Planning Team goes to great length in an attempt to justify a replacement bridge by citing the "unsafe" condition of the current one-lane bridge and the accidents that have occurred on the approaches to the bridge. The report's rationale is that the history of accidents on the approaches dictates that both the bridge and the approaches in not meeting AASHTO standards will lead to a larger number of accidents if left in place. What the report fails to offer is that building a replacement bridge at the west end of South Avenue will create a safety hazard over a much larger area than on or at each approach end of the current bridge and that the accidents occurring at the current bridge location are the result of speed and impaired drivers rather than bridge design. The Maclay Bridge provides a significant calming function for motorists using North Avenue and River Pines Drive. Drivers recognize that they must slow down to make the turn onto the bridge, or stop and wait for traffic approaching in the opposite direction, or proceed with caution while pedestrian/bicycle or horse traffic cross the bridge. With a new twenty-eight foot bridge with a relatively small turn, the calming device provided by the current bridge is removed. Two twelve-foot driving lanes with a guard-rail or concrete barriers on each side will encourage traffic to move faster, and conflicts with pedestrian/bicycle/horse traffic using the same lanes will lead to more life-

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		threatening situations not found with the current bridge. Justification for this statement is the result of numerous regional and national studies which recognize that wider, straighter driving lanes encourage faster traffic speeds. With a new South Avenue bridge more individuals and commercial vehicles will utilize the bridge as a way to escape Reserve Street and other congested roads in the Missoula City core. This is already happening on the Kona Ranch/Big Flat and Blue Mountain corridor. With additional car and large truck traffic, the welfare of students crossing South Avenue at Target Range School and Big Sky High School will be compromised. In addition, increased traffic and higher speeds at each end of a new bridge will jeopardize the safety of residents living along South Avenue and River Pines Drive. Additionally, the four-way intersection at River Pines, O'Brien Creek, Blue Mountain, and Big Flat Roads will become more hazardous with increased traffic moving through the sight-limited intersection. Blue Mountain and Big Flat Roads with see additional traffic. Both roads consist of narrow driving lanes which wind through a largely rural area. In addition, large numbers of wildlife cross these roads moving from summer and winter ranges to access the Bitterroot and Clark Fork Rivers. Increased traffic/wildlife encounters can be expected. Also both roads are heavily used by bicycle and pedestrian traffic. Recent bicycle/pedestrian and vehicle encounters have resulted in runners and cyclists being forced off these roads by car and truck traffic. Fortunately, at this time no one has suffered life threatening injuries or death. Yet the probability of a fatality will increase with higher volumes of traffic on these substandard roads. In summary, the proposed bridge location transfers and expands the Planning Team's safety concerns to a much larger area, while jeopardizing the health and welfare of more individuals and subjecting local residents and drivers to more serious accidents than are currently experienced. Target Range/Blue Mountain/Big Flat and O'Brien Creek residents challenged the value of the feasibility study at the beginning due to its narrow focus. The failure of the report to address expanding the safety issues encountered on all affected roadways confirms the skepticism on the part of local residents to the value and accuracy of the Maclay Bridge report. Respectfully, Willis Curdy
92	02/21/2013 *Anonymous*	I am concerned about the length of floodplain the approaches to the proposed South Avenue Bridge would require. These areas are vulnerable - The existing bridge has approaches that are better protected from high flooding. I am also concerned that the South Avenue Bridge will increase traffic, noise and pollution in an immediately adjacent wetland. Additionally, the road areas approaching the proposed bridge have high deer traffic - Increased speeds in these areas would increase the risk for serious deer - autobile collisions. THis is also a corridor for osprey and eagles- what would the impact of increased noise and traffic exhaust be on these species. I am concerned about the effect on the trout fishery if an additional area of the river is distubed. Submitter's IP address: 170.173.16.10

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93	02/21/2013 *Marjie Heyman*	What is the real need for a new bridge? Maclay's Bridge is a wonderful historical artifact of Missoula. We typically travel over the bridge once a day; having said that, there is not so much traffic on the bridge that we have to always wait for others to cross (and when we do, we perhaps wait for a few seconds). The curving River Run Road leading up to and away from the bridge slows down traffic, which is another plus, especially given the neighborhood atmosphere. The comments in the plan that there is stream erosion around the foot of the bridge is a bit misleading - as a geologist, there is almost always a shift in channel topography when any bridge is built, so to indicate that it only has happened at Maclays, but wouldn't happen at a new bridge is incorrect. Finally, while I can understand how those living by the bridge get frustrated with swimmers during the summer, if they think that no one will come by to swim anymore just because there is a new bridge, or that Maclay's is no longer there, then they are fooling themselves. People will continue to use the area, and perhaps even more so, since it will be a dead-end (no traffic, so why not go there). Keep Maclay's bridge, use the money to redo the Russell street bridge, and give stiffer fines to those who illegally park near Maclays. It would be terrible to let this go. Submitter's IP address: 66.62.194.236
94	02/21/2013 *Anonymous*	The study does not accurately reflect the impact on the floodplain or the amount of fill required for the east side approaches to the proposed South Avenue Bridge. Adding additional fill to the flood pain and floodway could impact residences to the south of the roadway, as it would result in an artificial barrier to normal floodwater flow. The fields west of Hanson Drive flood each spring, with flowing water. Altering this natural flow would likely impact aquatic resources. Much of the proposed approach lies within the floodway of the flood plain . The floodway in fact starts right around Hanson Drive and extends 1000 feet from the existing banks, and another 200-300 feet of floodplan (flood fringe), according to the offiicial floodpllain map) The flood plain map link for this area is found at the following link:ftp://www.co.missoula.mt.us/opgftp/Maps/FEMA/PDFImages/30063C1455D.pdfis I would also encourage you to look at the aerial photos of the 1997 flood. The banks around the approaches to the existing bridge are already protected with riprap that can not be removed as some residence near Maclay Bridge would flood without that protection. Why would we want to impact yet another portion of the Bitterroot River, a treasured and rare resource? Submitter's IP address: 170.173.16.10
95	02/21/2013 *Linh Hoang*	Please consider the following comments concerning the Maclay Bridge Planning Study: The planning study's stated purpose was to "identify feasible improvement options to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agency, and other interested parties." The information provided to identify improvement options in this planning study are used in a manner that appears to be biased towards a pre-determined recommendation. The planning study's Needs and Objectives, Screening Criteria, and final Recommendations were developed based on incomplete information in the Existing and Projected Condition Report (EPCR). Below are examples of information used without context to form Needs and Objectives, Screening Criteria, and the final Recommendations. Data used without context is misleading to the public and the County Commissioners who are the final decision makers. In many cases there is no rational connection between the data provided and the findings and recommendations of the study plan.

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		Use of the following data to form the basis for the Need and Objectives, Screening Criteria, and Recommendations is fatally flawed due to lack of context and overlooking relevant information that the public would need to provide feedback and the County Commissioners would need to make an informed, rational decision. 1. Crash Analysis, Section 4.4 of the ECR (p. 17-20) – The crash data provided here lists several contributing factors for the crashes (dark conditions, driving too fast, careless driving, alcohol). It is unclear how a one lane bridge has contributed to dark driving conditions, or people driving too fast, or people driving carelessly or people's choice to drive under the influence of alcohol. Based on the information provided in the EPCR, attributing the crashes to the one lane bridge would be arbitrary and capricious (as it is unwarranted by the facts provided). In my opinion, the one lane bridge would help as a "calming effect" and slow traffic down. It appears that there would be other less expensive traffic safety alternatives that would reduce the potential for these contributing factors rather than build a two lane bridge in another location. These other safety alternatives that address the real root-cause contributing factors were not fully explored in the Planning Study. The study also lists failure to yield as one of the contributing factors to the crashes, but it fails to explain if the failure to yield was at the one lane Maclay Bridge or other locations on North Ave. Again, another area where the report fails to disclose the full context of the data provided. The report simply states, "Seven of the 12 crashes involved more than one vehicle. The most common contributing circumstances were inattentive driving and failure to yield." (ECPR, p. 17-18). This information is incomplete and it would be arbitrary and capricious to use the information to infer that the one lane bridge is contributing to these crash incidents. The report also states that crashes have occurred at "horizontal curves" on Blue Mountain, Big Flat and River Pines Drive roads. The only crash that seems relevant for this discussion (to me) would be the crashes on River Pines Road and North Ave as River Pines Road and North Ave traffic would receive less traffic due to bridge relocation. Again, careless driving, driving too fast, darkly lit conditions, and alcohol were listed as contributing circumstances – Not the one lane bridge adjacent to these crashes. It is unclear how construction of a very-expensive-to-the-taxpayer, two lane bridge at another location would help minimize dark driving conditions, or people driving too fast, or people driving carelessly or people's choice to drive under the influence of alcohol. Any mitigation reducing these crash potentials at the South Ave recommended location could also be implemented at the existing location at far less tax payer expense. The report also attributes the reported crashes to the bridge approaches (horizontal alignment, shoulders, roadside slopes, clear zone obstructions, lack of lighting). Again, the report simply makes this statement without rationale to support it. Simply supplying the crash numbers in the vicinity of the bridge does not support that the crashes are attributed to geometrics of the approach roads. There is also information that is missing from this report that would provide greater context for assisting in framing the needs/objectives and to help the decision makers and public understand the recommendation of the study plan. It would help to compare the crash data with other bridges in Missoula. Are the data provided for Maclay Bridge similar, higher, or lower than one lane or two lane bridges in Missoula? Are there far few crashes at Kona bridge because a two lane bridge was constructed there? For the volume of traffic that currently uses Maclay Bridge, are the crash numbers unusually high or low or average for that level of use? 2) Travel Times , Section 4.5 of the ECR (p. 21-22) – I am assuming that this section is supposed to provide the basis for the assertion that there is a need to reduce delay times for emergency responders (Need Number 1). This section simply provides a comparison of travel time along varying routes using Maclay Bridge and without using the bridge. The study makes a statement that if

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		Maclay Bridge is inaccessible, travel routes and times would be longer. This conclusion is rational (even without having done the driving times.) What is not rational is use of this data to jump to a needs statement that states that reducing delay of emergency vehicles is needed based on this data. Again, the Study Plan is missing context and information that would be relevant to the discussion. The following contextual information was overlooked and is needed before a rational conclusion can be made about the need for reduced emergency response time. a. How often and for what time periods has Maclay Bridge been inaccessible in the past? b. Has inaccessibility of the bridge reduced response time in the past that has caused concern from the emergency response providers? c. Have the emergency response providers in our community raised concerns about their response time when crossing this bridge in the past? d. Is Community Medical the only medical facility that responds to emergency on the other side of the bridge or does St. Patrick's also commonly respond? Note that, ambulance or fire department responses unit are not attached to either hospitals, and depending on where the emergency is, responders may come from either South Ave by Maclay Bridge, or from Mullan Road by Kona Bridge. 3) The need for two lane bridge – Several places in the planning study discuss the criteria or need for a two lane bridge or two way access. This need is based on the criteria that "single-lane width of the bridge being sub-standard for current traffic volumes" (EPCR, p. 28). Again, the study lacks context for this statement. The following additional information is needed to help understand the need for a two lane bridge. a. The study does not discuss the regulatory requirements to meet American Association of State highway Transportation Officials (AASHTO) standards or whether these "highway" standards should be applicable or comparable to collector bridges such as Maclay Bridge. b. Is this a discretionary standard or is it a regulatory requirement of all bridges? Why is it OK to have one lane bridges anywhere if this is a standard that is non-discretionary? c. The study fails to discuss design exceptions that permit decision makers to allow for relaxing standards for off-system routes. Without this other contextual information, the study overlooks important information needed for meaningful public opinion/response. In addition the County Commissioners need a more complete discussion in order to make an informed decision that does not appear arbitrary and capricious. Use of the crash data (as provided in the EPCR) to support a need for a two lane bridge at another location would appear to be arbitrary and capricious. If there are other reasons the State or County wants a two-lane bridge at South Ave., I request that they just simply state the reasons and be honest with the public. It seems a waste of tax payer money to have spent approximately $200,000 on a planning study to provide basis for a pre-determined recommendation. I may not agree with the reasons, but the reasons should be founded on information that has relevancy to Maclay Bridge and the community. 4) Capacity demands – The study uses the need for providing future capacity demands as one of the screening criteria. However, it fails to discuss what meeting "capacity demands" means. Does it mean that traffic needs to flow at a certain rate? Or the bridge needs to be able to handle a certain load for a certain amount of use during a day? Does it mean to control unreasonable delays? I looked up one

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		definition of traffic capacity which states "It is the maximum hourly rate at which vehicles can reasonably be expected to cross a point on a roadway during a given time period under prevailing traffic roadway and control condition." So what is this hourly rate that the Target Range Neighborhood wants? Is this rate different from what the County or State wants? A two lane bridge would undoubtedly increase this rate, but is this what the community wants? Is it acceptable for the community, the State, and County Commissioners to meet the increase in traffic growth by maintaining the rate of flow as it is now or even decrease the rate of flow? What statute or other driver is creating a need to increase the rate of flow through the Target Range Neighborhood? If the community knows that there is a one lane bridge at this crossing, it may encourage them to take an alternate route. But if there is a two lane bridge that is designed for certain capacity or certain rate of flow, and the community knows this, then the increased traffic will automatically follow. If you build it they will come. I recognize that there could be increased traffic in the Target Range Neighborhood with the expected growth, which will potentially increase use of the Maclay Bridge. I believe that a one lane bridge can be used as a traffic control device to slow down traffic and also encourage drivers to take an alternate route rather than travelling through a residential neighborhood. I feel a two lane bridge would create a driver mentality that higher speeds are safe. I believe there are studies out there that show that smaller driving lanes reduce driving speeds. It was probably the very reason why the City of Missoula has put smaller driving lanes leading into some of the Elementary Schools (e.g. Rattlesnake and Franklin). 5) Planning Construction Cost – The screening criteria failed to consider other variable cost (such as right-of-way acquisition, project development activities, environmental mitigations). Some of these costs were included in Section 6.2, but should have been included as part of the screening criteria. These other costs (in addition to the cost of approach road upgrades/maintenance) were not considered in the criteria without explanation. As a tax payer I would expect that the County Commissioners would want to factor in these other costs in the screening criteria when evaluating a recommendation. The County Commissioners would want to be fiscally accountable for the decisions they make in spending tax payer money. Without disclosure of the actual cost that include these other "variable costs", the County Commissioners could appear fiscally irresponsible in acting in the best interest of the constituents they represent when making a decision regarding where to go with this study plan. The public has entrusted them to be fiscally responsible with county funds, which would mean they would need to be fully informed prior to a decision about using tax payer funds. Public Involvement and Environmental Review The Planning Study was also supposedly designed to "help facilitate a smooth and efficient transition from transportation planning to future environmental reviews should a project be developed." Because of the 1) lack of relevant information, 2) lack of context for the data provided, 3) and lack of proper use of public involvement, it would be difficult for this Planning Study to be used for an easy transition into an environmental review process that would be consistent with the National Environmental Policy Act (NEPA) Guidance for how the Montana Department of Transportation and its partners on how to link planning study process with NEPA is provided in "Montana Business Process to Link Planning Studies and NEPA/MEPA Reviews" (MDT, 2009). Several inconsistencies are noted with the Maclay Bridge Planning Study process and the process outlined in the above document. For example, the screening criteria were never discussed with the public prior to public availability of the draft report and recommendations. The Screening Assessment was stamped "Final" on January 4, 2013, more than 3 weeks before the public meeting on

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		January 31, 2013 when the criteria and results were presented to the public for the first time. As demonstrated above, many of the screening criteria were based on existing condition data that did not support rational, reasoned conclusions. The public should have been able to review and provide feedback and suggestions for other criteria prior to the options being screened. The Business Process document states, "Identified corridor and transportation needs, issues, goals, as well as developed screening criteria and objectives, will not be considered final until after resource and other agency and public review and comment." (MDT, p. 3-4). Although the planning team and contractor may assert that the screening criteria are not "final" because the report is just "draft", it would appear that the process was misapplied because screening of the options and recommendations was conducted prior to public input on these criteria. This procedural lapse appears disingenuous and does not give confidence to the public concerning the validity of this planning study's process as a mechanism for the County Commissioners to make a fair and unbiased decision. The Business Process document also states, "Document the public involvement process, including comments received and response given." (MDT, p. 1-4). It appears that where public comment helped corroborate the pre-determined recommendation, it was used and referenced. However, where public comment did not appear consistent with the pre-determined recommendation, the planning study ignored comments and did not explain or discuss why the comment was not used or was not relevant to the planning study. Thank you for considering these comments. I look forward to seeing a response to these and other public comments in some form in the final report. Sincerely, /s/ Linh Hoang
96	02/21/2013 *Dana Headapohl*	21 February 2013Re: Comments to Maclay Bridge Draft Planning StudySheila LudlowMDT Project Manager2960 Prospect AvenuePO Box 201001 Helena, Montana Dear Ms. Ludlow,As an environmental engineer and occupational/environmental physician, I am concerned that some issues do not appear to have been accurately addressed by the study.The fields west of Hanson Drive flood each spring, with flowing water. Altering this natural flow would impact aquatic resources, as the patterns of flood water flow would be altered. Much of the proposed approach lies within the floodway of the floodplain . The floodway in fact starts right around Hanson Drive and extends 1000 feet from the existing banks, with another 200-300 feet of floodplain (flood fringe), according to the offiicial floodplain map). The flood plain map link for this area is found at the following link: ftp://www.co.missoula.mt.us/opgftp/Maps/FEMA/PDFImages/30063C1455D.pdf I encourage you to look at the aerial photos of the 1997 flood. The study does not accurately reflect the impact on the floodplain or the amount of fill required for the east side approaches to the proposed South Avenue Bridge. Adding additional fill to the flood plain and floodway would result in an artificial barrier to normal floodwater flow, and would impact residences to the south of the roadway, and possibly compromise the integrity those homes' existing septic systems.The banks around the approaches to the existing bridge are already protected with riprap that can not be removed as some residence near Maclay Bridge would flood without that protection.Why would we want to impact yet another portion of the Bitterroot River, a treasured and rare resource?Thank you for your consideration of these issues. Sincerely,Dana Headapohl

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97	02/21/2013 *Charles Stevenson*	I am Charles Stevenson residing at [redacted]. I have comments on the maclay bridge. Safety to the public should be the top concern. The present bridge problems; 1 The approach distances and alinments are dangerous. 2 There are no walk/bike lanes on the bridge or on the west side of the river. 3 The load limits on the one lane bridge are inadequit for emergence vehicles and school bu THE MACLAY BRIDGE SHOULD BE REPLACED. WE NEED BRIDGE TO THE WEST SIDE OF BITTERROOT RIVER. The Target Range Home Owner Assocation and people who live on the end of South Ave do not represent the interests of the people who live west of the Bitterroot river, regardless of how well organized they are or where they set thier hoa boundaries. What the residents of west side need is; 1 Access to Target Range school via a bridge at end of River Pines to cross the Bitterroot River safely. 2 Access for emergence vehicles. 3 A safe way for pedestran and bicyle tarrific travel across the river , leaving Maclay bridge for that use. The county has paid for two studies for Maclay bridge ,both with same result, South ave /River Pines Rd. The studies have been completed , stop wasting money ,construct a new bridge at the preferred site and move foward.

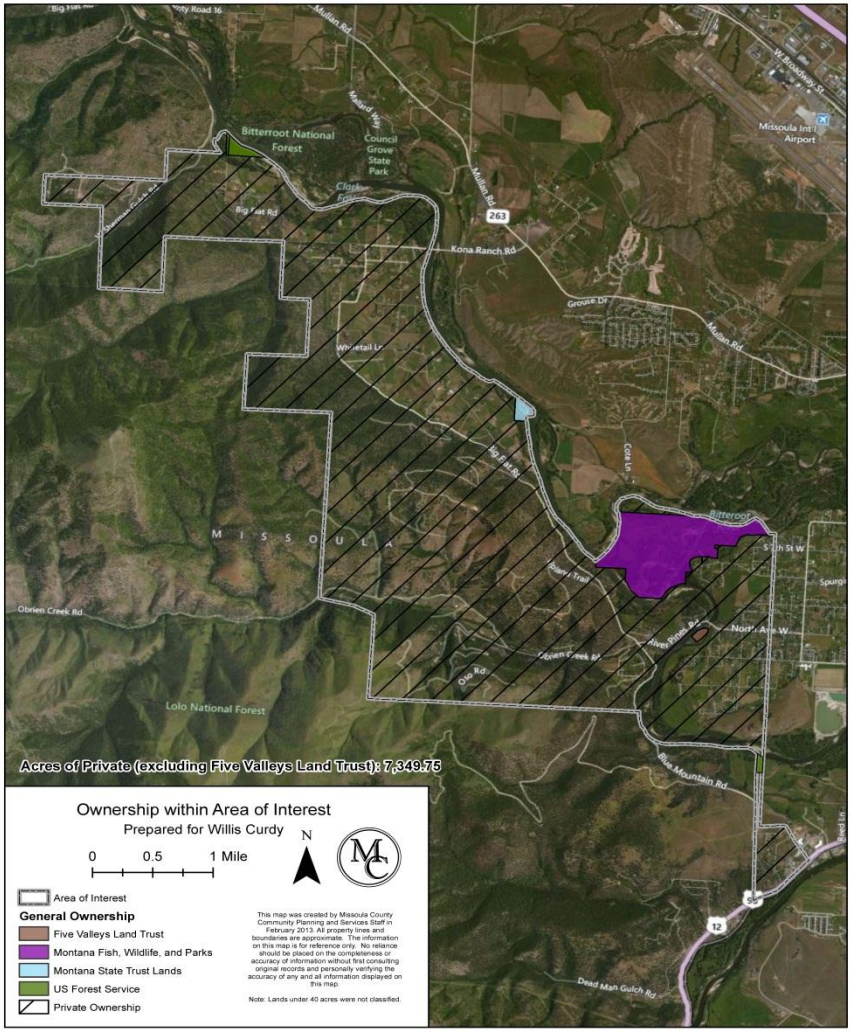
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98	02/21/2013 *Peggie Morrison and Dave Loomis*	Sheila Ludlow MDT Project Manager 2960 Prospect Avenue PO Box 201001 406-444-9193 sludlow@mt.gov February 15, 2013 Public Comment re: Maclay Bridge Feasibility Draft Report MCA 76-1-605 states, Use of Adopted Growth Policy: "The Governing Body...must be guided by and give consideration to...the growth policy for: (a) authorization, construction, alteration, or abandonment of public ways, public places, public structures, or public utilities." Further MCA 76-1-601 details the contents of a Growth Policy "(3) A growth policy must include: (a) community goals and objectives. (4) A growth policy may: (a) include one or more neighborhood plans. A neighborhood plan must be consistent with the growth policy." The Maclay Bridge Feasibility Study flagrantly disregards the goals and recommendations of the Target Range Neighborhood Plan prepared by residents of Target Range following a survey of Target Range residents which identified several goals as being of major value to those living in Target Range and the surrounding areas--1) maintain high quality of air, 2) maintain low traffic volumes and speed limits, 3) look to the safety of pedestrians, bicyclists, horseback riders, and wild life, 4) keep traffic, noise pollution at a level commensurate with the Target Range mantra: "Rural by Design". The Board of County Commissioners adopted the Target Range Neighborhood Plan pursuant to extensive public involvement, research, and public hearings. The Target Range Neighborhood Plan is an essential part of the county wide Growth Policy and should be discussed at length in this study. Unfortunately, the Plan and its key policies have not been given adequate consideration. The Target Range Neighborhood Plan did not identify a need for a new bridge. A new bridge at the end of South Avenue West would increase traffic on South Avenue past the schools, hospital, and residences which would cause a decrease in air quality and increase safety issues for pedestrians, school children, residents attempting to gain access to South Avenue from their driveways, and wild life.

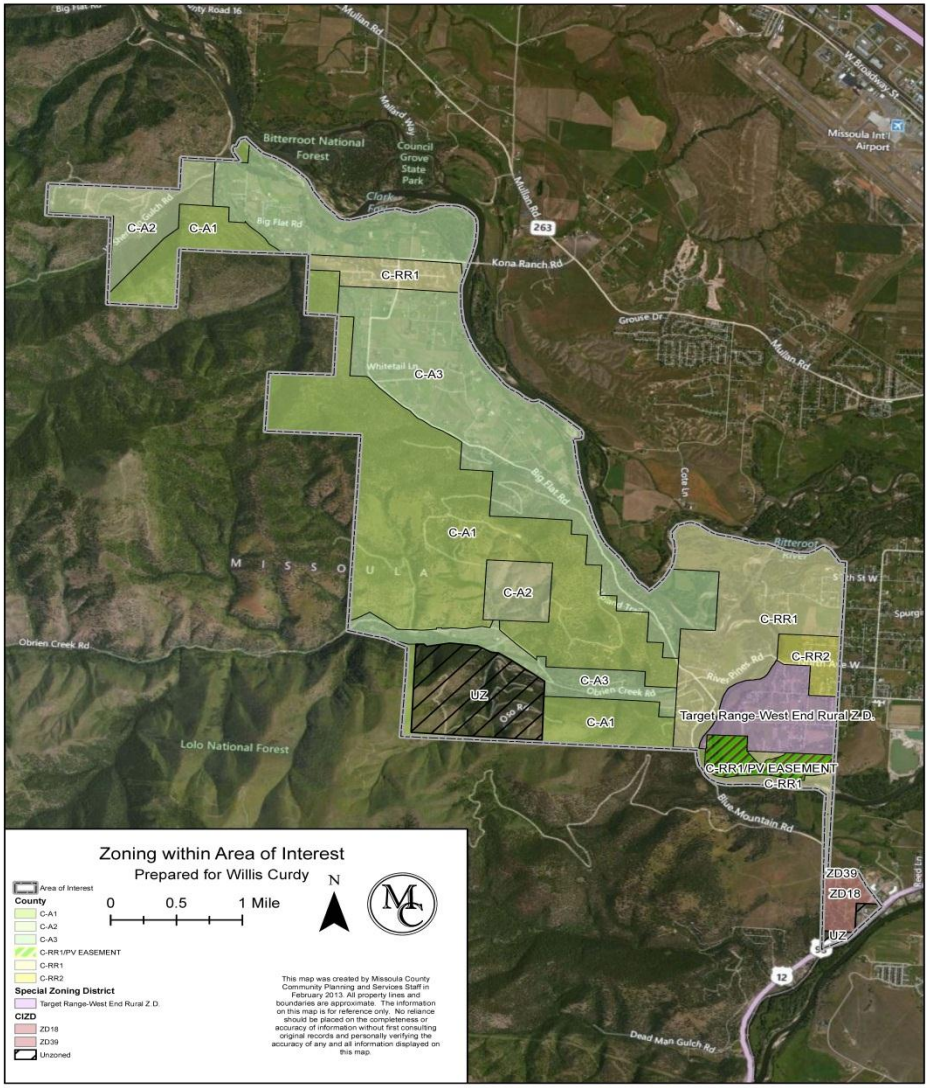
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		Currently traffic approaching Maclay Bridge is spread out over several streets moving west to Clements. Then traffic flows along North Avenue or South Avenue until it merges a block or so from Maclay Bridge where single file traffic keeps vehicular speeds low. What a remarkable traffic-calming device! To quote the Target Range Neighborhood Plan: "Streets and roads within the Target Range neighborhood are heavily used by commuters, school aged children, horse riders, bicyclists and walkers. Future construction…will result in increased traffic and congestion, more vehicle and vehicle-pedestrian accidents, increased noise, and additional air pollution on roads and trails. Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional life style and safety of citizens living within the Target Range area." (Target Range Neighborhood Plan, 2010, p. viii) Residents value the character of our neighborhood. Maclay Bridge is the epitome of our expressed desire to live in a rural and semi-rural environment. "Rural by Design" submitted by Peggie Morrison Dave Loomis
99	02/21/2013 *Willis Curdy*	Impact of South Avenue Bridge on Missoula County Taxpayers In their report, the Maclay Bridge Planning Team attempted to address the cost of the reconstruction of South Avenue from Clements Street to Hansen Drive. It was estimated that the cost for right-of-way purchase, engineering and construction would total somewhere around $1.9 million dollars. These dollars would be the obligation of Missoula County taxpayers since the previously mentioned street is not covered under any state or federal financial support. This would be a significant burden on all county taxpayers. In addition, the Planning Team Report failed to analyze several other key fiscal obligations that would encumber Missoula County taxpayers if a South Avenue bridge were built. No mention was ever made concerning the costs of the reconstruction of River Pines Drive from the west approach end of the proposed bridge. Although not as lengthy as South Avenue is from Clements to Hansen Drive, this road would require right-of-way purchase, upgrade of the siphon carrying Big Flat Irrigation Ditch water under the road, mitigating the impact to O'Brien Creek (an endangered bull

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		trout restoration project), engineering and construction. In addition, if the draft report's traffic model is correct (highly unlikely due to inaccurate data and faulty assumptions) the total reconstruction of a sight-limited, four-way intersection at Big Flat, O'Brien Creek, River Pines Drive and Blue Mountain Road would have to be undertaken. In comparing the distance that would require reconstruction to those quoted for South Avenue, the costs to Missoula County taxpayers would be over $1 million. Little data is available to estimate costs for the intersection, however, the current problems with the intersection could easily push total costs into the $1.2 to $1.3 million range Blue Mountain Road and Big Flat Roads were built as rural roads. Large stretches of each road have 10-11 foot driving lanes. Blue Mountain Road was resurfaced approximately ten years ago. Due to increased traffic volumes, road design and the manner in which the resurfacing was completed, the road is now facing serious deterioration. In addition, the close proximity of the Big Flat Irrigation Ditch and the Bitterroot River make any widening of the road very expensive. The first two to three miles of the Big Flat Road passes through mountainous terrain and is literally cut into the side of Black Mountain for approximately one mile. This portion of Big Flat Road is also encountering significant deterioration due to increased traffic. Both roads have seen significant increases in Ravalli County licensed cars, vehicles from various northern and central Idaho counties as well as Missoula County drivers seeking to escape Reserve Street. A new bridge at South Avenue will encourage more large and small vehicles to use the Blue Mountain/Big Flat/Kona Ranch corridor. As a result Missoula County taxpayers will encounter additional obligations to maintain or reconstruct portions of each road. Missoula County taxpayers can escape a significant portion of the above stated issues and costs if the draft report is amended to state that the rehabilitation of Maclay Bridge is the most fiscally prudent option. To continue down the path the draft report suggests commits Missoula County to a monetary obligation which will raise taxpayer bills while siphoning scarce resources away from projects which would have a positive impact on a larger number of Missoula County residents and businesses. In conclusion, the Maclay Bridge Planning Study Draft Report fails to fully identify the financial burden created by the proposed construction of a new bridge. The lure of federal money to complete the bridge project brings with it a heavy cost to Missoula County taxpayers as well as increased traffic and the hazards associated with driving on narrow substandard rural roads. Rehabilitation of the current bridge is in the best interests of Missoula County. Respectfully, Willis Curdy
100	02/21/2013 *Kathleen Harvey*	Ms. Ludlow, Please consider what the majority of people in the county have said we want; to renovate Maclay Bridge. The studies have been designed to produce the desired result of building a new bridge. Don't let Missoula County join what's wrong with this country....spending beyond our means for something we do not need (or want) instead of fixing the "old" bridge. Thank you. Kathleen Harvey
101	02/21/2013 *Fred Stewart*	Traffic Demand Model Summary: The data generated by the Traffic Demand Model for the Maclay Bridge Study are illogical and thus an unreasonable basis for imposing the negative impacts of any new bridge on the Target Range/Orchard Homes communities. On page 64 of the draft Maclay Bridge Planning Study, the statement is made that, "The need for roadway improvements all the way from a new South Avenue Bridge to Reserve Street may not be necessary." Later on that page it is stated, "Traffic volumes should be monitored to determine the usage of the route and if the upper volumes are realized". Exactly the same logic should be used with a Rehabilitation Option for Maclay Bridge. If the projected traffic demand really does develop in the future, it will be possible to build a new bridge at that time, likely more than 30 years in

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		the future. If a new bridge is built now, the negative impacts on the community are not hypothetical, but real, beginning immediately, and they are irreversible. Until such time that traffic demand increases to hypothetical projected levels, the Rehabilitation Option would provide adequate access for what is primarily a local access bridge. Ultimately, providing convenient access for automobiles is only one area of concern for any community. It is not necessarily the highest community priority, certainly not for the Target Range/Orchard Homes communities and the larger Missoula community. Traffic Demand Model Details The Traffic Demand Model (TDM) used for the Maclay Bridge planning study is a "black box" that is used to predict traffic volumes 30 years in the future. The fact that the model is used by the MDT as well as Missoula County in their planning departments is apparently supposed to give the tool credibility. Like all such computer models that are used to predict the future, we have to consider the results in light of their reasonableness, given information about the inputs used in the model. In the case of the TDM, we are told in Study Section 3.2.3 that the model "incorporates land use planning found within the Missoula County Growth Policy, including zoning, and also reflects the preferred growth scenario found within the Urban Fringe Development Area (UFDA)". During the 19 years of traffic data shown on Table 1 there were periods of strong housing development in the Big Flat and O'Brien Creek areas on the west side of the Bitterroot River accessed by the Maclay Bridge. To extend a similar rate of growth to the next 30 years is not a reasonable assumption because, without zoning changes, the majority of that area has already been developed. Missoula County now restricts development on slopes greater than 10% in zoned areas. No slope prohibition exists in unzoned areas, but the only unzoned area west of the Maclay Bridge is in the Lyon Gulch area up O'Brien Creek. It is a relatively small mountain side with limited development potential. Most of the hills that can be developed are zoned one residence for forty acres, and since the slope is greater than 10%, little or no development will occur. A zoning map and aerial photo of the O'Brien Creek and Big Flat areas confirm the modest (at most) residential development potential of the west side of the Bitterroot River served by Maclay Bridge. Current residents have shown resistance to zoning changes. Rather than the very large traffic increases projected in Table 2, modest additional growth is much more likely because of limited future residential development. In the past 19 years the AADT on River Pines Road increased 1000 vpd. Rather than an accelerated increase of an additional 3040 vpd at that location by 2040 (as shown in Table 2), it is much more likely that because of reduced residential growth rate in the future, the year 2040 traffic volume growth will be somewhat less than 1000 vpd to a total of approximately 3,500 vpd. So where is the additional volume projected by the TDM coming from? Table 2 and Figure 2 are useful in answering this question. The projected AADT figure for Blue Mountain Road north of Hwy 93 is 3090 vpd higher in 2040 than 2010. The 2040 figure is 3030 vpd higher on Blue Mountain Road near the intersection with River Pines Road, and 3,040 vpd higher at Maclay Bridge. Much of the increased traffic using Maclay Bridge is travelling to or from Hwy 93. Big Flat Road near the intersection with River Pines Road is projected by the TDM to increase 4,680 vpd, 3 and one half times greater than the current level of 1,870 vpd. And this is for an area that is largely built out already. Next, consider traffic projections for year 2040 with a proposed new bridge at the end of South Ave. Table 14 shows a further increase of 1,550 vpd above the no action level of 5,650 at the Maclay Bridge, to a total of 7,200 vpd with the proposed new bridge. And where did that additional traffic come from? That is also a mystery within the black box because traffic from Hwy 93 actually drops along Blue Mountain Road all the way to the proposed new bridge. Big Flat Road would get an additional 300 vpd that apparently passes through Big Flat to Kona Bridge (+300 vpd). There is still an additional 1,600 vpd (1,550 -300 passing through Big Flat + 350 reduction on Blue Mountain Road) that is projected to cross the bridge, to the east side of the river, but it does come from the west side of the river. It just shows up as new traffic on the east side of the river. Could it be tourists who cross the bridge from the east side to the west, and then turn around and go back to the east side? Or fishermen? There is honestly no logic to support the concept that traffic just shows up on one side of the bridge but not on the other side. Somehow the proposed new bridge will attract a projected 7,200 vpd rather than the more

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		reasonable estimate of 3,500 vpd based on development potential on the west side of the Bitterroot River. As stated in the draft Planning Study on page 64, "Traffic volumes should be monitored to determine the usage of the route and if the upper volumes are realized". Although the statement was made in reference to whether or not improvements would need to be made between Hanson Drive and Clements Road, the same logic should apply to the much greater issue of building a new bridge. One of the major reasons given for building the bridge is projected future traffic demand based on illogical results from the TDM. If future traffic does climb to such high levels in 30 years, then the option to build a new bridge still exists. Waiting until the demand exists is a much more prudent action, especially given the negative community, safety and financial impacts associated with a new bridge. In the meantime, rehabilitation of the Maclay Bridge is the only reasonable action to take. So the data presented in Tables 2 and 14 are certainly illogical, but they do show an important concern for the community in terms of the magnitude of possible potential traffic moving through Target Range and Orchard Homes communities. An increase in traffic at the corner of South Avenue and Clements, in front of Target Range School, from the current level of 4,710 vpd to almost double that amount, 9,250 vpd, would be a major safety concern, and it is an increase of 2,700 vpd above the No Action traffic estimate. This is a significant safety concern associated with a project with no demonstrated need. A final comment. Table 14 shows the capacity of Reserve Street near Target Range/Orchard Homes communities is 31,900 vpd and the projected traffic levels are between 47,000 and 50,400 vpd, this is 16,100 to 18,500 vpd (about 58%) above capacity of Reserve Street. This shows there are much more important places to be spending limited resources to move traffic more efficiently than in our community, where the negative impacts of a new bridge are both very large and unwelcome by the residents.

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102	02/21/2013 *Susott Family*	I support fixing the current bridge. I was forwarded a bunch of emails and just want to show support for the current bridge we have. I love living in big flat and that bridge is part of the reason. I like waiving to my friends and slowing down to wait for people to come over the bridge. I feel a new bridge would ruin the feeling of target range. My child goes to target range... I don't want south avenue becoming a superhighway right in front of my child's school. Not sure what I need to do but just wanted to show my support. Sincerely The Susott Family

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103	02/21/2013 *Larry Martin*	The fourth and final public meeting of the planning study for Maclay Bridge was held January 31, 2013. As has been true of every bridge meeting since 1994, a heavy majority of the comments were intensely opposed to a new bridge on South Avenue. However, this was the recommendation of the planning group hired to do the study. The final report of the planning group was not unveiled until two days before the public meeting, but many in the audience had taken the time to read it. A significant majority of the comments were sharply critical. Among the criticisms: 1. The planners had claimed that "public input" was very important, but this was not evident in the planning process or report. During the 2012-13 process, members of the public could attend public meetings, but were not allowed to speak, eliminating the chance for "input" there. Many requests for information from the planners along the way were deflected or denied. For example, the choices of screening criteria, which largely predetermined the outcome of the study, were not revealed until the report was finalized, again eliminating the chance for input as to which factors should be given weight in the decision. It was apparent ultimately that the Target Range Neighborhood Plan (TRNP), which emphasized preserving a rural, safe neighborhood, was largely discounted, as was the opposition of the public to a new South Bridge expressed in every meeting about the bridge in the last 19 years. As if to emphasize this problem, it was announced at the beginning of the January 31 meeting that the comments made at that meeting would not be recorded, essentially saying to the public "we'll go through the motions of public input, but what you say isn't important enough to document, or include in the outcome and recommendation of the study. Send it to us in writing, but the report is already written." Since the planners would look at best indecisive to change their recommendations at this late date, we would be surprised to see any significant alteration of the report, no matter how compelling the arguments and facts are. Now we have to hope and insist that the county commissioners listen to the public better than the planners did. It was also apparent to those trying to follow the planning process over the last year, such as members of the Maclay Bridge Alliance, that the option to rehabilitate Maclay Bridge was consistently downgraded in the internal guidance and "marching orders" given the planners by their supervisors along the way. Early in the process, the Maclay rehabilitation option was split by the planners into two extremes, both seemingly destined for elimination. A "middle" option of fixing the Maclay Bridge in place to standards which would accommodate all safety vehicles and for which a plan already exists (the Muth Plan) was not seriously considered, despite repeated attempts by stake holders to keep that option open. In ignoring the Muth option, the planners violated their mandate to identify financially feasible alternatives that address the needs and objectives defined by the community. 2. Regarding safety, a key rationale in the study for proposing a new South Avenue Bridge is to accommodate a projected higher volume of traffic. Unfortunately in this case, the study largely overlooked or underrated the fact that intentionally routing more traffic onto South Avenue will create a higher volume corridor directly in front of Target Range School, the pre- Larry Martin Maclay Bridge Planning Study Comments 1

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		school across the street, Big Sky High School, Community Medical Center, Village Senior Residence (assisted living), a complex of very busy recreation fields, and scores of residences along South Avenue with narrow yards and short driveways, built with the expectation of low-volume, rural traffic. Since each additional vehicle added to the traffic stream carries with it a risk of accidents, the higher traffic volume would translate to higher risk for everyone in the area, particularly a lot of children and seniors. These increased dangers would outweigh any of the dubious safety improvements claimed for building the South Bridge. Regarding the notion that Maclay Bridge is itself responsible for the accidents in the vicinity, evidence is unconvincing. Most of the traffic accidents in the Maclay area appear to result from the usual factors of excessive speed, alcohol, distraction, recklessness, and poor judgment. Transposing these risk factors onto the long straightaway of the proposed South Bridge, which would inevitably become a magnet for racing and other thrill-seeking, would diminish overall public safety, not improve it. Additionally, alcohol, recklessness, and obliviousness to the risks of fast-moving, cold water, are likely the cause of the river accidents at Maclay, not the bridge itself. The fact that there is a lot of water moving under the bridge, especially in the spring, is mostly due to the re-direction of the river by River Pines Road. The road prevents high run-offs from taking their natural course to the north, channeling the water instead to the east under Maclay Bridge. This effect, and the eddies which always result from re-direction of flowing water, would exist whether the bridge was there or not. Should we take out River Pines Road to allow for natural river flow? 3. The study was, by the planners' own admission, incomplete regarding the crucial item of costs. Their estimate of $7.3 million included only direct construction costs of the South Bridge itself, omitting many other major expenses, such as widening South Avenue, safety mitigation along much of South Avenue, dealing with flood plain issues (see Fisheries Biologist Brian Riggers' very detailed and compelling paper on this subject), irrigation system reconfiguration, etc. It was also very unclear which costs would be eligible for federal funding and which would not, so the ultimate price of the South Bridge, and how much it would cost locally in new taxes, was left hanging. We only know it will be much more than their $7.3 million guess-timate. The latest on this: At the February 12, 2013 planning meeting, it was indicated that if South Bridge is built, 4800 feet of South Avenue reconstruction East of Hansen would not be covered federally, so local taxpayers would be paying that bill. How much we would be paying remains to be seen, but we should insist on seeing it. 4. The study was characterized by a professional statistician, Don Loftsgaarden, as seriously flawed in its methodology, particularly an arbitrary and mathematically unsound scoring system which produced, in his words "nonsense". The flawed system tilted the playing Larry Martin Maclay Bridge Planning Study Comments 2

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		field toward the new South Bridge and against the Maclay rehabilitation option. Attention is invited to Mr. Loftsgaarden's paper on this for details. The planning model did not give enough weight to the fact that for the majority of the people in the community, the priority is to maintain the safety and character of the area; it is not a priority to move as much traffic through the area as "efficiently" as possible, especially when this would degrade the area, diminish overall safety, and significantly increase noise and air pollution all along South Avenue. The key question here is how to provide safe, effective travel over the Bitterroot River in a way that meets the needs of the community, but is of a size and scale appropriate to our rural setting. This question forces us, in turn, to confront several difficult choices, including: • Choosing between protecting the safety and aesthetic, quiet character of the neighborhoods along South Avenue West, which is what the heavy majority of local residents want, versus moving more traffic through the area more efficiently, which is what the planners are going with in their recommendation for a South Bridge. • Choosing to impose on the South Avenue neighborhood a very intrusive project, and in the process wrecking a large, pristine section of the river, in order (possibly) to improve a smaller, already developed section at Maclay. This recalls the infamous Vietnam fallacy of "destroying the village to save it". • Choosing between pushing forward with a very costly South Bridge project without knowing what it will really cost the taxpayers in taxes already paid, plus additional revenues needed to make up what isn't paid by federal funding, versus clearly establishing in advance the full, comprehensive cost before committing to the project, and informing the people of the price tag ahead of time. • A corollary choice is whether to acquire as much federal funding as we can get before some other project does, versus finding a way to deal with this problem using far less money, namely by rehabilitating Maclay Bridge. In the end, the money is all coming out of taxpayers' pockets, regardless of the particular pot it's drawn from. In view of all of the above, but in particular the long-standing, deep public opposition to a new South Avenue Bridge, the increased safety hazards associated with such a bridge, serious environmental degradation, especially noise and air pollution, the uncertain but very high costs of this major construction project, the lack of public input into the planning process, and the serious methodological flaws in the study design and execution, the appropriate action for the county commissioners at this point is to postpone a decision about how to proceed until we know a lot more than we currently do about the full costs and consequences of a new South Bridge, and the viability of a Maclay Bridge rehabilitation project, including funding. The county commissioners owe it to area residents to move very cautiously on the South Bridge project, which would produce so many adverse impacts on so many people, and they owe it to taxpayers to be very careful about spending over $10 million on a South Bridge project, which so many don't want and don't believe is needed. We should not forget that the Maclay rehab would likely be about a tenth of that amount and would also cost somewhere in the range of the price of just the next study of the South Bridge option. Rehabilitating Maclay Larry Martin Maclay Bridge Planning Study Comments 3

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		Bridge would also be on a much more appropriate scale with its rural area, and would provide a couple of decades' time to see if the purported need for the South Bridge ever actually develops.
104	02/21/2013 *Harold Ott*	I have followed, and sometimes participated in, consideration of ways to upgrade or relocate the Maclay bridge since the mid-1990's. I live on Big Flat Rd. in the Hidden Heights neighborhood [redacted] I am concerned about the apparent ignoring of the rehabilitation alternative for upgrading the bridge, which would cost millions of dollars less than a new bridge. I have seen Robert Schweitzer's recent email to you. I am also concerned about the apparent ignoring of the Target Range Neighborhood Plan, submitted to the county commissioners and approved by them. Doesn't a duly prepared and approved Neighborhood Plan have to be considered and addressed when considering the impact of a proposal such as replacing a bridge such as the Maclay Bridge? At the final public meeting of the Maclay Bridge study team there were many shortcomings, omissions, and errors in the study's conclusions, pointed out by attendees at the meeting, that were answered by the study team's position that it was too late to include them in their final report and that they should be submitted in writing. So much for the study's consideration of Public Input. I, and many others, consider that the study has not sufficiently addressed and answered critical issues in coming to a recommendation that a new 2 lane bridge is needed to solve the problem they were charged with addressing. The difference in cost and social impact requires a much more certain cost estimate and assessment of community impact from Reserve Street to the bridge. I urge you to support the recommendationthat rather than build a new bridge, the county should upgrade Maclay bridge to improve safety wherever feasible. Much work has already been done in this area on low cost improvements. Thank you for your consideration of my comments.
105	02/21/2013 *Myles Morris*	I am writing in opposition to the proposed new bridge on South Avenue in Missoula. I am a Target Range resident who has lived in Missoula for 34 years. I feel like the proposed South Avenue bridge is a solution looking for a problem. It is true that the existing Maclay Bridge could use some upgrades, particularly increased load capacity and a pedestrian crossing, but otherwise it functions just fine and fits in appropriately with the rural neighborhood and long range community plan for the area. Plus the proposed upgrades for the existing bridge are way cheaper than a new bridge that current transportation demands don't support. My young children will soon attend Target Range school and I don't know why the state would propose a thoroughfare that would by-pass elementary schools through a rural community with an expensive bridge that there is no real need for other than to burn some budget. Please reconsider. There must be a way to use this money for aging infrastructure rather than creating an overpriced new bridge in a location that nobody wants and goes against the local neighborhood plan. People will lose faith in the system if all their effort in local planning is tossed by the wayside at the whims of a seemingly callous and inflexible state bureaucracy. Thank you for your consideration of my comments. Myles Morris Submitter's IP address: 72.174.2.148

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106	02/21/2013 *Suzanne Schweitzer*	I am writing in support of rehabilitating Maclay Bridge for the following reasons: I feel the Target Range-Big Flat- Blue Mountain area is one of the "last best places" in Missoula. It offers a rural, agrarian, community option that is still close to the city. I think this benefits the entire city and county by being able to promote Missoula as having rural opportunities available to live or recreate, yet having city advantages close by. Having a one lane bridge that has been rehabilitated to serve most weights of vehicles with a bike/ped path attached offers safe passage, and also acts as a traffic calmer. There would be no additional environmental or river damage. It complements all the "uniqueness" that Missoula should be proud of. Commissioner Carey said it well, when he voted against a proposed subdivision in the Swan Valley: "I would like to find some way to balance development a little better with protecting the environment. It's just something I'm afraid that, year after year, decade after decade, we will gradually take the magic out of that part of the world despite our best intentions". By rehabilitating Maclay Bridge, and having the other two "big" bridges within 4 and 6 miles of it, I think would be a "good balance" between the desires of the community to retain its rural lifestyle, the bridge, with all it's history, and offer safe passage for most vehicles. I think building a new, Kona-style bridge will not only harm the environment, but will be a less safe option by encouraging speed and larger truck use in addition to increased traffic in an area that has schools, hospitals, and wildlife. Missoula does not need more concrete and bridges or higher speed roads. I can only hope the commissioners and engineers will be forward-thinking about the need to preserve and protect the natural habitat and rural environment around Missoula before it's too late. Suzanne Schweitzer Submitter's IP address: 66.62.194.236
107	02/21/2013 *Anonymous*	The current Maclay Bridge serves the area west of the Bitterroot River well. The Big Flat and Blue Mountain housing areas are not destined to grow rapidly as the amount of developable property is limited. If the need for a new bridge is related to future traffic levels, that need is not justified. Choosing the Blue Mountain corridor for a high traffic, semi truck thoroughfare is a poor decision. The narrow stretch between the river on one side and an irrigation ditch and steep mountainside on the other cannot safely sustain that level of activity and cannot be developed to handle it. Safety is also a concern on the east side of the bridge. High traffic volume and speed are unnecessary dangers to add to the South Avenue region. Maclay Bridge can be maintained in a status which serves the community very adequately. The cost would be much less than a dangerous and disruptive intrusion on a residential district. Submitter's IP address: 71.210.33.178
108	02/21/2013 *Anonymous*	Please keep the old McClay bridge. Why spend an additional $6 million when repairing the old bridge is just as effecient. All of our government starting at the city level need to STOP spending money. We are tired of property taxes going up and up and up. STOP spending so much money. The old bridge will be fine to repair for $1 million. Submitter's IP address: 71.217.149.193

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109	02/21/2013 *Bernard Constantin*	I believe THE IDEA TO KEEP THE EXISTING BRIDGE IS MUCH BETTER especially with the pedestrian bridge addition mostly because of : -cost , maintaining the rural character of the area, keeping traffic slow and avoiding making a major artery., preserving a whole area for recreation (biking etc) instead of cutting very old trees indiscriminately as done over the last few years - especially d further west where the reason ("safety ") seems just a bureaucratic idea. The rationale developed by DOT , commissioners and others to justify a new bridge is at best suspect (vocabulary, terms etc) while preconceived with complete lack of regard for a pleasant environment which we should keep . Submitter's IP address: 66.62.194.236
110	02/21/2013 *Constance Nichol*	I am opposed to relocating the Maclay Bridge. The few times I have had the need to cross that bridge I am always left in awe of the beauty and character of that neighborhood. If I could afford to, I would love to own property there in spite of th fact that it has become an "attractive nuisance" in regards to young people. Moving it upstream will just create another "attractive nuisance". There is simply no need to spend that amount of money. What this county needs is more access to the rivers on public property, not private. Why not improve the Buckhouse Bridge access. I am amazed at the number of people that use that horrid site to access the river. It would certainly be easier for law enforcement to patrol and for the public to access. In my opinion the Buckhouse Bridge is a far greater "attractive nuisance". Please leave well enough alone and repair, instead of replace that beautiful landmark. Constance Nichol Submitter's IP address: 184.166.69.106
111	02/21/2013 *Teresa Thompson*	I write regarding the proposed replacement of the Maclay bridge in Missoula County. I oppose the replacement. A new bridge on South Avenue would permit use of my neighborhood as a by-pass speed-way route for folks traveling to Missoula from the south. This by-pass speed-way would travel past the Target Range Elementary school and Big Sky High School if the by-passer chose to use South Avenue to get to Reserve Street. If the by-passer chose to use Clements Road to travel to Third Street and Reserve, then she/he would be speeding past Mountain View Grade School. Our neighborhood is currently used as a by-pass route for those choosing a slower pace through a bucolic area. By moving the bridge and making a straight shot west on South Avenue to the Blue Mountain area, the County & State will be creating a traffic flow pattern that negatively effects our neighborhood values, flies in the face of our neighborhood plan, and endangers school children, other pedestrians, and cyclists. We are already adversely affected by the Reserve Street Corridor. (pedestrians and cyclists cannot cross safely except at the light near Reserve and Central or by using the pedestrian underpass several miles to the north) We don't need similar problems with South Avenue and Clements Road. Increased traffic on such a by-pass would create the need for additional traffic lights near the schools, at the intersections of 7th Street and Clements, Spurgin Road and Clements, 7th Street and Reserve Street, and Spurgin Road and Reserve Street. The current bridge is safe and does not require replacement.

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		Its configuration contributes to our neighborhood by calming traffic. No additional traffic lights are needed. A new bridge from South Avenue would have to be located in a sensitive river habitat area and would have an adverse affect on fish and wildlife. The noise pollution from a heavily traveled bridge would adversely affect recreation on the river, within the high water marks, and at the Maclay Flats recreation area. Maclay Bridge meets our neighborhood needs, is sufficient for emergency vehicle traffic, and acts to calm by-pass traffic. Replacement is unnecessary. Teresa Thompson Submitter's IP address: 150.131.168.82
112	02/21/2013 *Emily Downing*	I'm commenting in response to Missoula's Maclay bridge rehabilitation proposal. The alternative proposal to keep the bridge one lane and add a bike/pedestrian lane is a much better use of taxpayer money and will benefit the community of Missoula in the long run. Thanks, Emily Downing Submitter's IP address: 123.255.9.33
113	02/21/2013 *Olleke Rappe-Daniels*	Dear County Commissioners; As a long term resident of the Target Range area, member of the team who wrote the Neighborhood Plan, retired natural resource manager, and ultimately a citizen concerned with public safety and the public good, I believe you should follow the recommendation of the Maclay Bridge Planning Study and the 1994 EA findings, to build a new bridge on the west end of South Avenue. My name is Olleke Rappe-Daniels and I live adjacent to the old Maclay Bridge on the west side and have for 30 years. While I feel very strongly about a multitude of issues associated with this proposed project, I shall limit my comments to three or four major points for your consideration. The areas I will focus on include: 1. My concern for the reliability of the current bridge into the future and its implications on public safety. 2. The "rural nature and characteristics of the Target Range area" and the desire to maintain that sense as articulated in the Target Range Neighborhood Plan. 3. The current and proposed South Avenue locations as a recreation sites. 4. The environmental degradation of the Bitterroot River with the current bridge and the NEPA implications if an EA or EIS is done on any proposed action. 1. Reliability of the old Maclay Bridge and Public Safety: • Reliability: The people who live on the west side of the river deserve bridge access to town. The present bridge is very old, has

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		severe load limit restrictions and has questionable footings. For those reasons and many more the longevity of the current bridge is in question. It could wash out (it has done so a couple of times in the past) any spring or could fail structurally. That would seriously impact residents on this side of the river. We deserve a reliable bridge. • I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. o In 2011 the load limit on Maclay Bridge was reduced to 11 tons as a result of Montana Department of Transportation inspection and bridge analysis. This resulted in emergency vehicles and school buses restricted from use for a period of time until an agreement was reached allowing the rural fire department to use the bridge for some (but not all) of their emergency equipment as long as they straddle the center line and travel at no more than 5 miles per hour. This tenuous agreement and its limitations raise serious concerns for residents on the west side of Maclay Bridge about reliability of the old bridge and its access for medical care and emergency services. □ I experienced this issue personally when my husband passed out late at night and my call to 911 resulted in emergency treatment in fewer than 10 minutes. While we cannot be sure, I will be forever grateful for the quick response and shudder to think of the outcome if it had taken much longer. o It is obvious and is substantiated in County records; the Maclay Bridge was not designed for its current location. Not only has it been augmented in length but we don't really know its origin or age. Modifications (primarily the piers) that have been made have led to environmental problems in the river that will continue as long as the structure is there. As importantly however are the unintended consequences of the structure's reliability itself. We do not know (according to County records) whether the center pier has footings or piers below it and know it is of concern to the MDOT and County office of Public Works. We also know rip rap was added in the 1970s or 80s as a precautionary measure but clearly do not know with certainty whether the old bridge is sound and do not know when undercutting and scouring will lead to its failure in the future. There are hundreds of people who live on the west side of Maclay Bridge who need to go to work, shop, recreate and access services throughout Missoula. Reliable access across the Bitterroot is critical. • I have bridge structure and integrity concerns including the fact the 100 year flood level exceeds the height of the current deck and the uncertainty around the pilings substructure ability to withstand a major flood event. • Parts of the old bridge have washed out and had to be replaced 2 or 3 times, with the last major washout in 1964. o Various county documents such as the 1994 EA and MDT bridge data bases refer to a bridge constructed or reconstructed at the site in 1935, although no details are given and no plans have yet been found in County archives with that date. A 1935 bridge may have been a replacement for one that washed out in the 30's. o In 1948, it is well documented the entire Maclay Bridge washed out in a large flood event that was subsequently reported in The Missoulian. o In the 1960's, County records indicate the east Parker truss was damaged due to a "wash out" at the east abutment and/or overloading of the truss. • Public Safety: I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. I strongly disagree with Maclay Bridge Alliance members who have publically stated "14 year old kids should know how to swim and its part of the natural selection process ……and…. those people who run into the bridge are a bunch of drunks…" I on the other hand believe we have a social responsibility to ensure safety where we can and for the County to knowingly maintain an "attractive nuisance" when the safety record speaks for itself is not in the public interest.

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		• There have been a number of deaths associated with the current bridge over the last 30 years, perhaps as many as one every two years. Some of these deaths are from "jumpers" who climb into the steel structure and jump from the part of the bridge into the scour hole under the bridge and others may be due to the unsafe large whirlpool in the scoured area under the bridge. • Because of the design of the approaches to Maclay Bridge and the design of North Ave and River Pines Rd in the area of Maclay Bridge, there are significant vehicle crash clusters from the intersection of Humble and North Ave to 0.30 miles southwest of the intersection of River Pines Rd and Riverside Drive on the west end of Maclay Bridge. • A single lane bridge on a double lane road is a set up for conflict and accidents many of which are unreported. Additionally, the current intersection of Edwards and North at the east end of the bridge is a blind corner on the north side, making it dangerous to turn on to North from Edward Ave. • Finally, there are no bike/pedestrian lanes or shoulders on River Pines Road, west of Maclay Bridge which is particularly unsafe at night. 2. Rural nature and characteristics of the Target Range area as touted in the Target Range Neighborhood Plan: • The Maclay Bridge Alliance contends their views represent the majority of the homeowners in the Target Range area. This is patently untrue. o The survey done in advance of the Target Range Neighborhood Plan that the Alliance touts was returned by a few hundred residents and cannot be construed to represent all of the 1000+ people who live in the area. o The survey responses support continuation of the "rural character" of the Target Range neighborhood and many non-respondents probably agree. However, the desire for "rural character" does not necessarily translate into the desire to keep the old bridge. • As one of the authors of the Target Range Neighborhood Plan, I can state from personal experience that the small group of people (including myself) working on it did and probably still do share the desire for the rural character of the area. • However, none of us explored the bridge and the issues associated with its viability, its environmental degradation, safety concerns or long term needs. On the contrary, there was a concerted effort to include support of the bridge in the Plan to illustrate the "desirable slow paced traffic flow" as a positive attribute and silence on those above stated issues. o The problem with this approach is that there was no consideration for residents on the west side of the bridge. I was a token member of the team from the west side. • The other problem with the "Plan" and its use is that it is being touted as a decision document. Never in any of the public meetings with the Office of Planning and Grants and the County Commissioners was there a commitment made that the Plan would be more than an expression of sentiment from some of the members of the Target Range area. For Alliance members to characterize it as something more is misrepresentation. • Finally, I want to address the impact traffic has on neighborhoods and the contention that increased traffic will adversely affect the rural neighborhood in the Target Range area.

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		o If a new bridge were constructed today the level of traffic in the Target Range area would change from meandering throughout side streets to get to North Avenue to cross the river to direct access to South and then across the river. □ I think we all know this would increase the traffic in front of homes on South Avenue. □ Concurrently, the traffic that travels in front of homes on North, Humble, Clements and a few of the other cross streets would decrease. □ be displaced to South. o My point is that if one is to promote the idea of "rural character of a neighborhood" then that should by its very nature include the entire neighborhood and not just the residents who live on South Avenue. To do otherwise is self-serving and not in keeping with the touted words of the "Plan". 3. The current and proposed South Avenue locations as a recreation sites: I have heard people express concern about creating another recreation site with a new bridge and that removing the old bridge would increase recreation use at the old site. • The current bridge site is a popular recreation gathering place and having lived next door to the bridge for 30 years I have enjoyed seeing families and kids enjoy the fishing, swimming and picnicking. My attitude is people need places to recreate. o The issue with its current location however, is the jumping from the structure, the undercurrent and scour hole – whirlpool and the danger to inexperienced or unaware swimmers. o This pooling and scour hole exists because of the placement of 3 piers in the River which has resulted in accumulated sedimentation over time. o If the Maclay Bridge were to be removed (including the piers), there would probably still be recreation activities. However, over time the scour hole will fill, the sandbars will change and may reduce in size but will still offer a place to swim. □ The monitoring and law enforcement challenge of this scenario should be far less complicated without the hazard of the structure and the extraordinarily deep hole. • The proposed new location would be a straight crossing across a shallow part of the river with no turns and presumably no crosswise piers to create the pooling effect that has occurred at the Maclay Bridge. o With no steel superstructure to jump from and no pooling causative factors – it is doubtful we would see the same level of recreation use. 4. The environmental degradation of the Bitterroot River with the current bridge and the NEPA implications if an EA or EIS is done on any proposed action: I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. • The current bridge was not designed for the site it is in. It is too short and thus the channel had to be modified when the bridge was placed there in the 1920's. Apparently in the 1920's or 1930's, River Pines Road, which is in the flood plain, was built up for the west bridge approach, effectively turning it into a levee in the flood plain that constricts flow. The bridge abutments and piers were also placed in the channel in ways that add to the constriction of the river flow. This has led to significant environmental problems in the river. Much of the west bank of the river along River Pines Rd. has also been modified with riprap. The bridge has caused a big whirlpool with channel scour under and downstream of the bridge, which has deepened the channel and caused bank loss, especially on the west side downstream of the abutment, where erosion and loss of private property has been documented. It has also caused the river to deposit sediments upstream of the two center bridge piers. This scouring may be slowly undercutting the current bridge abutments and piers,

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		creating long term stability problems. I am concerned that is undercutting of the bridge support structure could result in failure over time. • The environmental impacts to the river & surrounding area with the current bridge must be rectified. Environmentally the bridge has adversely affected the natural flow and altered the shape of the river bed. This effect extends both upstream and downstream from the structure. Ecologically those effects are unacceptable and restoration of the Bitterroot River needs to occur by removing the bridge and its piers. • If the County Commissioners decide to take action and propose a replacement of the Maclay Bridge, I suspect some type of NEPA analysis will need to occur. The environmental effects of leaving the old bridge in place would certainly be determined to be an environmental effect that requires mitigation at the least and removal at the best. Summary: I believe the Study Team did a good job of corridor analysis and listened to and considered input from the public on all sides of the issue. Their recommendation is sound and reasonable. This study was the second of two studies done by two different groups of people who reached the same conclusion: The 1994 Environmental Assessment conducted by the County found that the best bridge alternative was to build a new bridge at the west end of South Avenue to connect in a straight line to the Big Flat and Blue Mountain Roads. This alternative would have a straight alignment, could be built with a small to moderate sized two lane bridge, would eliminate the accidents and the dangers of a one lane bridge, would reduce travel times and pollution from the current route, would avoid creating another recreation site, and would reduce environmental impacts to the river channel. While this decision will not be an easy one, I hope the County Commissioners will decide the current bridge and its approaches are inherently unsafe, unreliable, environmentally damaging and is a liability to the County and community. It is an attractive public nuisance that has contributed to drowning, injuries and automobile accidents. As public servants, I believe we have a moral responsibility to provide safe, reliable and environmentally sound access to residents. That responsibility is not redeemable with the current Maclay Bridge. Thank you for the opportunity to comment. Olleke E. Rappe-Daniels
114	02/22/2013 *Jill Alban*	Dear MDT: I am writing to express displeasure in the findings of the Maclay Bridge Planning Study, and to let your agency know that I disagree with the preferred option that you have selected - building a new bridge at the South Ave. location - and that I oppose this option. I understand that MDT has to utilize federal dollars in order to ensure that its budget remains steady from year to year, and in this light the agency seeks out projects that would qualify for federal dollars, and then "pushes" communities to accept these projects. Not only does this approach push projects forward that did not originate in thought and intent in very the local communities which they will impact, but this approach also cultivates a culture of "bigger is better," when in actuality smaller, community-crafted solutions will result in cost-savings and ultimately increased community satisfaction.

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		In the case of the Maclay Bridge, the local Target Range/Orchard Homes community overwhelmingly opposes using millions of federal dollars to construct a new bridge that stands to have detrimental impacts to a community and local ecosystems. There is disagreement as to the actual existence or any extent of current 'problems' with the existing bridge, AND local attorneys have commented to the effect that there may, in actuality, be federal dollars that can be used to re-hab an existing bridge as opposed to building an entirely new one, rendering moot MDT's ploy to get the County to accept their plan. The new bridge would truly be a "bridge to nowhere" that is infrastructure for infrastructure's sake. MDT cites that "increased" growth" necessitates a new bridge - but actually local zoning shows that little to zero development can actually occur west of the river (on Big Flat Rd, Blue Mtn. Rd, or O'Brien Creek Road). Some development may occur within Target Range on the east side of the river, but these residents will not be utilizing an east-west bridge over the Bitterroot every day. Instead, what will likely occur if a new, bigger bridge is built is that commuters traveling back and forth from Missoula to south of Lolo and beyond will have a "short-cut" option through a residential, rural neighborhood. MDT will be re-routing commuter traffic through a small neighborhood AND over a riparian corridor for NO net gain to local residents. And, Maclay Bridge would still be in place (as building a new bridge doesn't mean the old one would go away), so party people would still drink, jump, and drown from Maclay. Existing problems still would exist, and new problems would also emerge. Finally, constructing a new bridge over a fairly-intact riparian corridor AND in a designated floodplain brings its own set of concerns and legal ramifications. The northern Bitterroot River is an IBA (Important Bird Area) and designated critical habitat for Bull Trout. This new bridge would also span the mouth of O'Brien Creek, which is also designated critical habitat for bull trout. Increased sediment loads from a bridge and noise from increased commuter traffic stand to have tremendous impact on riparian habitat and the creatures who rely on these areas for survival. I can attest personally to seeing Great Blue Heron mating pairs feeding and nesting at the mouth of O'Brien Creek. A new bridge is unfounded, unnecessary, lacks community support, and will result in a backlash for local elected officials who may try to push something through. Thank you. Submitter's IP address: 216.14.230.239
115	02/22/2013 *Ed Bartels*	The following comments pertain to the Maclay Bridge Planning Study. I own a home in the lower OBrien Creek drainage, approximately one mile up OBrien Creek Road from the intersection with Big Flat Road. I rely on the current Maclay Bridge to access Missoula and have cause to use the bridge several times a day. I strongly agree with the recommendation of the most recent Maclay Bridge Study and believe a new bridge should be constructed at the western terminus of South Avenue. The old single lane bridge, including the in-stream pier and abutments should be removed. The old bridge is an agglomeration of spans which have outlived their usefulness. Those living in the Obrien Creek drainage, as well as others on the west side of the river, deserve a reliable bridge across the Britteroot. Thank you for considering my comments. Sincerely, Ed Bartels Submitter's IP address: 63.153.76.181

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116	02/22/2013 *Don St. Peter*	I am re-sending a prior e-mail I sent commenting on the Maclay Bridge Planning Study to be sure that those comments are part of the comments on the study during the comment period. I do have a few additional comments that I wish to share with you. First, I would encourage you to proceed with a new bridge at South Avenue without going through a completely new NEPA process. This issue has been studied ad nauseum without producing any new information. We do not need another study. We need to start actual bridge planning. Second, a lot of the comments equate South Avenue with Target Range. They are not synonymous. The "neighborhood concerns" of South Avenue residents should not be conflated to be the concerns of all of Target Range. Effects of a new bridge at South Avenue are not the same as effects on all of Target Range. The Target Range community, other than South Avenue, will be substantially improved by a new bridge at South Avenue. We are well aware of the the effects of the current bridge on the River and the neighborhood environment. The Study identifies some, but not all of the effects. The scare tactics being used to predict that the worst of what happens at Maclay Bridge and the worst of what happens at Kona Ranch Bridge will occur at a South Avenue bridge, ignore our ability to plan for those issues to avoid much if not all of those negative effects. Thank you for your time. Don C. St. Peter St. Peter Law Offices, P.C. Commissioners and MDOT Study officials: I want to add my comments to those you have already received regarding the Screening Assessment and Newsletter, both recently released. I applaud the Study Group for its work. I know that this was a contentions matter and appreciate their professionalism throughout. I know that I have been critical of some aspects of the study, but I appreciate that the Study group was open to comments from all sides and gave them real consideration. It is telling to me that 2 studies done decades apart by different groups came to the same conclusion, the South Avenue 1 route is the best route for a bridge across the Bitterroot River in the Target Range area. There is no question that the science and engineering support moving this river crossing and building a new bridge at South Avenue. There is no question that the existing bridge has outlived its usefulness. There is no question that building a new bridge with available federal/state gas tax funds would economically benefit our County. The only remaining question is whether the decision makers will withstand the pressure they are going to receive from the Maclay Bridge Alliance to make the only reasonable decision - build a new bridge at South Avenue.

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		The Maclay Bridge Alliance has been well organized for several years and has been effective in delaying the process of replacing Maclay Bridge. However, they do not represent the best interests of the general community. They represent the narrow interests of a few landowners on South Avenue. The comments you will receive from members of the Maclay Bridge Alliance should be viewed with that in mind. With specific regard to the Screening Assessment and Newsletter, I am among those who are puzzled that a Mount Avenue route could even be considered in this process. A river crossing off of Mount Avenue would only cause more delay for emergency responders who will be diverted further away from their bases at Community Hospital and the Rural Fire office on South Avenue. Instead of improving response time, a Mount Avenue route will increase response times. Even your own Newsletter recognizes that a Mount Avenue route would be inefficient. A Mount Avenue route would not remove the liability issues currently existing at Maclay Bridge from the scour hole caused by the skewed bridge alignment. It would only move it slightly down river. A Mount Avenue route would not fix the accident cluster on River Pines Road. A Mount Avenue route would take productive agricultural land out of production in favor of flood plain pasture land at South Avenue. That is a bad tradeoff. I note that the Screening Assessment shows a significant increase in traffic at Target Range School from a South Avenue Route. I am sure that you will hear much about this from the Maclay Bridge Alliance. You should consider that much of that increase in traffic represents traffic that is currently going to and from Target Range School over either Humble or Clements Road from North Avenue. I question whether it actually represents new traffic in the area. Computer models are great but they do not substitute for common sense. While you listen to the Maclay Bridge Alliance decry the horrible increase in traffic in front of Target Range School, you should keep in mind that Missoula has many schools on major streets. All 3 high schools are located on major streets. So are a number of elementary schools, including Russell School, C.S. Porter, St. Joseph School, and Hawthorn. If we are going to adopt a criteria that schools should not be subjected to the traffic on major streets, then we should start talking about moving some existing schools. This argument is simply a smoke screen for the South Avenue landowners' self interest. Thank you for your time and consideration. Don C. St. Peter St. Peter Law Offices, P.C.
117	02/22/2013 *Michael and Nancy Chandler*	Maclay Bridge Planning Report Deficiencies The Maclay Bridge Planning Report has many shortcomings. The two that appear most important to us are safety and cost. The proposed replacement plan supposedly improves safety, but in any practical light has the opposite effect. First, the traffic accident

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		statistics that relate to events on or near the Maclay bridge are few and generally of a minor “fender bender” nature with no fatalities. Replacing the natural traffic slowing one-lane bridge with a higher speed route will result in fatalities for drivers and a serious threat to bikers and hikers. The higher speed route will lead to additional expenditures to slow traffic. Secondly, the proposed replacement design with of 28’ would be determined obsolete even before construction could begin because it is not wide enough to provide safe passage of bikes and hikers. The estimated cost of 7.3 million of our tax dollars would soon balloon to at least 8-10 million and that is just a cost of a the bridge from abutment to abutment. With the higher speed route funneling traffic into a narrow congested area of South Avenue, it would soon be necessary to widen South Avenue and install traffic control and slowing devices. Widening South Avenue would entail a very expensive process of condemning properties and moving a primary irrigation ditch which would lower property values and thus taxes derived from these same properties. There is a proposal for rebuilding the Maclay Bridge designed by a qualified bridge engineer that addresses the weight limit concerns and includes a separate bike/hiker path at a cost of under one million dollars. Having a bike path added to the historical Maclay Bridge also would improve traffic flow at the existing site. We should have the choice of preserving and improving the existing historical bridge. This is supported by a large majority of the local people and our Target Range Homeowners Plan, as opposed to a plan that would decrease many property values and soon increase county taxes by many millions spent for future changes to the South Avenue corridor. Michael Chandler Nancy Chandler Concerned Target Range Homeowners
118	02/22/2013 *Jim and Anita Jakob*	We support the rehabillitation of the Maclay bridge as opposed to a new bridge at the end of South Ave. It will help maintain the rural quality of our neighborhood. And we don't need Big Flat Road to become a bypass. Jim and Anita Jakob
119	02/22/2013 *George Schreiner*	The individual who laid out the existing Maclay bridge had a good understanding of traffic control in a residential area. The west side approach offers excellent visibility, and the 90 degree turn regulates vehicle size and rate of travel crossing the bridge. The east side approach uses the west side residential unimproved right of way where pedestrians, 4 legged critters, and chuckholes all share the paved roadway common throughout this residential community. In most states, pedestrian crossings are included as part of a traffic solution. Very common in other states is the prefabricated, free standing footbridge on both sides of the bridge, in close proximity to vehicle traffic. This does not eliminate the suicidal individuals who climb to the top of the Maclay bridge to jump, but it does stop what is now considered "accidental drownings". Wireless camcorders are reasonably priced and the information is smart phone accessible. We use them on our bridges in California, where one season's snow fall can reach 65 feet. This reduces liability.

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		Along the Blue Mountain-Big Flat corridor, property damage and personal injury on private property can be attributed to vehicle speed, commercial carriers using motor brakes, and poor (or no) shoulder compaction. Missoula has a North-South traffic problem and to say that an East-West straight approach bridge corridor for commercial vehicles is in the benefit to the local residences, is simply ridiculously. It is the general opinion of the residents of the area that, despite our opinion, you will do whatever you want, instead of what the community needs: simply maintain the current area and the bridge, and keep it as it is. Sincerely, George Schreiner and family 10 yr resident, Retired California Department of Transportation, Mountain Region Road Maintenence
120	02/22/2013 *Lloyd Acker*	Maclay Bridge Planning Study Comments I do not envy the decision facing the Missoula County Commissioners regarding Maclay Bridge. The second study has been completed on this issue and both have come to the same conclusion of building a new bridge across the Bitterroot River at the location referred to as South 1. This is not popular with people living on South Avenue West but the best decision to meet future traffic needs of the area outlined in the studies. The decision comes down to basically two issues. Make the tough decision to go with the recommendations of both studies or do nothing and kick the can down the road. Many people are urging the commission to rehabilitate the Maclay Bridge and build an additional structure to handle foot and bicycle traffic across the river. This option is expensive and does not meet future traffic needs as well as meet the needs of foot or bicycle traffic once they cross the river due to River Pines being a narrow roadway. The river is adjacent to the south side of the road and six private homes are on the north side which would require the county to purchase all or a portion of these properties to widen the roadway to handle foot or bicycle traffic. This alternative doe not answer many of the safety issues addresses in the study. The end result would be spending money that would only improve the bridge structure temporally over the do nothing alternative. In other words this would result in pouring money down a drain and doing nothing to solve future problems. The study shows a cost for the various alternatives that were considered. It shows that replacing the current Maclay Bridge to be less expensive than building a new bridge at South 1. I am not aware of how they came to such a conclusion since replacing the present bridge would require the purchase of all or portions of several properties on the east and west side of the river in order to create a safe roadway to use the a new bridge in that location. One issue that the study did not address was the hydrology of the river resulting from the placement of the bridge. A new bridge at the present location would have a greater effect on all property owners below the site which would result in rip-rapping more of the current river than has already taken place downstream of the site. There is more scouring of the bank on the west side of the current bridge during high water and I have observed landowners taking unlawful action to try and decrease the loss of their property.

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		A bridge properly constructed at the South 1 location would result in no significant eroding of the river bed below that location. The bridge should span the river with no pilings placed in the current river bed. The downstream effect of the river will be minimized if the current flow is not altered. No one can predict when the current bridge will fail but it is known to have a limited life expectancy. The current structure consists of three different types of bridge design that makes it difficult to accurately establish a load limit for the whole structure. Does connecting one type of structure with another effect the load limit and make the calculating the load limit for the whole structure more questionable? I do not think that rehabilitate such a structure would be wise considering all the problems addressed in the study and in my letter. The increase in traffic will come from development on both sides of the river rather than from the residents of the Bitterroot as suggested by some. The reason for this has to do with the design of Blue Mountain Road and Big Flat Road. Currently, the response time of emergency vehicles is affected by Maclay Bridge and traveling these roads. It will be extremely expensive to improve either road due to topography of the area as well as landownership in some areas. I know the decision will make some people happy and will be upsetting to others but considering future traffic needs and the safety of all users, the commission can only come to the same conclusion that both studies have reached and that is the construction of a new bridge at the South 1 site. Lloyd Acker
121	02/22/2013 *Sandra Acker*	Having lived at [redacted]., for the last 5 years I would like to comment on MacClay Bridge and the studies and proposals offered to the residents of the area. I listened with interest at the last Public Meeting on January 31st. As I looked around the room I noted we are a "bunch of old folks". I realize that I am a newcomer to the neighborhood, but in 20 years who of us will be left here? Can we stop growth? I have noted the neighborhoods that young folks choose to live in. Those with small lots, and community play areas. Which of our children will take over our places and keep them as they are? I do not think building a 2 lane bridge at the end of South Avenue will increase the traffic. It will however, move it more effficiently. There is an easement for the purpose of building a bridge at the end of South Avenue. My hope is that your decision will be to build a new 2 lane bridge at the end of South Avenue. You must plan for the future, and for the growth that comes with it. Thank you, Sandra Acker
122	02/22/2013 *Kari Britain*	McClay Bridge Commentary Kari Brittain Keep the McClay Bridge at the present site. Upgrade the bridge for structural needs/maintenance and providing/attaching a pedestrian/bike path to the bridge. These seem to be the only deficiencies.

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		My reasons are: • Leaving McClay Bridge as is, will be a lot less expensive to the Missoula County taxpayers. Upgrade the approaches, the bridge as needed and add the pedestrian/bike path way will be a lot less expensive than a new bridge at a new site. • McClay Bridge is not dangerous, actually very sound according to engineering reports. There are other bridges in our community that really need to be addressed due to structural soundness, and I would like to see the federal money spent there. The traffic level is manageable at McClay Bridge. There is a sense of community with this bridge, you wave to your neighbors when you cross if there happens to be someone on the other side. History. • The scope of the review is miniscule compared to the total effect the new bridge at a new site would have on the immediate community, but on a greater scope from the 93 South intersection at Blue Mountain Road, Blue Mountain Road will need to be improved as well as corners straightened out, and pedestrian/bike path implemented on Blue Mountain Road to accommodate the increase of traffic a two lane bridge would bring. There will be an increase of traffic on South, Spurgin, Seventh and Third Streets to Reserve. Traffic lights would need to potentially be placed at the intersections without signals to accommodate the additional traffic and to mitigate potential accidents. The scope of the project should have shown the impact from a larger analysis area. This is disappointing and almost a waste of time & money to do such a small scope of assessment. • Why deliberately greatly increase traffic directly through two school zones and a Hospital zone on South Ave. and another two school zones indirectly on Clements and Third Streets? How will this increased traffic be mitigated? Our students/children will not be safer walking to school along the shoulder of the road with increased traffic flow. • Environmentally speaking, adding a bigger new bridge at a new site will affect water quality on the Bitterroot River and downstream through construction and the additional oils, debris and deicer the bigger more used proposed bridge would bring, compared to the existing McClay Bridge. The habitat destroyed forever by putting in this proposed bridge is not justified! • Removing the McClay Bridge will not eliminate accidental drownings at that site. It is a great place to hang out, nice beaches, deep fishing holes etc. More than anything, a new tamed site for hanging out, fishing etc. will be created for all to use at the new proposed site. New drowning site? □ The last person to drown at the McClay site was not swimming, or fishing or floating. The bank gave out from under him, he was fully clothed, fast water, not a swimmer. He was just hanging out! • I have not spoken to a single person (those who live close to impact & to those who live far from impact) in favor of the new bridge. All think it is silly to spend money on a bridge that is not justified, or want it just because there is federal money to spend on a bridge. County picks up the rest of the tab. Federal money, County money, it does not matter, I contribute to both coffers! • I know there are a few folks along River Pines Road who would love to have McClay Bridge removed so they could privatize the road and call it all theirs. When they bought their properties, they knew what they were buying and aware of the traffic. McClay Bridge was there long before they were! I look at the housing density of River Pines Road compared to the density on South Avenue, the impact is huge on the residents on South. Houses are closer to the road and there are so many more houses on South. Houses on River Rines

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		Road are set back, knowingly designed that way because of the traffic on that road long ago. • Logically, if McClay Bridge really needs to be replaced, and the Federal monies for a new bridge are to be spent, put the new bridge in the same location, but bigger. Costs would be less, environmental impacts would less, community impact as a whole would be less etc. Russell Street Bridge is being made bigger in the same place, Reserve Street Bridge was made bigger in the same place. Hmmmm. What is the motivation and justification to move the whole McClay Bridge system? • The issue of a larger bridge at the McClay Bridge site should go to a vote by the people of Missoula County. Sincerely, Kari Brittain
123	02/22/2013 *Orville Daniels*	Dear County Commissioners; Let me introduce myself: For 34 years I have lived at the west end of Maclay Bridge, the bridge is in my backyard so I know it well. My professional career was as a natural resource manager and I am well acquainted with the science of recreation management, hydrology, aquatics and engineering. For 24 years I was the Forest Supervisor of the Bitterroot National Forest in Hamilton and then on the Lolo National Forest headquartered here in Missoula so I know the complexities involved in making a public decision such as what to do about the Maclay Bridge. Over the years I made many of the same type of decisions. Throughout this time I considered myself a public servant who had to make final decisions about important issues when emotions and conflicts ran high so I fully understand your dilemma. As a public servant I learned to be guided by three principle criteria; public safety, environmental sustainability and the actual facts of the situation. Opinions and emotions should always be considered but they should not outweigh the first three criteria. Everyone is entitled to their own opinion but are not entitled to their own version of the facts. In order to approach this problem, I would like to discuss it in two parts: First the removal of the old Maclay Bridge and its piers and secondly the location of a new bridge at the end of South Avenue. Removal of the bridge and its piers: The Alliance wants to refurbish the old bridge which I believe to be the worst of all alternatives from the standpoint of public safety. Up until a year ago, I might have agreed to such an alternative. But through the study just completed along with my own research it is now clear the bridge has changed the river and created a whirlpool that attracts recreation swimmers and bridge jumping. I have personally discussed this situation with geologists, engineers, and hydrologists. They all agree the bridge and particularly its piers created the dangerous deep water whirlpool and beaches. They further confirm if the piers were removed the dangerous swimming hole will fill quickly naturally by the river flow and ultimately cease to exist, and even the rocky beaches will begin to disappear. The river will return to its natural flow and the current attraction will almost disappear. With the bridge gone, the dangerous jumping from the highest structure will be eliminated. Removing the bridge and its piers will save lives and that is one of the most important responsibilities of government. I plead with you to remove this bridge in the name of public safety.

Comment ID	Date and Name	Comment
		In further support of this need, let me share my experiences with you about the loss of human life at the Maclay Bridge site. Having lived here for so long I have participated in body searches following drowning. In consultation with Search and Rescue personnel and confirmed by our current Sheriff, I have been told they know exactly where to search in the river for bodies because they typically end up in the same place. We have lost that many – that is a sad commentary. It seems like we lose someone on the average every three years. A couple of years ago a 14 year old boy who was wading on the river's edge slipped into the current and drowned when the sand gave way and he was swept into the whirlpool. I was there when the body was recovered and watched the grief of his family and friends displayed openly before us. Some spectators in the crowd were heard to say it was his own fault as he had never learned to swim. Frankly that infuriated me. The child was only wading in the edge of the stream. A few years ago a teacher dove in the water to save his dog and drowned. A few years before that, the son of a colleague waded in the water under the bridge to catch a frisbee and drowned. His father was a single parent with an only child and was never the same after this loss. Like many others, I accepted these drownings as inevitable until I discovered that the river was twice as wide in 1935 as it is now and that shallow water existed across its width. There was no deep hole or whirlpool until the bridge and its three piers had been in place for a while. The bridge piers have created the whirlpool and caused the east channel to clog up. The bridge is an attractive nuisance that kills people. In addition to the drownings that occur and the dangerous practice of bridge jumping, there is the issue of automobile accidents. The approaches to the bridge are extremely unsafe and I have personally observed the results of dozens of car wrecks at our end of the bridge. Twice they have torn out our fence that is adjacent to the bridge. The loss of my personal property is not important but multiple crashes, as any safety expert will tell you, will ultimately result in serious injury or death. Safety engineers have told me that signing and lighting will not alleviate the problem of the unsafe curves, but only lessen the danger. A few years ago, as Lolo Forest Supervisor I had a decision to make about installing a new bridge across Rattlesnake Creek to access the trail head at the recreation area. I really preferred building a one lane unobtrusive bridge in that location. The safety engineers convinced me that a one lane bridge was not safe on a two lane road and they were right. We engineered a relatively unobtrusive two lane bridge and avoided a public safety hazard. The Maclay Bridge is a one lane bridge on a two lane road exacerbated by the dangerous approaches and cannot be made safe. The structural strength of the bridge and its piers is also questionable. It is a known fact that the existing bridge has washed out by flooding 4 times in its history. The latest event was in the 1960s. It is also an established fact that the current bridge is made up of at least 3 parts of prior bridges and reconstructions and the bridges that were placed here were old and antiquated and surplus in the locations where they were found and brought in to construct the Maclay Bridge. The point is they were convenient and cheap but not designed particularly for the type of use we see today. This is a model T bridge in the 21st century. Its structural strength is suspect its age uncertain, it is unreliable and unsafe. With a load limit of 11 tons (the running weight of a large school bus loaded with children), I do worry that it could fail catastrophically, which has happened in other parts of the country to the point of in one case where school kids are unloaded to walk across a bridge and reloaded after the bus has crossed. I would not allow a child of mine to ride the school bus across this bridge when the river is in flood stage, it is too risky.

Comment ID	Date and Name	Comment
		In summary the Maclay Bridge contributes to automobile accidents, deaths by drowning, poses a structure failure risk and environmentally damages the river. It is unsafe and unreliable. The bridge cannot be modified in a way to eliminate these problems. Location of a new bridge at the end of South Avenue: When I purchased my place at the end of the Maclay Bridge 34 years ago the realtor told me the old bridge would be replaced by a new bridge at the end of South Avenue. It was part of the sales pitch that many of my neighbors heard from their realtors when they purchased. The Maclay family donated an easement at the end of South Avenue because the old timers knew it was where a bridge should be. County records show the current bridge at the end of North was rebuilt in 1952 as a tfast and inexpensive measure after the people on the west side of the bridge sued the County to have access across the river restored when the prior bridge washed out in 1948. The study and analysis in 1994 clearly stated the best location for a bridge across the river was at the end of South Avenue. As a result some of the potentially impacted residents who should have known a bridge was planned at the end of South Avenue, organized to fight its location. They spent a lot of time, money and energy on building opposition to a bridge across the river at South Avenue. Many of their arguments were classic “not in my backyard” rhetoric. They oppose the bridge so strongly that they requested a new study which has just been completed. To their dismay the new study came to the same conclusion as the first study. It is an irony that such a thing has happened since members of the Alliance attended most of the study staffs meetings in order to influence what became the study teams’ recommendation. Fortunately the facts prevailed and again the preferred alternative is the end of South Avenue. I understand it cost us a quarter of a million dollars for this new study and the results are the same as in 1994. One of government’s responsibilities is to make decisions once the facts are clear. To delay into the future complicates the problem. It is time to implement the recommendations of the study group and take steps to build a bridge at the end of South Avenue. Further delay will only result in higher costs, perhaps loss of gas tax funds for its construction resulting in higher local taxes and continue to feed the divisiveness this issue has created. I was able to participate with the study team on a couple of occasions and have carefully read their report. As a professional who has worked with many study teams over the years, I found the team to be professional, responsive to public comments, , extremely fair when dealing with the public, and as a result their work and the report is excellent. Summary: I like the old bridge and for the most part I enjoy the recreation that takes place there. However, as a Forest Supervisor (now retired) who was faced with many similar decisions, I can tell you this: if I had the personal responsibility for the bridge and the dangers its presents to the public I would remove it in a heartbeat. Public safety and the facts would dictate in spite of the opinions of many of my friends who live on South Avenue and vehemently oppose a new bridge at the end of South. I feel so strongly about the safety aspects of this bridge that I would personally support its removal even if there were no new bridge constructed. This would be a major inconvenience but would be worth it. Orville L. Daniels

Comment ID	Date and Name	Comment
124	02/22/2013 *Helen Orendain* *(Comment also previously submitted on February 21, 2013)*	**RESPONSE TO THE 2012 -2013 MACLAY BRIDGE FEASIBILITY STUDY** **By Helen H Orendain,** [redacted] **Without question as a property owner and resident of Missoula, I am opposed to the decision by the foregoing study administered by the Montana State Department of Transportation , MDT, to build a new bridge replacing Maclay Bridge.** **Our property, nearly ten acres, has been in the crosshairs of the agency. My dealings with MDT goes back nearly eight years when our family returned from a vacation to find our acreage peppered with red flags. A surveying company authorized by MDT had surveyed our property in our absence with no prior permission. It seems since our land projects out onto Blue Mountain Road creating a curve, the agency is fixated on cutting into the hill. MDT engineers have provided me with numerous renderings showing how the road could be widened to come within thirty feet of our deck. Of course, we, the owners, were never consulted during the drafting process.** **Given my history with MDT, the feasibility decision to build a new bridge was inevitable in my judgment. Whether by incompetence, hubris or design, the October 7, 2011 Memorandum of Understanding with Missoula County has been abrogated by actions of the Pre-NEPA/MEPA study group:** • **Public Communication was stifled. Contrary to promises for public involvement, interested parties were prevented from speaking at planning meetings. Meetings were cancelled and rescheduled without notice to the public.** • **Failed to determine whether improvements were feasible. Frank Muth, a local bridge engineer, created a comprehensive analysis of the Maclay Bridge rehabilitation. The Muth report was summarily dismissed by the group.** • **Disregarded Target Range Neighborhood Plan, an available resource. The plan provided valuable data not known to the group including overwhelming documented sentiment by the area residents to retain the Maclay Bridge. Missoula County Commissioners had all signed off on the document. In a 2011 Montana Supreme Court decision, Heffernan vs. City of Missoula, proponents of the Rattlesnake Neighborhood Plan prevailed elevating the legal significance to such plans . The Supreme Court claimed governing bodies must substantially comply with the neighborhood plans.** • **Misled the public with misinformation on federal funding for rehabilitation of bridges. To buttress the argument to replace Maclay Bridge, the group claimed in the final proposal that federal funding was only available for replacement. WRONG. According to the federal Highway Bridge Program ,**

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off-system bridges with a sufficiency rating below 50 are eligible for federal funding. Maclay Bridge has a sufficiency rating of 27.3 and is classified as deficient to qualify.

- **Failed to inform public Maclay could be eligible for Ctep federal funding to rehabilitate the bridge.** Ctep, Community Transportation Enhancement Program provides federal funding for a variety of improvements including rehabbing historic bridges. Maclay qualifies as an historic bridge but the funding was not disclosed to the public as an available resource by the planning group .
- **By narrowing the scope of the project, information to the public was narrowed as well.** By the group focusing on the bridge as an isolated project the group avoids factoring the upgrade costs of the adjacent roads. A two-lane bridge will create more traffic. Cars on the new bridge will spill onto substandard, narrow winding roads. Surfaces are slim, narrow width, no shoulders, inadequate room for bicyclists and runners. Precisely the complaints against the Maclay Bridge. The public needs to know the total cost of a new bridge including the cost of upgrading South Avenue, River Pines, Big Flat and Blue Mountain Roads. The plan is incomplete without that information.
- **Failure to upgrade substandard roads places residents in peril.** By failing to upgrade the adjacent roads to the new bridge our residents are in danger. The county would risk significant liabilities. It is short-sighted of the group to not consider the repercussions of failing to upgrade and the cost of such upgrades.
- **Upgrading costs would place Missoula residents in financial peril.** The planning group has avoided dealing with upgrade costs since it is evident the feds would not pay those expenses. Once the public figures out the total cost of the bridge there will be a public outcry. MDT claims 40 feet is standard width for a safe road. It does not take a civil engineer to figure out our narrow roads would require major surgery to conform. The Missoula County taxpayers would be stuck with the cost.

The MDT planning group had a responsibility to provide an accurate, objective feasibility study. It is apparent the group failed but created a contrived report with the single purpose of supporting a new bridge. Hopefully, the Missoula County Commissioners will take a more reasoned approach to assess the situation and consider the impact of a new bridge on the community.

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125	02/22/2013 *Silke Jauck*	22 February 2013 Maclay Bridge Planning Study Public Comment According to the Maclay Bridge Planning Study Focus, one of the issues that have been identified is the sufficiency of the existing bridge to accommodate heavy emergency vehicles. According to the Missoula Fire authorities, the only vehicle that cannot cross the current bridge is a heavy water pumper used in wildland firefighting. If we to simply renovate the current Maclay bridge, we would meet or exceed all current and future weight requirements. As a concerned taxpayer, I understand the rehabilitation of the Maclay Bridge would cost a fraction of the proposed new South Avenue Bridge. As presented by the Maclay Bridge Alliance, the rehabilitation estimate ranges from $274,516.27 to $972,800.10, versus a $7.3 million cost estimate for a new South Avenue Bridge. The rehabilitation option price is the result of an Maclay Bridge Alliance Engineering cost estimate. The $7.3 million price tag is incomplete and does not take into consideration additional costs such as South Ave roadway upgrades, relocation of the irrigation ditch, additional traffic control measures (traffic lights, etc…). My opinion is that the $7.3 million figure is fiction until additional studies are completed. As a result, I'm against the construction of a new South Avenue Bridge as recommended by the Maclay Bridge Planning Study, because the existing Maclay Bridge can be reinforced to a load limit to meet or exceed all safety and load requirements as presented by the Maclay Bridge Alliance Rehabilitation Alternative. The rehabilitation of Maclay Bridge would also be in accordance with the natural environment section and a human environment section of the Target Range Neighborhood Plan. With this realistic and cost-effective rehabilitation option in place, there is no need to replace Maclay Bridge with a costly and unnecessary South Avenue bridge. Sincerely, Silke Jauck Voter, Taxpayer, Mother (Target Range and Big Sky Students)

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126	02/22/2013 *Kathy Armstrong*	My sentiments exactly! Please Miss Ludlow, hear our voices! *Kathy Armstrong* Maclay Bridge Planning Report Deficiencies The Maclay Bridge Planning Report has many shortcomings. The two that appear most important to us are safety and cost. The proposed replacement plan supposedly improves safety, but in any practical light has the opposite effect. First, the traffic accident statistics that relate to events on or near the Maclay bridge are few and generally of a minor “fender bender” nature with no fatalities. Replacing the natural traffic slowing one-lane bridge with a higher speed route will result in fatalities for drivers and a serious threat to bikers and hikers. The higher speed route will lead to additional expenditures to slow traffic. Secondly, the proposed replacement design with of 28’ would be determined obsolete even before construction could begin because it is not wide enough to provide safe passage of bikes and hikers. The estimated cost of 7.3 million of our tax dollars would soon balloon to at least 8-10 million and that is just a cost of a the bridge from abutment to abutment. With the higher speed route funneling traffic into a narrow congested area of South Avenue, it would soon be necessary to widen South Avenue and install traffic control and slowing devices. Widening South Avenue would entail a very expensive process of condemning properties and moving a primary irrigation ditch which would lower property values and thus taxes derived from these same properties. There is a proposal for rebuilding the Maclay Bridge designed by a qualified bridge engineer that addresses the weight limit concerns and includes a separate bike/hiker path at a cost of under one million dollars. Having a bike path added to the historical Maclay Bridge also would improve traffic flow at the existing site. We should have the choice of preserving and improving the existing historical bridge. This is supported by a large majority of the local people and our Target Range Homeowners Plan, as opposed to a plan that would decrease many property values and soon increase county taxes by many millions spent for future changes to the South Avenue corridor. Michael Chandler Nancy Chandler Concerned Target Range Homeowners

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127	02/22/2013 *Frank Muth*	

MUTH
Consulting Engineers, P.C

1620 Regent, Suite C -or-
P.O. Box 3905
Missoula, MT 59806
muth@muthengrs.com

(406) 728-1321
(406) 728-7204 fax

MEMBER
- American Society of Civil Engineers
- Montana Society of Engineers
- American Concrete Institute
- Prestressed Concrete Institute
- American Consulting Engineers Council
- National Society of Professional Engineers
- American Railway Engineering & Maintenance-of-way Association

2/22/2013

Shelia Ludlow, Project Manager
Maclay Bridge Planning Study
Informational Meeting #4 (Jan.31, 2013)

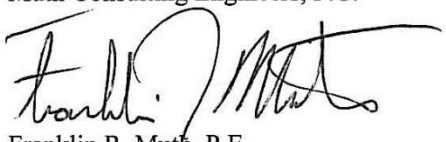
The following information is submitted as requested by the Maclay Bridge Alliance (MBA). We were retained by the Maclay Bridge Alliance to review and offer another option in the Maclay Bridge Study.

The subject bridge as it exists today is an enigma. Most bridges in western Montana and Idaho of this style have been replaced because the overhead elements, portal and cross braces had been destroyed. The culprit was the movement of commodity to market and the primary commodity was logs moving from the forest to the saw mills. It is apparent that the Maclay Bridge has not been used to move commodities to market but merely used to pass cars from a bedroom community and provide recreation access to the Blue Mountain area.

The piers and bents are founded on driven pile. The main pier which supports the Parker (through) Truss is founded on timber pile which is encased in a concrete seal. It has been our experience on similar pier designs in the Clark Fork River that this system provided resistance to extreme flood flows as well as Live and Dead Load support. Most of the old NP Railway bridges spanning the Clark Fork are still carrying very heavy and frequent loads on a daily basis and these are in excess of 100 years old.

The re-hab, option was discussed with Mr. Jeff Key on 9/27/2013. This was the date of the third public meeting. During this discussion I described how Re-Habilitation of the existing bridge could be accomplished and some of the typical work items as well as methods and means. I insisted that the bridge work could be done without moving the entire superstructure off site. I explained how we do the re-habilitation on the railroad bridges and pass rail traffic at the end of a work window (train free period) which is typically 8 hours.

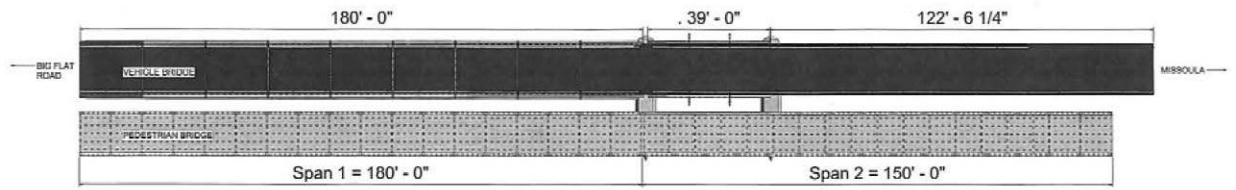
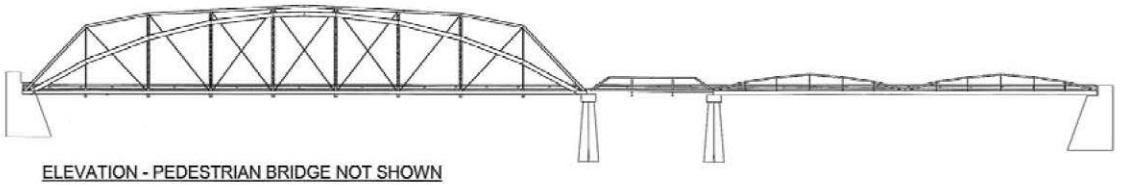
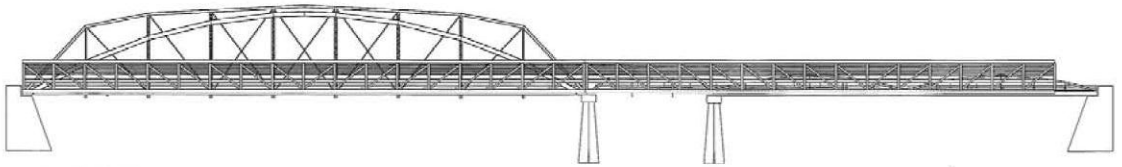
Since the draft Maclay Bridge Planning Study did not provide a re-habilitation option the MBA requested we provide them with the necessary details. A stand alone pedestrian bridge was shown with the existing Maclay Bridge. Costs were developed for the pedestrian bridge as well as costs for re-working the existing bridge trusses. This re-habilitation effort would generally fit the criteria shown in the study as a "Major Re-hab." This information was presented at the fourth public meeting as a poster and a handout. The same information is attached to this comment sheet for inclusion in the final Maclay Bridge Planning Study.

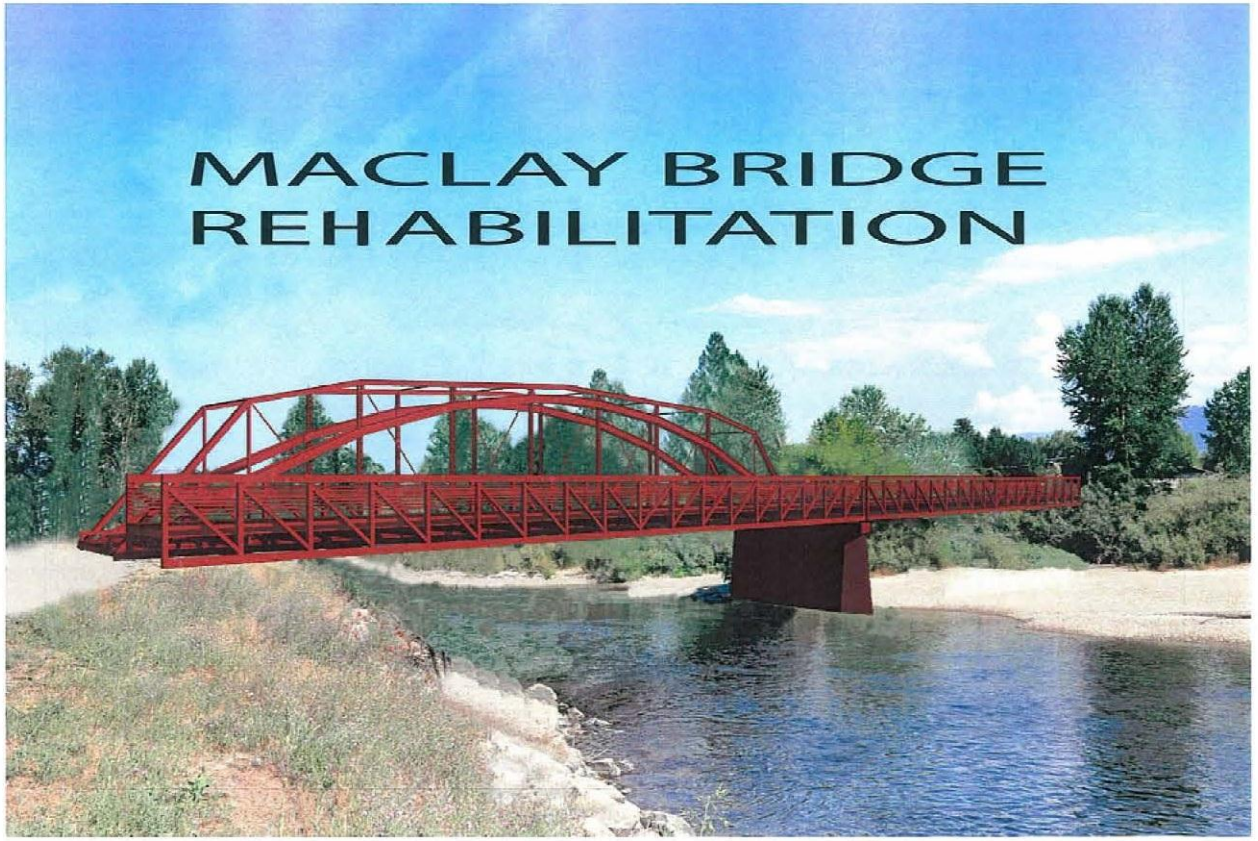
Comment ID	Date and Name	Comment
		It is our understanding that your study team has decided not to include the Re-hab. Option in the final Maclay Bridge Planning Study. The Re-Hab, option meets most of the objectives identified as important in this study while protecting the character of the community. The information presented may be shared with the County Commissioners so they can decide if the community requires a high speed cross road to accommodate commerce or to comply with the neighborhood plan and keep this a rural community. As stated previously this bridge does not exist to move commodity to market. There are no saw mills, grain elevators or stock yards to be accessed by the present location. The bigger challenge is to determine if the community needs to move North/ South traffic or East/ West traffic. It is my opinion that the traffic moving on Highway 93 is seeking a direct route to Interstate 90, thus an interior North/ south bypass not a western bypass on Blue Mountain Road. Respectfully submitted, Muth Consulting Engineers, P.C.  Franklin R. Muth, P.E.

Comment ID	Date and Name	Comment

Maclay Bridge Rehabilitation Cost Estimates				
Description	Quanity	Unit	Unit Price	Total
1. Tied Arch and Connections	62,000.00	LB	$ 2.80	$ 173,600.00
2. DWIDAG Ties, 1 3/8 A722	740.00	LF	$ 5.00	$ 3,700.00
3. Pony Truss Floor Beams (S18x54.7)	1,887.15	LB	$ 2.00	$ 3,774.30
4. Concrete Bridge Arch	15,200.00	LB	$ 2.50	$ 38,000.00
5. Saw Cut Existing (43 LF)	1.00	LS	$ 2,000.00	$ 2,000.00
6. Parker Truss Bearings	4.00	EA	$ 2,500.00	$ 10,000.00
Sub Total				$ 231,074.30
Mobilization (8%)				$ 18,485.94
Contingency (10%)				$ 24,956.02
Total Estimated Rehabilitation				**$ 274,516.27**

Maclay Pedestrian Bridge Cost Estimates				
Description	Quanity	Unit	Unit Price	Total
1. Steel Pipe Pile	440.00	LF	$ 46.00	$ 20,240.00
2. Drive Pile	424.00	LF	$ 10.00	$ 4,240.00
3. Class DD Concrete	127.72	CY	$ 600.00	$ 76,632.00
4. Class S Concrete	82.58	CY	$ 550.00	$ 45,419.00
5. Reinforcing Steel	17,500.00	LB	$ 1.50	$ 26,250.00
6. Pedestrian Bridge, 180 ft (section 1)	1.00	EA	$ 215,000.00	$ 215,000.00
7. Pedestrian Bridge, 150 ft (section 2)	1.00	EA	$ 180,000.00	$ 180,000.00
8. Pedestrian Bridge Installation	2.00	LS	$ 10,000.00	$ 20,000.00
Sub Total				$ 587,781.00
Mobilization (8%)				$ 47,022.48
Contingency (10%)				$ 63,480.35
Total Estimated Pedestrian Bridge				**$ 698,283.83**

Comment ID	Date and Name	Comment
		 PLAN VIEW  ELEVATION - PEDESTRIAN BRIDGE NOT SHOWN  ELEVATION

Comment ID	Date and Name	Comment
		
128	02/22/2013 *Scott Bair*	I strongly disagree with the recommendation to build a new 2-lane bridge at the extension of South Avenue to replace the single-lane Maclay Bridge. I believe the recommendation to replace the Maclay Bridge is based on faulty estimates of future traffic, county-caused deterioration of the existing bridge and inadequate consideration of the neighborhoods serviced by the Maclay Bridge.

Comment ID	Date and Name	Comment
		The Robert Peccia & Associates recommendation cites estimates of a 220% increase in traffic for Blue Mountain Road and 250% increase for Big Flat Road by 2040. When queried about the source of the estimates at one of the public meetings, the moderator stated that they were based on "standard DOT formulas" and that they were "very complex". I am at a loss to understand how a DOT formula can arrive at the phenomenal increases where there are overwhelming limiting factors in this area. Almost all of the land by Blue Mountain and Big Flat Roads has already been developed, and only River Pines Estates and a proposed McCauley Butte development remain as viable sources of new residences. Together the two developments add less than 25 more homes to the area. The majority of remaining land is either State/Federal recreation property, private property that has been placed in conservation easements or land that cannot be developed due to ground slope. Traffic on Blue Mountain and Big Flat roads is limited by reduced speed limits (35MPH), narrow lanes, abundant wildlife and a winding course next to the Bitterroot and Clark Fork rivers. As a matter of fact, the Maclay Bridge serves as a "calming" influence on traffic in this area, and that calming effect will be completely absent with the proposed new bridge. I believe that the new bridge will be the most likely cause of increased traffic. With a wider bridge, increased load ratings and improved turn radiuses, the new bridge will be ideal to allow large trucks such as Knife River vehicles, to utilize Blue Mountain and Big Flat roads. The risk for rivers to be damaged from a large truck accident are extremely high, and one only has to look at the history of Route 35 by Flathead Lake to see the inevitable effects of such an accident. A weight-limit study for the Blue Mountain and Big Flat roads was proposed almost 3 years ago, and has yet to be completed. Without restrictions in place, our pristine rivers will be at great risk. A major driving force for replacing the Maclay Bridge is the deterioration of the structure. However, the County has not maintained or attempted to rehabilitate the bridge in nearly a decade. Claiming the deteriorated condition is a reason to replace the bridge is similar to the kid who kills his parents and expects mercy from the court because he is an orphan. Additionally, the County has stated that the bridge could be replaced using Federal funds and not require County funds. We should acknowledge that large outlays of County/State funding will in fact be necessary to procure land, create approaches and complete other portions of the bridge replacement. As a taxpayer, I believe that there is nothing free about the federal funding, and County outlays of funds will probably exceed costs to rehabilitate the Maclay Bridge. I would prefer my taxes to be used to rehabilitate the bridge. I also believe that the County has a moral and legal obligation to follow the Target Range Neighborhood Plan. This plan was approved by the County, and recent Montana Supreme Court decisions reflect that approved neighborhood plans are legally binding documents. Our quality of life will be drastically reduced by additional high speed, heavy load traffic generated by the new bridge. Safety of school children will be significantly reduced by the additional high speed traffic in front of both Big Sky and Target Range schools. In conclusion, I respectfully request that the County Commissioners reject the recommendation for a new bridge, and actively consider methods to rehabilitate our Maclay Bridge. Scott D. Bair

Comment ID	Date and Name	Comment
129	02/22/2013 *Bob Schweitzer*	MACLAY BRIDGE REHABILITATION The Best Alternative By Maclay Bridge Alliance EXECUTIVE SUMMARY The Maclay Bridge Planning Study was initiated at the request of the Missoula County Commissioners in 2012. According to the Montana Department of Transportation website: *"The purpose of the Study is to identify financially feasible improvement options to address the needs and objectives defined by the community, study partners, and resource agencies.* (Underlining by MBA) *... Identifying feasible recommendations will assist the study partners in targeting the most critical needs and allocating resources appropriately."* The study failed to achieve its stated purpose. First this study did not identify the connected costs associated with a replacement bridge, thus the $7.3 million cost for the bridge and approaches horribly understates the actual costs that will be incurred. Many of those costs will fall directly on Missoula County. According to the study, the cost of improvements in South Avenue from Hansen Drive east to Clements is estimated at $1.9 million, but the report does not state who will pay for it. Other costs on the west side of the river have not been addressed at all, including the intersection of River Pines with the new bridge approach, and the existing intersection at River Pines with Big Flat and Blue Mountain Roads. This compares with a rehabilitation option that will include a separated pedestrian crossing for under $1 million. Secondly, the study was to address needs and objectives defined by the community, study partners, and resource agencies. Once again, the study report failed. The "Community" was brushed off except where comments and testimony supported the favored conclusion. Missoula County spends huge sums of money for studies and reports to guide development. We have the Missoula Growth Policy, Missoula Long Range Transportation Plan and the Target Range Neighborhood Plan, which became an integral part of the Growth Policy. The Target Range Neighborhood Plan surveyed the entire community and found that 88% of the respondents said that it was "Very Important" to preserve the rural character of the community. It was approved and signed by all three county commissioners. Yet this study glossed over these documents with no attempt to understand them or be guided by them. The 2012 Missoula Long Range Transportation Plan says that steps should be taken to contain urban sprawl, but this planning team came to a conclusion to recommend a new replacement bridge. One has to ask, "How does a new, high capacity, faster bridge across the Bitterroot help contain urban sprawl?" Target Range Neighborhood Plan made very clear that a new bridge was neither necessary, nor wanted by that community, yet it too was ignored. As taxpayers in

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		Missoula County, we must ask why do we spend all this time and money on planning, and then completely ignore the policies they offer to guide our growth? To quote from the study report, "Ultimately, it is the discretion of the Missoula County Commission to select an option that they are most comfortable with and that balances the transportation needs of the greater community." The planning team then proceeds to provide information to support their choice while withholding information that supports other options. Conversely, they seem to withhold or bury information that might detract from their choice. Maclay Bridge Alliance will attempt to fill some of the gaps. To accomplish that, we have recruited people that were intimately involved with the Target Range Neighborhood Plan. We hired a bridge rehabilitation engineer to assure accuracy in our claims and facts, and we hired a hydrologist to consider the river. Safety and reasonable solutions are of great concern because our families are exposed to these issues every day. EXISTING AND PROJECTED CONDITIONS TRANSPORTATION SYSTEM CONSIDERATIONS ➢ **Traffic** – We acknowledge that existing and projected traffic volumes exceed the AASHTO standard for a single-lane bridge. AASHTO provides flexibility for context sensitive conditions however, particularly for this type of application. This is a rural county road, and not a major highway of commerce. ➢ **Safety** – The study report identified 131 crashes over a ten-year period within the study area. They discuss crash numbers at the bridge ends, but they do not discuss contributing factors for these crashes. Contributing factors associated with most of these 131 crashes include excessive speed for conditions (nearly universally), alcohol (25%), and poor light conditions. Most of these are single vehicle accidents except at driveway access points. There have been no fatalities. ➢ **Travel Time** – The study reports that with the existing Maclay Bridge out of service, travel times to areas on the west side of the river are longer for private and emergency vehicles. The same could be said for any bridge in Missoula. That in fact most recently happened on Reserve Street, hence age of the bridge has nothing to do with this observation. ➢ **Horizontal Alignment** – Three horizontal curves do not meet current Missoula County or MDT standards. Two of these lead into and out of the existing bridge. Curves slow traffic. Hence there have been no fatalities in any accidents within the study area including those at the bridge ends. Improved signage, possibly to include stop signs, and lighting would be a less expensive means to address this issue, where the straighter, and longer, and wider South Avenue Bridge will lead to more excessive speed for conditions, and very probably more serious injuries or even fatalities.

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		➢ **Clear Zones** – The study report addresses numerous objects within the horizontal clear zones, particularly for River Pines. Cutting brush and trees back from the road could aleviate some of this, as could making full use of the right-of-way that exists along this road. There is sufficient room for a separated pedestrian, bike path and buried utilities, that could help. ➢ **Bridge** – • The existing bridge is functionally obsolete. It is a single-lane bridge. Therefore it is eligible for federal funding assistance if state and local standards do not disqualify it. The design exception rule under Title 23 US Code Section 144(o) encourages rehabilitation for historic bridges. • The existing bridge is load restricted. This can be remedied by the Muth Rehabilitation Plan that will bring this bridge up to HL-93 standards, or 36 tons capacity. All vehicles up to 36 tons could cross at the posted speed with no special limitations for acceleration or breaking. • The existing bridge is fracture critical by design. The Muth Rehabilitation Plan removes the fracture critical status by providing redundant support members in the structure. • There are no bicycle or pedestrian features on the bridge. The Muth Rehabilitation Plan includes a separated crossing. • The bridge is a composite structure. The Muth Rehabilitation Plan incudes inspection and replacement of rusted and hidden members, to assure the HL-93 standards are met. • Chanel scour is apparent under the old bridge. It seems to be stable with no recent indications of erosion. ➢ **Parking** – Parking concerns are understood. This is typically not a function of bridge planning or design, but this ongoing problem should be resolved, as should the obvious violations of property rights with trash and even human waste. We would recommend negotiations with a nearby landowner to open a concession for parking, portable toilets, and trash collection. A user fee could be collected to cover costs and rentals thus providing a reasonable return to the landowner. Failing that approach, perhaps a partnership agreement with Montana Fish Wildlife and Parks would be in order. ➢ **Approaches** – Roadway widths on River Pines Road do not include shoulders, or sufficient room for bicycle and pedestrian facilities. This seems to be a self-inflicted ailment. Missoula County right-of-way maps indicate at least 16 feet of unused right-of-way west of River Pines Road. This would be adequate to widen River Pines by 2 feet, bury utility lines in 6 feet, and construct a pedestrian/bicycle path.in the remaining 8 feet. If there is a need determined, stop signs or even synchronized traffic lights could be used to meter traffic.

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		ENVIRONMENTAL CONSIDERATIONS The study report indicates numerous environmental considerations. Prime farmland, water resources, wetlands, floodplains, hazardous substances, air quality, fish and wildlife, vegetation and cultural and archaeological resources are mentioned as being within the vicinity of Maclay Bridge. The brevity with which these resources were discussed indicates the obvious need for an Environment Impact Statement if the South Avenue Bridge option is selected. This is a costly and time consuming process, likely to require several years. These studies will undoubtedly disclose unmentioned mitigation measures that could substantially increase costs and delays in design and construction. The rehabilitation option would minimize additional studies and permits, though the enlargement of bridge piers and abutments would likely require permits from the US Army Corps of Engineers. Accordingly, this option could be activated sooner, so that the county and the public begin to enjoy the benefits more quickly, at less cost to the state and the county, and the federal government. This section of the study is lacking in meaningful discussion of the human environment. It would have been an excellent place to properly discuss the Target Range Neighborhood Plan to include the intent of residents to preserve the rural character of the area. When considered in this context, the rehabilitation option is an obvious choice. OTHER CONSIDERATIONS Though the study executive summary gives this section very little discussion, we believe there are many important items within it. Therefore we will address all the considerations covered by the study, but from the majority perspective of people that live in the area. ➢ **Travel Speeds** – The fastest route between two points is typically the shortest, which is a straight line. Is our goal in this project to achieve speed? We do not think so. ➢ **Traffic Growth** – This topic is perhaps the biggest source of disagreement with the study. The planning team used a traffic model that was greatly influenced by the last twenty years. They used that to project into the future, and we believe that is a fundamental error. That particular time span included the growth spurt west of the Bitterroot River in O'Brien Creek, Hidden Heights, Big Flat areas. The vast majority of large tracts have been divided and occupied by homes to the maximum densities allowed under current zoning. Therefore there is no basis for that kind of growth to continue, unless a new bridge is built. The remaining large tracts of private land are typically steep and heavily timbered, thus insuring sparse development, if developed at all. On the other hand, if a new bridge is built, there

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		will likely be immediate pressure to relax zoning to allow higher densities and commercialization. Urban sprawl begins along transportation corridors. The rehabilitation option is the best insurance to preserve rural characteristics. ➢ **Safety** – This is a big concern for the residents of the area. Our opinions differ markedly from the engineers that made up the planning team however. They believe that wider and straighter roads are safer because that approach has been very successful on state and federal highways, and especially the interstate highway system. These roads are not state or federal highways however, and generally the functions of these roads differ from state and federal highways. State and federal highways are designed for higher speeds and rapid transport of commerce, meaning trucks. Collector roads and streets impacted by a new replacement bridge are frequently intersected by feeder streets and driveways. South Avenue is less appropriate for a major bridge than is North Avenue because the houses have been built closer to the street. Vehicles entering South Avenue must back into what could become a very busy street. This is already a contributing cause for some collisions. If a new bridge is constructed, traffic accidents along South Avenue will most likely increase beyond those encountered on North, simply because houses along North were constructed back, away from the road, with frequent traffic in mind. These are mature neighborhoods, built up around old traffic patterns and expectations. The roads west of the Bitterroot River are characterized as narrow, winding, and hilly. That translates to limited forward visibility. We are not complaining about these roads, we are simply pointing out that they are not suitable for high volumes and higher speeds that the South Avenue Bridge will generate. These in fact are the roads that bring quality experiences to the Missoula Marathon and numerous bicycle events. That is an economic consideration that the commissioners should also consider. ➢ **Noise** – The rehabilitation option most closely mirrors the status quo. Vehicles must slow to negotiate the right-angle corners, and the single-lane bridge. Slower traffic is quieter traffic. If a new bridge is constructed, the slowest reasonable speed west of the Target Range School Zone will likely be 35 miles per hour. That speed generates loud noise, particularly when heavy lug mud and snow tires are used. Noise reflected off adjacent houses magnifies the effect. Frequent large trucks, with their compression brakes, can be expected as well. ➢ **Community Values** – The study executive summary does acknowledge the desire to maintain the rural character of the area and limit traffic growth, and it briefly discusses the desire to preserve access to recreational lands on the west side of the river. It falls short with respect to any description of how that can be accomplished by constructing a new bridge. The study then goes on to dismiss the Target Range Neighborhood Plan by simply saying "it does not identify a need for a new bridge." ➢ **Undersirable Behavior** – Once again, the study report delves into an area not typical of transporation studies. Nevertheless, there are frequent displays of "Bad" behavior, mostly in the form of jumping from the bridge, scattering trash and clutter, being disrepectful of property owners. We would argue that recreating on the island, sand bars, and the scour hole is not by itself undesireable behavior, nor is it illegal. Complaints about undesirable behavior at this location

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have existed for more than 50 years, but a new bridge will not fix the problem. It will likely make the problem worse because the dead-end roads will create parking space for recreators. A new bridge will also create a new access corridor to the river that will generate its own behavior problems. This situation needs to be considered independently of the bridge.

NEEDS AND OBJECTIVES

Needs and objectives for this study were derived by the study planning team. Though they cited input from the public as guiding this determination, it has been apparent that these derivations were shapped more by their perspectives as engineers than by the preponderance of public input. This study planning team was made up of 18 engineers and planners from Missoula County, Montana Department of Transportation, Federal Highway Administration, and the consultant. Most live in Helena. None of the Missoula participants live within the study area, and only one had any familiarity with the Target Range Neighborhood Plan. Therefore the active participants are all heavily dependent upon keeping projects like this in the funding pipeline. Those of us who attended Planning Team Meetings were forbidden to speak. Our occassional e-mails received an approved response from the planning team, but they were usually negative toward our input. Maclay Bridge Alliance engaged in the process to be proactive, but we were thwarted from that objective with respect to the study report.

It is important in this discussion to recognize that Maclay Bridge Alliance believes that the function of good engineering is to serve the needs of society, not drive them. All conclusions of the study report have evolved from the point of view that engineers should tell us what we need. That is not to say that their input is not important, but in determining needs, it has no more importance than anyone else who will be impacted by the outcome.

NEED NUMBER 1:

Improve the safety and operation of the river crossing and connecting roadway network.

All participants wish to improve safety. Seventeen accidents over ten years at the bridge ends seems like too many. How can safety be improved? If the seventeen had involved any fatalities, we would be significantly more concerned. This accident cluster was considered, and a solution was recommended by MDT over a year and a half ago, but those prescribed improvments have yet to be implemented. Apparently seventeen accidents over ten years with no fatalities is not serious enough for immediate action on their part, so why should that statistic drive the need for a new bridge?

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		As for the operation of the river crossing, more area residents agree with us, that the low sufficiency rating of the bridge actually encourages slower traffic and less of it than a new bridge. These things are written into the Target Range Neighborhood Plan, and it is part of the historic and rural character of the area. Once again, sufficiency ratings are a good measure for state and federal highways, but not necessarily good for collectors. A good example of low sufficiency rating on a popular bridge crossing is the Brooklyn Bridge in New York. It has a sufficiency rating of zero. We asked our engineer to devise a plan that would accommodate our desire for slow moving traffic while offering a safer travel environment. His answer was to rehabilitate Maclay Bridge so that it could accommodate the heaviest vehicle in the rural fire department fleet at a normal speed. He added a separated pedestrian crossing to relieve use of the driving lane on the bridge. This is an example of an engineer responding to a community-defined need. We think it's a good plan. At such time that delays in crossing the bridge become problematic, we would suggest installation of synchronized traffic lights to meter traffic flow. At this time, such a control system is not warranted. Our discussions with the rural fire chief have indicated that the rehabilitation solution would adequately meet the needs of the rural fire department. **NEED NUMBER 2:** **Provide a long-term river crossing and connecting roadway network that accomodates planned growth in the Maclay Bridge area.** Rehabilitation of Maclay Bridge in accordance with the Muth Plan is a long-term crossing. Based on a cost per year amortization, it scores much higher than the new bridge option. It utilizes an existing roadway network that links all the important destinations on both sides of the river. Thus it has no hidden connected costs. It fits well within the planned growth requirements for Target Range transportation, and since the west side of the Bitterroot River is maturely developed and nearing present zoning capacity, there is no growth demand for a third modern highway bridge to serve such a limited area. The west side area is completely accessible using either Buckhouse Bridge to the south or Kona Ranch Bridge. • The Muth Plan accomodates present and future capacity demands without encouraging additional urban sprawl. • The Muth Plan addresses non-motorized facilities consistent with local planning efforts. This plan is recognized and endorsed by the Target Range neighborhood. • The Muth Plan provides adequate connectivity to neighborhood residents, and regional users accessing recreational lands west of the river.

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		NEED NUMBER 3: **Minimize adverse impacts for options to the environmental, cultural, scenic and recreational characteristics of the study area.** The Muth Plan excells over all other options in this regard while it provides improved pedestrian and bicycle access. • The Muth Plan minimizes adverse impacts to the Bitterroot River. • The Muth Plan minimizes adverse impacts to the wildlife and aquatic organisms. • The Muth Plan, in conjunction with Buckhouse and Kona Ranch Bridges provides reasonable access to recreational sites in the study area. (Kelly Island, Lolo National Forest, Missoula County Parks.) • The Muth Plan avoids adverse impacts to historic, cultural, and archaeological resources. **NEED NUMBER 4:** **Minimize adverse impacts to the neighborhood characteristics of the study area.** Again, the Muth Plan excells over all other options. It protects and preserves the rural character of the community. • The Muth Plan can be implemented with the most possible sensitivity to area schools. • The Muth Plan minimizes impact to existing residents and businesses in the area. • The Muth Plan recognizes the historic value of Maclay Bridge and perpetuates that value for the community and the role it plays in local regional events. **OPTIONS** There are only three options that need be considered by the Board of County Commissioners. All others have been relegated to back seat roles by the study report and this report. The first of these is the Muth Rehabilitation Option. It is first because it begins with what we have, it is supported by the Target Range Neighborhood Plan, and it is supported by many residents within impacted areas west of the Bitterroot River. The second option offers the pure engineering solution in the form of a replacement bridge.

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		The third option is to do nothing. To those of us that must live with your decision, the third option is preferable to the second. **CONCLUSIONS AND NEXT STEPS** Maclay Bridge Alliance is compelled to present this Executive Summary which supports the Muth Rehabilitation Option because the planning team would not allow a section for this discussion. In other words, they have only delivered information concerning those options that support the South Avenue extension and bridge to River Pines Road. It has become our objective to provide you with a viable alternative that reflects the combination of good engineering practice with neighborhood values. The study report says that the rehabilitation option may not be eligible for MDT's Off-system Bridge Program funding. We have underscored "may not" because once again, the study report has failed to provide you with information you should have to make a good decision. Title 23 US Code Section 144(o) encourages design exceptions for rehabilitation of historic bridges. The Federal Highway Administration has advised us however, that a sub-paragraph (3) of that section states that the project must meet state and local standards to be eligibible for federal funding. Since this is a county bridge, on county roads, we believe that state standards probably do not apply, but if they do, could be waived at your request. That leaves county standards as the primary obstacle to federal funding for rehabilitation. We hope this summary has conveyed our determination to be proactive in this study, and we hope it has provided you with useful information for the decision you must make. Unfortunately, we do not have the resources to advance some parts of our study such as an independent traffic model. Nevertheless, separate papers have addressed the transportation model, and land uses in the context of traffic increases, engineered planning and costs for rehabilitation. They have also addressed poor screening practices used in this study. Maclay Bridge Alliance Robert M. Schweitzer

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130	02/22/2013 *Monica Weisul*	Maclay Bridge Planning Study Public Comment According to Montana Department of Transportation (MDT) crash database, there were 131 total crashes for the ten year period, January 1, 2002 to December 31, 2011. However, if you analyze the crash locations identified in Figure 3, from the intersections of River Pines Road and Blue Mountain Road and Humble Road and North Ave W, there were only 60 crashes between those two intersections approaching Maclay Bridge from east and west. In a ten year period that averages out to be six crashes per year. The other 71 crash sites on Figure 3 cannot be attributed to any safety issues dealing with the safety of Maclay Bridge. And more specifically, the six crashes on Big Flat Road and the 29 crashes on Blue Mountain Road cannot be assumed to have happened because of safety issues of the Maclay Bridge. MDT makes the assumption that those 35 crashes involved traffic that was going to use the bridge and does not give any consideration that this may have been a north and south travel corridor between Mullen Road and Highway 93. Maintenance slows the rate of deterioration, extending the life of the bridge. Your Report states that minor rehabilitation work is not a" one time only" application and that minor rehab activities may be required on a frequency of every two-to-three years over the life of the bridge. Rehabilitation efforts on Maclay Bridge have only been performed four times over the last 19 years…in April 1997 and during the summers of 2003, 2004, and 2005. Based on this information, there has been no maintenance work on Maclay Bridge for the last seven years. I am hoping that this decision by state and local governments was not used as a deferred maintenance option to support building a new bridge. This process will end up costing more money in the long run through larger, more costly repair or reconstruction projects at a later date if a new bridge is built to replace the Maclay Bridge. Respectfully, Monica Weisul Target Range Citizen
131	02/22/2013 *Patricia Thomas*	I was most disappointed by the recommendation of Robert Peccia ampersand Associates to replace Maclay Bridge with a new bridge at the extension of South Avenue. I don't believe that the recommendation fully considered plans to rehabilitate the existing bridge, which would come at a substantially lower cost than the proposed structure, or the desires of the surrounding neighborhoods. Surely, there are more frequently travelled roads and bridges that deserve a higher priority for the expenditure of limited taxpayer funds. One of the factors for replacing the existing bridge was to accommodate future traffic volume. However, no explanation was provided for estimated traffic increases of 220 percent for Blue Mountain Road and 250 percent for Big Flat Road by 2040. Where is this traffic coming from? Much of the area around Blue Mountain/Big Flat is either owned by the U.S. Forest Service, the Montana Fish and Wildlife Service, or has been placed into conservation easements. Residential areas are well-established, many on multi-acre lots, limiting any local growth. Unless the County is proposing to make those roads the long-rumored "Western Bypass" of Missoula, I can find no reasonable explanation for such traffic growth. Even more discouraging is the fact that Blue Mountain/Big Flat is one of the most scenic drives in Missoula. It is that way because of its proximity to the Bitterroot and Clark Fork Rivers, its winding nature, access to recreational lands, well-spaced homes, and current low-volume traffic. This is a beautiful area-a coveted placed to live and play. Please don't turn this area into a high-speed, high-volume traffic corridor. I believe that replacing Maclay Bridge with the two-lane bridge off of South would be the first step in doing so.

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		Should the Commissioners vote to proceed with the replacement of Maclay Bridge, additional 3- or 4-way stop signs on South Avenue near Big Sky High School and Target Range Elementary School, such as at Tower, Clements and Humble Streets, and reduced speed limits, should be included in any such plans. Moreover, weight/load restrictions on Blue Mountain and Big Flat Roads should be imposed to limit tractor trailers and other large trucks from using those roads as a thoroughfare. At a County Commissioners' meeting almost three years ago, the Director of Public Works indicated that his office planned a load study of Big Flat and Blue Mountain Roads which, he believed, would result in weight limitations being placed on those roads. If this study has not already been undertaken, I would urge that the Commissioners request that it be done. Patricia L. Thomas Submitter's IP address: 97.119.212.253
132	02/22/2013 *Tom Stuckey*	I have lived in Target Range for decades. If there is to be a new Maclay Bridge in Missoula, please do not move it from its present location. You will negatively impact the neighborhood characteristics if the bridge is at South Avenue. Do not change the location of the Maclay Bridge. Submitter's IP address: 71.210.61.216
133	02/22/2013 *Gene Thompson*	I have lived in Missoula since 1966, in Target Range since 1982. Over the span of the last 47 years, I have witnessed a great deal of change in the valley and the town. The direction of a significant amount of that change was driven by decisions made regarding the construction of new or replacement bridges, Madison Street, Reserve Street and Kona Road. Based on my 47 years of personal observation, I believe constructing a new bridge off the end of South Avenue to replace the existing Maclay Bridge will have profound effects on travel entering Missoula from the Bitterroot Valley. Clearly a new mainline bridge at the end of South Avenue will facilitate traffic coming and going from the Bitterroot Valley, not Big Flat or O'Brien Creek. If you examine the effects bridges have had on community and neighborhood growth and development, Reserve Street and Kona in particular, you can reasonably conclude that if you build it, they will come. I don't believe the screening process used adequately or accurately weighed the expected increase in traffic through the affected area. It would appear that the process gave no consideration to the Target Range Community Plan which specifically addresses the local community's interest in maintaining its existing character. To suggest a new bridge would be consistent with this expressed need is a major flaw in the process. Submitter's IP address: 184.166.69.56
134	02/22/2013 *Ginny Fay*	I am writing to provide my comments on the Maclay Bridge Planning Study. I am 100 percent opposed to a new bridge being constructed and in favor of option 2b, a major rehabilitation of the existing structure. The current traffic volume does not warrant building a new bridge that would have a severe impact on the residents in the nearby areas, neighborhood character, or the Bitterroot River. Major rehabilitation of the existing bridge coupled with using the balance of the funds to improve pedestrian and bicycle access along the Blue Mt,, River Pines and Big Flat roads would be a significantly better use of public funds and provide greater safety improvements. Building a new bridge along

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		South Avenue will be a major impact to the neighborhoods, riparian habitat, student and school safety. It will increase traffic and speeds through the area because people will use the bridge to avoid the congestion on Reserve Street caused by previous poor transportation planning. The city and county of Missoula need to do better transportation planning rather than continue to compound problems by adding one new mistake to many previous old mistakes resulting in ever increasing cumulative impacts. I do not think the planning report reflects the considerable opposition to the new bridge expressed repeatedly by area residents. Submitter's IP address: 66.62.194.236
135	02/22/2013 *Anonymous*	The idea of creating a new bridge for a direct shot from South Avenue to Blue Mountain Road is scary. For one, the environmental impact will be major. Has anyone done a study on the wildlife out in that area? Second, it will be another easy avenue for the children who are driving drunk to get up onto Blue Mountain Road instead of driving onto South Hills. Submitter's IP address: 71.210.61.216

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136	02/22/2013 *Fred Stewart*	**SCREENING ASSESSMENT** **SUMMARY**: The screening criteria used in the screening assessment assured selection of an option to build a bridge while removing any rehab option for the existing bridge from further consideration. This was accomplished by selecting criteria that would score more favorably for a build option than a rehab option, and by failing to include a feasible rehab option for evaluation. When criteria were suggested to the study team by the public that would reflect concerns for protection of community values as identified in the Target Range Neighborhood Plan they were ignored. When specific design features for a feasible rehab option, prepared by a consulting bridge engineer, were presented to the study team they were also ignored. Finally, the Screening Assessment document prepared by the study team was declared "FINAL" on January 4, 2013, more than 3 weeks before the public meeting where the screening criteria were presented to the public for the first time. There is little, if any, expectation by the public that the study team intends to seriously consider public comment on a process that is already completed. **HOW NOT TO HAVE A VALID SCREENING PROCESS** On November 28, 2012, prior to the completion of the screening process for the Maclay Bridge Planning Study, suggested screening criteria (Attachments 1 & 2 at the end of this comment) were sent to Jeff Key, RPA Project Manager, and Louis YellowRobe, Missoula County. I was told at the time that these criteria would not be considered because the general public had not had an opportunity to comment on the screening criteria. However, by the time the general public did have an opportunity to see the screening criteria and results, the Screening Assessment document had already been finalized on January 4, 2013. According to the MDT web site, the Maclay Bridge Planning Study will, "… follow the Montana Business Process to Link Planning Studies and NEPA/MEPA Reviews, which requires extensive community outreach and coordination with other partnering agencies". On page 3-4 of this document it states that "…(Screening) Criteria may include… local concerns." This was not done in any meaningful way as shown by the refusal of the planning team to consider screening criteria that reflected community values. The most serious departure from the Montana Business Process, also shown on page 3-4 is in the statement that "…**developed screening criteria and objectives, will not be considered final until after** resource and other agency **and public review and comment".** (Emphasis added) As mentioned above, the Screening Assessment was finalized long before the public had any opportunity to review and comment. There was no opportunity given the public to suggest additional screening criteria that would reflect the community interests. **Declaring the Screening Assessment "FINAL" prior to the public even seeing the criteria or the screening results clearly shows there was never any intent on the part of the study team to do anything with comments on the Screening Assessment, other than to bury them in an appendix.**

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		In terms of the screening criteria reflecting local concerns, those concerns should have been identified in the Existing and Projected Conditions Report as indicated on Page 3-3 of the Montana Business Process. It states there that the E&PC Report "**should consider the community context**, as well as state, tribal, MPO, and **other local community vision, goals, and objectives**. (Emphasis added). At the Public Meeting #3 I made specific comments related to community needs as reflected in the Target Range Neighborhood Plan. (Attachment 3) The Target Range Neighborhood Plan was quite specific in terms of the community vision, goals, and objectives as shown in the Vision Statement in Attachment 3. The fact that community concerns and values were largely ignored completely invalidates any results that may come from this study. Members of the study team spent a great deal of professional time, energy, and money (more than $200,000) to produce a Draft Maclay Bridge Planning Study that did not follow their own study guidelines as promised in the Montana Business Process. **As a result the Missoula County Commissioners are left with an incomplete and flawed document, with an invalid recommendation to build a very costly bridge that adversely impact the local community, and without supporting information for a rehabilitation option presented by the community that meet the majority of our needs for at least the next 30 years.** Fred Stewart

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ATTACHMENT 1

Jeff & Lewis, 11/28/2012

After listening to the discussion of social factors used for the second level of screening, I think you are totally missing important information from the Target Range Neighborhood Plan. The plan was adopted by the Missoula Board of County Commissioners on June 30, 2010, as an amendment to the 2005 Missoula County Growth Policy. As a guide to land management policy and the most recent planning document for this neighborhood, it is very clear about neighborhood characteristics that are important to the area residents. Although residents on the west side of the Bitterroot River are not included in the somewhat arbitrary plan boundaries, a number of those individuals were involved in various committees that worked on the plan. They expressed similar concerns about factors affecting their own area as did residents on the east side of the river. Thus an analysis of impacts of options on the east side will likely apply to resident concerns on the west side of the river as well. I've highlighted sections of the plan that I feel are key elements that relate to the Maclay Bridge study. Examples of screening criteria could be:

1. How well does the option protect the rural character of the neighborhood as identified in the Neighborhood Plan?
2. Does the option mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area?
3. Does the option enhance the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area?
4. To what extent does the option protect those community resources which are critical for maintaining the rural character of the neighborhood?
5. Does the option enhance those neighborhood characteristics identified in the Neighborhood Plan as "Very Important" by residents?

I hope you will take the opportunity to seriously consider these comments as you prepare your second level screening criteria at your workshop on Thursday. Please let me know if you have comments or questions.

Fred Stewart

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ATTACHMENT 2

Target Range Neighborhood Plan

"Rural by Design"

2.3 Transportation Infrastructure Streets and roads within the Target Range neighborhood are heavily used by commuters, school-aged children, horse riders, bicyclists, and walkers. Future construction of homes, additional recreational opportunities on city and county parkland and city and county and federal lands adjacent to the Bitterroot and Clark Fork Rivers will result in increased traffic/congestion, more vehicle and vehicle-pedestrian accidents, increased noise, and additional air pollution on roads and trails.

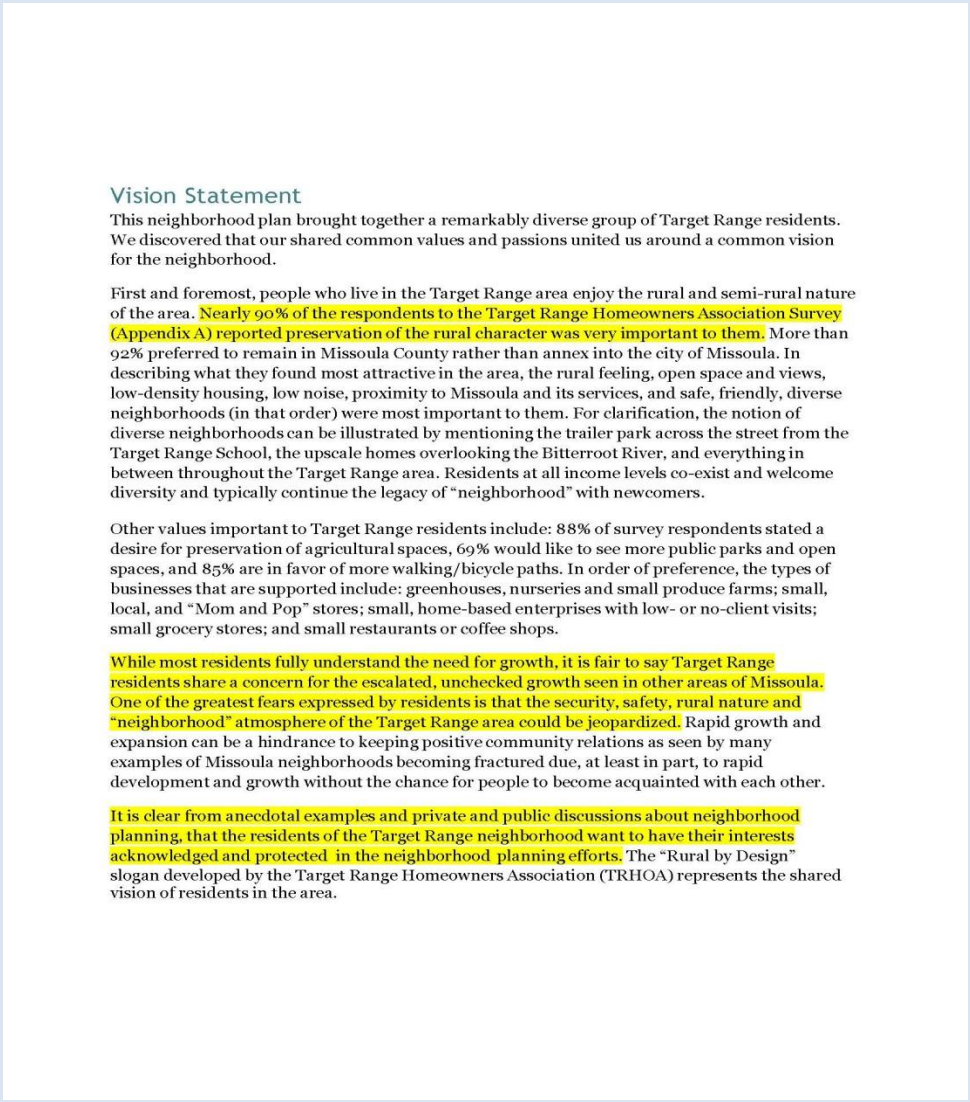
Recommendations to improve transportation infrastructure: Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area. Transportation alternatives must be undertaken to offset potential negative impacts associated with future development, including expansion of the walking and biking paths to reduce the number of miles traveled to improve air quality.

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2.7 Land Use / Zoning The primary land use of Target Range was, and still is, residential properties on one-half to one or more acres, interspersed with agricultural operations, open space, wildlife habitat and vacant lots. Zoning is an important tool to protect community resources that are critical for maintaining the rural character of the neighborhood and provide opportunities to the greater Missoula community.

Recommendations for zoning: Create rural zoning districts to give local residents greater control over zoning changes; change zoning from two to one home per acre in a limited area; and encourage a variety of land-use tools to permanently protect valuable natural resources that will otherwise be negatively affected by future residential development.

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Vision Statement

This neighborhood plan brought together a remarkably diverse group of Target Range residents. We discovered that our shared common values and passions united us around a common vision for the neighborhood.

First and foremost, people who live in the Target Range area enjoy the rural and semi-rural nature of the area. Nearly 90% of the respondents to the Target Range Homeowners Association Survey (Appendix A) reported preservation of the rural character was very important to them. More than 92% preferred to remain in Missoula County rather than annex into the city of Missoula. In describing what they found most attractive in the area, the rural feeling, open space and views, low-density housing, low noise, proximity to Missoula and its services, and safe, friendly, diverse neighborhoods (in that order) were most important to them. For clarification, the notion of diverse neighborhoods can be illustrated by mentioning the trailer park across the street from the Target Range School, the upscale homes overlooking the Bitterroot River, and everything in between throughout the Target Range area. Residents at all income levels co-exist and welcome diversity and typically continue the legacy of "neighborhood" with newcomers.

Other values important to Target Range residents include: 88% of survey respondents stated a desire for preservation of agricultural spaces, 69% would like to see more public parks and open spaces, and 85% are in favor of more walking/bicycle paths. In order of preference, the types of businesses that are supported include: greenhouses, nurseries and small produce farms; small, local, and "Mom and Pop" stores; small, home-based enterprises with low- or no-client visits; small grocery stores; and small restaurants or coffee shops.

While most residents fully understand the need for growth, it is fair to say Target Range residents share a concern for the escalated, unchecked growth seen in other areas of Missoula. One of the greatest fears expressed by residents is that the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area could be jeopardized. Rapid growth and expansion can be a hindrance to keeping positive community relations as seen by many examples of Missoula neighborhoods becoming fractured due, at least in part, to rapid development and growth without the chance for people to become acquainted with each other.

It is clear from anecdotal examples and private and public discussions about neighborhood planning, that the residents of the Target Range neighborhood want to have their interests acknowledged and protected in the neighborhood planning efforts. The "Rural by Design" slogan developed by the Target Range Homeowners Association (TRHOA) represents the shared vision of residents in the area.

Comment ID	Date and Name	Comment

2.3 Transportation Infrastructure (motorized and non-motorized)

Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area. Transportation alternatives must be undertaken to offset potential negative impacts associated with future development, including efforts to reduce the number of motorized vehicle miles traveled to improve air quality.

Current Situation

For years the main street arterials into the Target Range area have been South Avenue West, Spurgin Road, South Seventh West, South Third West, and across the Bitterroot River via Maclay Bridge and North Avenue to Clements Road. Clements Road and Tower Street are the primary north-south connecting roads. These streets can be seen on Map 8–Transportation and Trails.

Objectives and Goals

Without careful planning, future construction of homes and additional recreational opportunities on city/county parkland within the neighborhood and city/county and federal lands adjacent to the Bitterroot and Clark Fork Rivers will result in increased traffic and congestion, more vehicle and vehicle-pedestrian accidents, increased noise, and additional air pollution. In addition to motorized vehicles, the streets and roads within Target Range are heavily used by school-aged children, families, horse riders, and bicyclists. These activities can come into conflict with motorized transportation. This plan presents strategies for resolving and/or mitigating potential conflicts between different road users, many of which can be seen on Map 8.

Recommendations and Strategies

1) Speed limits/speed zones: Establish the speed limit within the five major streets within the Target Range area at thirty-five miles per hour. Retain 25 miles per hour as the limit on all streets accessing these arterials.
2) Bike paths:
   a. Establish bike paths on Tower Street and 33rd Avenue from South Avenue West to South Third Street, South Third Street from Reserve Street to Clements Road, and Spurgin Road from Clements Road to Tower Street.
   b. Improve the bike path running from Clements Road east on North Avenue to 37th Street.

Target Range Neighborhood Plan

   c. Locate the bike path that runs the length of Clements Road entirely on the west side of the street. Currently, it is located on the east side between Mount Avenue and North Avenue creating two potentially avoidable street crossings along an often-used school and neighborhood route.
   d. Existing paths and proposed paths can be seen on Map 8–Transportation and Trails.
   e. Design new bike paths and improve existing bike paths such that they are appropriate for the rural atmosphere of the neighborhood; safety of people and

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protection of resources should be of primary importance in the design. (In some situations, the addition of curbs and gutters may be important to protect resources from storm water run-off.)

3) Traffic calming strategies: Construct traffic circles at 33rd Street and South Avenue West (As per the city and county's Master Parks and Recreation Plan for the Greater Missoula Area (2004)—public will access recreational facilities from city park land, Northern Lights development subdivision and Target Range School.) Establish three-way stop signage at the intersection of Clements Road and South Avenue West. See Map 8.

4) Public Transit: Continue to work with Mountain Line Transit to provide service appropriate to development patterns within the area.

5) Trail Systems: Explore the feasibility of creating a trail system paralleling the Bitterroot and Clark Fork Rivers from Fort Missoula to Reserve Street. Enhance the trail system on Montana-owned land and Big Sky Park land. Continue the North Avenue trail running east and west from Clements Road east to 33rd Street. See Map 8.

6) Intersection Improvements: Establish pedestrian crossings at Clements Road and Mount Avenue, Clements Road and Spurgin Road, and Clements Road and South Seventh Street. Include a pedestrian crossing in the proposed traffic circle at South Avenue West and 40th Avenue.

7) Bridges: Continue Missoula County Public Works maintenance of the Maclay Bridge. This bridge is critical for Target Range and Missoula Valley residents to access recreation opportunities in the Blue Mountain, O'Brien Creek and Big Flat areas. The Missoula County Transportation Plan proposes a bridge crossing the Bitterroot River at the west end of South Avenue West. At this time the proposed bridge faces significant financial hurdles. In addition, when the environmental assessment was conducted for the South Avenue West Bridge in 1993, there was significant and nearly unanimous opposition from the Target Range

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Prepared by Neighbors in Target Range

community to constructing a new bridge rather than maintaining the Maclay Bridge. This neighborhood plan has not identified a need for a new bridge.

8) Redesign intersections where visual barriers such as high fences or vegetation reduce sight distance and create safety issues. Examples are found at the intersections of Third Street and Clements Road, and South Avenue West and Clements Road.

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Human Environment Summary

There are two primary objectives of the Target Range Neighborhood Plan. The first is to determine the ability of the area to accommodate the growth of 400 additional homes over the next twenty years as predicted by the UFDA study. In 2008 there were an estimated 1065 dwellings in Target Range, and under existing zoning there is the potential for 655 additional dwellings. Thus, it is possible to meet the UFDA growth projection without changing the zoning to allow higher residential density. Of the 400 new homes predicted, there are already 155 new dwelling parcels with preliminary approval.

The second objective is to define and protect those community resources which are critical for maintaining the rural character of the neighborhood, identified by 88% of the residents as "Very Important". We believe the increase in residential dwellings has the potential to negatively impact community resources including: air, surface and ground water, open space, viewsheds, transportation, agricultural soils, irrigation and wildlife habitat. The negative impacts of development are identified throughout the neighborhood plan, primarily in the Natural Resources sections and in the discussion of traffic congestion.

The only way the Neighborhood Plan Working Group could find to reconcile the demand for additional housing and potential resource impacts was to recommend a change in zoning that would affect approximately 29 properties and encourage the use of land use tools that would permanently protect resources identified as "at risk." These recommendations are consistent with resident desires as expressed in the neighborhood survey completed in 2008.

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Conclusion

The natural setting of the Target Range neighborhood includes natural resources that are of unique value to both neighborhood residents and the greater Missoula community. We are located at the confluence of two major Montana rivers, the Bitterroot and the Clark Fork. The regionally important and sensitive Missoula aquifer serves as our drinking water supply. Productive agricultural soils underlie almost the entire Target Range neighborhood. We still have an intact and functioning surface water irrigation system supporting pastures, hayfields, livestock production and market gardens on these important soils. The Target Range neighborhood includes natural vegetation and agricultural open space of critical importance to wildlife in the Missoula Valley. The riparian deciduous forests and associated wetlands along the Bitterroot River and Clark Fork River floodplains are part of the regionally important wildlife corridor between the Frenchtown Valley and Bitterroot Valley recognized by Montana Fish Wildlife and Parks as one of four Tier I wildlife habitat conservation areas west of the Continental Divide.

Residents of Target Range have a strong desire to protect and maintain the abundant natural resources that contribute to the quality of life both here and in the greater Missoula Valley. As residents we also acknowledge the stewardship responsibility to protect community resources while preparing for residential growth of 400 additional homes predicted over the next 20 years by UFDA. To accomplish both resource protection and residential growth, this neighborhood plan makes numerous recommendations. Implementation of these recommendations in a timely manner will accomplish both the resource protection and development objectives necessary to achieve the common vision for our neighborhood presented in the Vision Statement at the beginning of this plan. Recommendations to change the zoning and encourage the use of land use tools that would permanently protect "at risk" resources must be implemented and reflected as updates to the Missoula County Growth Policy and the Missoula Urban Comprehensive Plan. Continued residential development as reflected in the current Missoula Urban Comprehensive Plan will eventually result in the degradation and/or destruction of resources we need to protect. The choice is becoming clearer every day, either we implement the recommendations in the neighborhood plan or the neighborhood characteristics that 88% of the residents said were "Very Important" will be lost.

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		ATTACHMENT 3 **Public Meeting #3 9/27/12** **COMMENT #2** **Need #4 should be modified to specifically recognize the Target Range Neighborhood Plan values and use meeting those values as an objective for Need #4. The Montana Supreme Court has ruled that elected officials must consider neighborhood plans when they make decisions affecting those neighborhoods. You would help the county commissioners when it comes time to make a decision regarding Maclay bridge to rank the alternatives in terms of impacts to the neighborhood in terms of direction from the neighborhood plan. Because of the way Office of Planning & Grants is organized, only the area west of the river was included in the TR plan, but individuals on the west side were involved and in many ways both sides of the river are considered in the same larger neighborhood since we are all in the Target Range school district. Here is what the plan says about the neighborhood that would provide guidance for evaluating alternatives.** Vision Statement This neighborhood plan brought together a remarkably diverse group of Target Range residents. We discovered that our shared common values and passions united us around a common vision for the neighborhood. First and foremost, people who live in the Target Range area enjoy the rural and semi-rural nature of the area. Nearly 90% of the respondents to the Target Range Homeowners Association Survey (Appendix A) reported preservation of the rural character was very important to them. More than 92% preferred to remain in Missoula County rather than annex into the city of Missoula. In describing what they found most attractive in the area, the rural feeling, open space and views, low-density housing, low noise, proximity to Missoula and its services, and safe, friendly, diverse neighborhoods (in that order) were most important to them. For clarification, the notion of diverse neighborhoods can be illustrated by mentioning the trailer park across the street from the Target Range School, the upscale homes overlooking the Bitterroot River, and everything in between throughout the Target Range area. Residents at all income levels co-exist and welcome diversity and typically continue the legacy of "neighborhood" with newcomers. Other values important to Target Range residents include: 88% of survey respondents stated a desire for preservation of agricultural spaces, 69% would like to see more public parks and open spaces, and 85% are in favor of more walking/bicycle paths. In order of preference, the types of businesses that are supported include: greenhouses, nurseries and small produce farms; small, local, and "Mom and Pop" stores; small, home-based enterprises with low- or no-client visits; small grocery stores; and small restaurants or coffee shops.

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		While most residents fully understand the need for growth, it is fair to say, Target Range residents share a concern for the escalated, unchecked growth seen in other areas of Missoula. One of the greatest fears expressed by residents is that the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area could be jeopardized. Rapid growth and expansion can be a hindrance to keeping positive community relations as seen by many examples of Missoula neighborhoods becoming fractured due, at least in part, to rapid development and growth without the chance for people to become acquainted with each other. It is clear from anecdotal examples and private and public discussions about neighborhood planning, that the residents of the Target Range neighborhood want to have their interests acknowledged and protected in the neighborhood planning efforts. The *"Rural by Design"* slogan developed by the Target Range Homeowners Association (TRHOA) represents the shared vision of residents in the area.

Comment ID	Date and Name	Comment
137	02/22/2013 *Brent Esmoil (USFWS)*	United States Department of the Interior Fish and Wildlife Service Ecological Services Montana Field Office 585 Shepard Way, Suite 1 Helena, Montana 59601-6287 Phone: (406) 449-5225 Fax: (406) 449-5339 M.44 MDT (I) February 25, 2013 Sheila Ludlow MDT Project Manager MDT Statewide and Urban Planning PO Box 201001 Helena, MT 59620-1001 Dear Ms. Ludlow: We have received a draft copy of the Maclay Bridge Planning Study and a letter from Jeff Key of Robert Peccia & Associates, dated January 30, 2013, requesting comments on the draft study. We have attended the May 21, 2012 Resource Agency Workshop and reviewed the draft study. Our response comments below are authorized under the authority of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et. seq.), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.), the Migratory Bird Treaty Act of 1918 (MBTA), as amended (16 U.S.C. 703 et. Seq.), and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d, 54 Stat. 250; BGEPA). Generally, the draft study discusses candidate, threatened, and endangered species that occur in Missoula County, as listed in the Service's March 2012 species list for Montana Counties. Since this list was obtained, we would like to notify the Department that the wolverine (*Gulo gulo luscus*) was proposed for listing as a threatened species under the Endangered Species Act on February 4, 2013 (Federal Register 78(23):7864-7890). As such, any proposed actions that may result from the final study report may want to address potential effects to this species. Additionally, any projects that may result from the final study report may affect the Bitterroot and Clark Fork Rivers and O'Brien Creek, which have been designated as bull trout critical habitat, and are used by bull trout for foraging, migration, and overwintering. Consequently, the Service recommends you consider the following design features to conserve bull trout habitat: (1) That the crossing covers at least 1.5 times the bankfull width to ensure passage of fish and debris through the system.

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(2) Use of single-span bridge, where feasible, to maintain the river's long-term aquatic functions.
(3) Keeping temporary disturbances to the channel to the minimum extent and duration possible, with as much occurring "in the dry" as possible. This would reduce disruptions to the river during construction, resulting in fewer short-term impacts to aquatic species relative to river bed and bank disturbance and sediment inputs.
(4) Removal of the existing Maclay Bridge, piers, and abutments to restore natural functions to that portion of the river.

The MBTA prohibits the taking, killing, possession, and transportation, (among other actions) of migratory birds, their eggs, parts, and nests, except when specifically permitted. The MBTA has no provision for allowing unintentional take. Therefore, to ensure that any future project is in compliance with the MBTA, any future cutting of trees or shrubs should occur between August 16th and April 30th. Should the Maclay Bridge be removed, we recommend:

(1) The removal occur between August 16th and April 30th; or
(2) The structure be netted to prevent occupancy by migratory birds during the nesting season; or
(3) Nests be removed as they are constructed, but prior to egg laying and incubation.

With respect to bald eagles, any action that may be proposed by the Department is obligated to comply with BGEPA. Therefore, we recommend that the Department coordinate with Montana Fish, Wildlife & Parks (1420 East Sixth Ave., P.O. Box 200701, Helena, MT 59620-0701, 406-444-2535) prior to initiating any project construction. Should occupied eagle nests occur within 0.5 mile of a proposed site, we would advise that you comply with the recommended temporary seasonal and distance construction buffers stipulated in the *2010 Montana Bald Eagle Management Guidelines: An Addendum to Montana Bald Eagle Management Plan (1994).*

The Service appreciates your efforts to incorporate fish and wildlife resource concerns, including threatened and endangered species, into your project planning. If you have questions or comments related to this issue, please contact Mike McGrath of my staff at (406) 449-5225, extension 201.

Sincerely,



Brent Esmoil
Acting Field Supervisor

Comment ID	Date and Name	Comment
138	02/24/2013 *William McDowell* **Received after end of official comment period**	As a resident of the Target Range neighborhood and frequent user of the Maclay bridge, I would like to express my support for the community's bridge rehabilitation option. The recommendation for a new bridge, as expressed in MDOT's study, is poorly justified. Major flaws in the study exist, e.g.: 1) traffic safety entering and exiting the bridge is not an issue; coming to a stop entering and exiting the bridge is absolutely the safest way to go....that's why we use traffic calming circles right? 2) a single lane fully accomodates the traffic at all times of day, waiting to cross the existing bridge is extremely rare; 3) future traffic demand on the current bridge, rehabilitated, will not grow significantly. All the growth projected for the area is east of the bridge and will rarely use it except to go to the national forest; 4) the elephant in the room is the major change in local traffic patterns that would be caused by relocating a large new bridge to South Ave. This will ATTRACT through traffic from elsewhere (Hwy. 93) and route it over Obrien Creek, across a floodplain wildlife corridor, past two conservation easements and two public schools on South Avenue. This is totally UNACCEPTABLE. 5) Future damage to Obrien Creek, which enters the Bitterroot River at the proposed new bridge site, has not been addressed in the study. This westslope cutthroat trout and bull trout (ESA species) stream is at high risk of damage if this proposal goes forward. Thank you.....Will McDowell Submitter's IP address: 184.166.83.75
139	02/25/2013 *Wayne Davis* **Received after end of official comment period**	This email is to comment on the Maclay Bridge planning study. We live off of Sundown Road [redacted] very near the proposed new Bridge. Based on the maps in the planning study, I suspect we would see the bridge from our back yard and certainly would be impacted by the change in traffic as proposed in the study. We are adamently opposed to the project as proposed in the planning study. We use the current bridge on a weekly basis to access Blue Mountain Recreation area to hike and bike. The current bridge has served us well. It obviously needs some updating to allow for emergency vehicle access, but replacement is not needed. Our oposition is based on two main principles. First, a change such as this would have a significant negative impact on the character of the neighborhood. The rural quality has a value to the residents beyond what can be measured in a study. Kids still walk to school along the South avenue walking trail. People walk the neighborhood every night winter and summer. These healthy activities that bring a neighborhood together would be threatened by a new bridge. Second, the cost of the project is not justifiable in our current fiscal situation. I know much of the money would come from federal sources, however, as we listen to the discussion of the looming sequester on the morning radio (NPR), I think wasteful spending must end. We support the "affordable alternative" with rehabilitation of the bridge with placement of walking and biking attachments. If there is no money for this alternative, We would support rehabilitation of the bridge without biking attachments. We have rode our bikes over the bridge numerous times, ran over the bridge in the Missoula Marathon, and driven over it numerous times. We have never had an incident on the bridge. People are polite and patient. Isn't it about time to do something for strong local communities rather than always putting cars first. We should build less roads and put our limited resources towards alternative forms of transportation. Sincerely, Wayne L. Davis Qin Yu

Comment ID	Date and Name	Comment
140	03/01/2013 *Jim Akers* **Received after end of official comment period**	A good deal of controversy has been generated about this proposed project. Looking past the smoke and mirrors, it seems very clear that a handful of skilled, educated individuals who own valuable real estate that they perceive will be adversely impacted by a better bridge have done an excellent job of distorting the facts to the general public. They've also capitalized on the legitimate concerns a few others have to garner support for their own agenda. Take note that those who defend the old bridge the loudest live in locations such that they very seldom cross or see or hear the traffic on the bridge. They have done a very good job of making their interests appear as the shared interests of an entire community ... I assure you that is , in fact, not the case. I would think one of the burdens of your position is to also represent the 'everyday' person who works for a living and is not a public speaker and can only trust that you and others in positions of authority will look out for them and the children that they entrust to the school buses every day. As I child , I lived in an area where a bus full of children was lost into a swollen river. There is no reason to continue to allow any opportunity for a tragedy like that here. Bridges do fail. If you have not found the time to actually walk under the current bridge and look at it personally , I encourage you to do so. It is not a question of if it will fail, but only when. Seeing it first hand is frightening and the photos can't convey fully the actual condition that would be immediately apparent to you. If you check the bridge inspection reports you will see it has been quite some time since a P.E. has done a full scale inspection of it. Too long in my opinion. If it is relatively litter free under the bridge area when you visit , that is likely because one of the nearby residents has picked up a large bag of litter while on their morning pick up routine. I am one of them and we gather up everything from clothes to hypodermic needles. The bulk of the litter is of course alcohol containers. You see the bridge has become known as a 'police free' zone where law enforcement won't go. I've talked to the Sheriff's Dept about the under bridge activities and I imagine you have also. It is no longer a site where the just the local kids bicycle to frolic as some would have you believe. Individuals of all ages and backgrounds come to drink , do whatever , from miles away at all hours of the day and night. It is easy to predict an act of violence taking place there in the future. Also, sadly but without question , there will be another bridge related drowning if the bridge remains and , as the country and Montana become more litigious an expensive law suit (perhaps very expensive) will burden the taxpayers of the county. Other municipalities in Montana have been sued under the Attractive Nuisance Doctrine. This bridge and its continued allowed use as a diving board and the scour hole below that the bridge created are a lawsuit in progress. The idea that a few clever people could deny timely emergency response to all those living west of the river is a hard one to swallow. Also, should a large scale emergency evacuation ever be necessary , in either direction, across the Bitterroot we are not prepared with our current options. Finally, I think it would be hard to justify allowing the presently available funding for the new bridge to escape our county and be used elsewhere. As you are aware the few pennies a gallon from all Americans have added up and a piece of that pie is better for our local struggling budget than the entire cost of a new bridge later or maintaining the wreck of the current one. It would be ironically cruel if the new bridge is denied only to have the old one fail or be washed out soon thereafter ... and the entire cost on us alone. I urge you to heed the recommendation of the studies (done years apart) and put a new , safe bridge with a bike lane across the Bitterroot at South Avenue. Thank you for your service to all the residents of our area. Thank you for considering my correspondence. James Akers

Comment ID	Date and Name	Comment

141	03/07/2013
	
	Fred & Kathy Jones
	
	Received after end of official comment period
		As I have been reading the "Letters to the Editor" column in the Missoulian, I want to weigh in on our opinion (my husband's and mine) regarding the Maclay Bridge.
		
		We are in total disagreement with replacing Maclay Bridge with a new bridge at the end of South Avenue for the following reasons:
		
		• The cost is **exorbitant**. In this difficult economic time, is it really justifiable to build a new bridge when the old Maclay Bridge can be rehabilitated at a much lower cost?
		  ○ If it is a question of using federal monies, or losing the monies, couldn't you check to see if the monies could be used to rehabilitate the existing bridge instead of building a new one? Couldn't the money be used for other bridges, such as the one downtown that is being proposed? It seems ridiculous to spend money just for the sake of using it up; certainly in our own individual budgets, that is a foolhardy way to live.
		• *It would change the traffic patterns, not only on South Avenue, but also in the Big Flat area. More traffic, more noise, more accidents, especially as South Avenue would be a straight shot which tempts people to drive faster.*
		  ○ *As you know, there is an elementary school, a high school, a hospital, a nursing home, turn-offs to the Equestrian park, as well as the proposed park on the south side of South Avenue. These are all zones which would increase in danger as there would be more traffic and speed on South Avenue.*
		• It does change the whole atmosphere of the rural nature of Target Range.
		• *Regarding the "Letter to the Editor" about the drownings that occur at Maclay Bridge :*
		  ○ *kids would jump off the new bridge as well*
		  ○ *has it ever been researched : the percentage of deaths at Maclay Bridge per population using it, compared to other bridge/river accesses with deaths per population use at these spots? I think this argument is a flimsy one, and one that is based on arousing sympathetic emotions rather than based on fact. (This statement in no way indicates that I don't grieve for those who have lost children).*
		  ○ *And with the savings that would be realized by rehabilitating the bridge, rather than rebuilding a new bridge, there would be enough money to hire a lifeguard or a Monitor to prohibit the jumping from the bridge.*
		• Not only would a new bridge be vastly expensive, there would also be expenses to widening South Avenue to handle the traffic load. This would affect the schools, and homeowners' property & property values.
		  ○ Really, in this economy, do you really want to put a greater tax burden on the people? Do you want to discourage your constituents with taking even more away from them?
		
		I hope that you will seriously consider these statements.
		
		Respectfully written and submitted,
		
		Fred & Kathy Jones

Date	Comment
12/14/2011 *Lorna Richardson*	Thank you the copy as it is much better than my notes. I will forward the e mail to some concerned neighbors and save for future reference. For future presentations you may note that Richardson's do not care to have more survey work done with or without permission on or near our property close to the old MacClay bridge site. The logical location is where the easement was granted years ago on South Avenue making a bridge access the proper angle. We have tolerated the bridge noise and drownings long enough and won't be sorry to see the OBSOLETE bridge removed so Search and Rescue need not drive in our field to rescue the crazy swimmers. MacClay bridge for safety reasons alone to Big Flat and surrounding areas should have been replaced when Conrad Burns had 5 million earmarked for the new bridge back in the 90's. To spend millions on more studies extending possibly another 7 years is a total waste of taxpayers money when no new information results. Other than a few outspoken Target Range people stopping a new bridge years ago it is not planning for the future only thinking of minority that seldom use the bridge. Now an out of town firm will spend a year or two and charge thousands of dollars to tell people what they heard before. near the old Mac Clay bridge site does not make sense. A bandaid effort is not fixing the real issue for safety including fire protection for those WEST of MacClay bridge. We will go on record opposing any new bridge attempt to cross our property North of the current location of Mac Clay bridge. Sent December 14, 2011 Ken and Lorna Richardson
12/14/2011 *Lorna Richardson*	Thank you I'd like it documented early that Ken and Lorna Richardson do not care to have MacClay bridge destroy their property with a main highway cutting thru our land between Mount Ave. and Spurgin Road. Without permission we ask that surveyors including WGM respect our property and stay off until further notice. Respectfully sent Dec. 14, 2011.
03/13/2012 *Robert Schweitzer*	March 13, 2012 Robert Pecia & Associates Montana Department of Transportation Missoula County Re: Maclay Bridge Strength Test Our review of historic records for Maclay Bridge indicated that the bridge was upgraded in 2004. The old wood deck was replaced with a steel deck and asphalt overlay and additional stringers were added. A report was prepared by Frank Muth & Associates that set the inventory load limits at 14 tons. In arriving at that capacity, Mr. Muth used a value for strength of steel that is based on years of experience with bridges in Montana. Under a verbal agreement between Missoula County Public Works and Missoula Rural Fire Department, first response emergency vehicles weighing up to 16 tons were able to cross the bridge using no-impact rules based on that report. For undisclosed reasons, that report was called into question by Missoula County. MRFD was issued a cease and desist letter regarding overweight crossings in February 2011. MDT conducted another theoretical analysis of the bridge, and reduced the inventory load limit to 11 tons, but suggested the operating load limit remain at 17 tons. This was based on a different tabulated strength of steel rather than specific knowledge of this bridge. In spite of the same operating limit, Missoula County Public Works wrote a second letter to MRFD that denied crossing the bridge to overweight emergency vehicles. Maclay Bridge Alliance quickly set up a meeting between our consultant, Frank Muth, PE and a county engineer. Last week during an administrative meeting, Missoula County agreed to issue a written agreement with MRFD to once again allow certain emergency vehicles that exceed inventory weight to cross. Some discussion was held regarding treatment of school buses and a possible need for an overweight permit for them as well. Nevertheless, Missoula County stated they felt no need to conduct a suggested coupon test or use Bridge Diagnostics to resolve theoretical weight limitations to determine the true capacity. While we applaud the decision to allow the emergency responses to return to pre-February 2011 levels, these actions raised questions in the minds of many area residents. The difference in theoretical inventory capacities between the two reports seems to add confusion especially since operating capacities are the same. One of the primary questions to be answered by this study is “Should Maclay Bridge be upgraded?” Given that Missoula County called the 2004 Muth Report into question, and since the MDT analysis is itself only a theoretical value, we have to

Date	Comment
	ask, is it not prudent that one of these tests be conducted on the bridge before the study begins to give full credibility to the process? We firmly believe the public has a right to the best information available before being asked to commit to a preference for upgrade or replacement. The test is also necessary because under the most optimistic scenario, this bridge will remain in service to school buses and emergency response for a number of years. Bob Schweitzer 544-9066 For Maclay Bridge Alliance
03/30/2012 *Robert Schweitzer*	Erik Dickson, PE County Engineer Re: Maclay Bridge Strength Test Dear Mr. Dickson; I have received your letter of March 26 regarding Maclay Bridge Testing. I appreciate the time and effort that went into it, but I disagree with a number of points within your letter. However, after our request for testing was submitted, we were notified that an accelerated MDT analysis showed the bridge is safe for school buses. Since school buses may continue to cross at the posted speed, and emergency response is back to pre-February 2011 levels, I see no need to argue over those disagreements at this time, and the testing may be less urgent. Nevertheless, Maclay Bridge Alliance does believe that, at some point in the study process, the bridge should be tested to assure the public that upgrading is a viable option. Therefore our request remains effective. Thanks, Bob Schweitzer for Maclay Bridge Alliance 544-9066
04/03/2012 *Robert Schweitzer*	Sheila Ludlow MDT Project Manager This is addressed to you because you are the last to advise us against speaking at the Maclay Bridge Planning Study meetings, but others have done so as well. I have never attended with intent to disrupt a meeting and I am fully cognizant of the fact that the planning team has important work to conduct. That being said, I have several suggestions. Section 2-3-203 of Montana Code Annotated defines a meeting, open to the public. The law further identifies exemptions, or when closed meetings are permissable. My interpretation is that these planning meetings are open to the public and there is no provision for asking a member of the public to be silent. I would like to suggest that the agendas of these meetings offer a slot for “Others to be heard.” That way interested members of the public can voice comment without interruption and with the same demeanor and respect that is afforded the sitting members. I hope you may find value in such consideration. Respectfully submitted, Bob Schweitzer Maclay Bridge Alliance
04/04/2012 *Bob Kircher*	Jeff, Please add my email address to your Maclay Bridge study list. Thanks, Bob Kircher
04/05/2012	Jeff,

Date	Comment
Fred Stewart	Please add me to the Maclay Bridge study contact list. Thanks. Fred Stewart 4675 South Ave. West Missoula, MT 59804 fred@fstewartfinancial.com
04/08/2012 *Peggie Morrison*	Good morning, Jeff, We met at the "meeting" at the bridge a few months back. Target Range Home Owners Association is a non-profit organization of folks who live within the Target Range School boundaries. I would like to offer our assistance in publicizing the meeting scheduled for April 24. 1. Encourage our membership to attend the meeting through e-mails and inclusion on the agenda for our General Meeting on April 18. 2. Ask both the Target Range School and the Target Range Market to put notice of the meeting on their reader boards. 3. Put out a "banner" on the school fence giving notice of the meeting. (Something we do for our General Meetings.) 4. Put out notices on our meeting-announcement boards. 5. Publish a meeting notice on our website - TargetRangehoa.org I assure you that none of the notices that we put out will include more than is on the news release that Sheila spoke about at the last team planning meeting. TRHOA as an organization tries to remain neutral since our membership consists of folks on both sides of the question. May I suggest that on the evening of the meeting that many signs be placed at Big Sky High School to direct people to the multipurpose room? Also Sheila's news release does not give an ending time. It states that the meeting commences at 6 pm with a presentation and that will be followed by a question and answer period, but it does not indicate a concluding time. Sincerely, Peggie Morrison TRHOA president
04/18/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 1** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay INTRODUCTION The Montana Department of Transportation (MDT), in partnership with Missoula County, is conducting the Maclay Bridge Planning Study. MDT has set up a website for this study that can be accessed at http://www.mdt.mt.gov/pubinvolve/maclay/ . This site outlines the objectives of the study and identifies the key individuals with contact information. We urge you to visit this site and become familiar with its contents. The first public meeting is scheduled for April 24 at 6PM at Big Sky High School. We also hope you will visit our site at www.maclaybridge.org. The purpose of this series is to flesh out the skeletonized website. We will provide definitions, we will offer the MBA position on the issues and tell you why. Ultimately, you will make up your own mind, and we hope, voice your opinions. BACKGROUND Maclay Bridge is an 'off-system' bridge. Off-system means that it does not serve a state or federal highway; in this case, it serves a rural county route. Much of the transportation funding comes from the federal government. From time to time, transportation funding bills are passed by Congress and money is passed to the federal highway administration. A portion of that goes into an 'off-system pot' which, in turn, is distributed to state departments of transportation to administer.

Date	Comment
	Typically, some state funding is required, perhaps as much as 20% of the total cost. While the county is not required to contribute anything for the structure or its approaches, we understand that off-system funding does not cover peripheral costs for required supporting improvements. Long term county funding commitments could be huge if the bridge replacement option is chosen. This is not the first time this project has risen to the planning stage. In 1993 an environmental analysis (EA) was undertaken and considerable work was done by a consultant. We understand that the local opposition became so great that Senator Conrad Burns called a halt to the process. Then, just 9 years later, Missoula County re-nominated the same project without public hearing. ***Maclay Bridge Alliance believes that, in the interest of governmental transparency, the off-system process should be revised to require counties to seek public input and involvement before such nominations are accepted by MDT.***
04/24/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 2** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay STUDY VICINITY The stated purpose of the Maclay Bridge Planning Study is to identify financially feasible improvement options to address the needs and objectives defined by the community, study partners, and resource agencies. Collectively and individually, we are also called stakeholders. The community presumably means you, me, and our Missoula County neighbors. The study partners are Missoula County and Montana Department of Transportation. The Federal Highway Administration is also named as a partner, but their role is federal oversight and funding. Resource agencies mean Montana Department of Fish Wildlife & Parks, US Army Corps of Engineers, US Forest Service, and any other state or federal agency that has an interest in the study area. This study will result in a recommendation. Stated possibilities for the recommendation include rehabilitation of the existing bridge, replacement of the existing bridge on its current alignment, or replacement of the existing bridge at a new location. Not included in the list is a 'do nothing' option. Though we do not necessarily advocate 'doing nothing', we were told it would possible. We were also told by engineers that a new bridge on the existing alignment was not possible because the alignment could not meet federal standards. So, what is possible and what is not possible? **Missoula County Commissioners will decide what happens after the Study.** Recent history has shown current commissioners depend upon the recommendations of Public Works engineers. Missoula County Public Works engineers have indicated a strong bias toward replacement of Maclay Bridge with a new 2-lane structure on the extension of South Avenue. *Maclay Bridge Alliance generally supports an off-system funding mechanism for bridges in Montana, but there are situations that are unique. Maclay Bridge is one of them.* *Visit the Maclay Bridge Alliance website @ www.maclaybridge.org.* FYI: The first of four public meetings concerning the future of Maclay Bridge was held last night at Big Sky High School. The meeting was well attended by area residents and stake holders. The meeting was lead by Jeff Key, the RPA project manager who explained the Pre-NEPA/MEPA Study process and what it will do and what it will not do. This introduction was followed by a question and answer period. If you have comments, we encourage you to visit the above MDT website and leave your message.
04/26/2012 *Peggy Morrison*	Good afternoon, Jeff, I have had at least a dozen people comment that they were impressed by the meeting on Tuesday. They felt that they were truly listened to and paid attention to. Thank you for all your efforts at transparency about this study. People appreciate not being played with. If I may suggest----School is out at Target Range on June 8--Eighth grade graduation is the evening of June 7. Once school is out folks take off for vacations and other summer stuff. Tuesday, June 5, might be a good night for the next public meeting, assuming that date give you enough time to prepare the environmental study report.

Date	Comment
	Thanks again for the great meeting on Tuesday. Peggie
04/29/2012 *Byron Olson*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 04/29/2012 11:03:05 Project Commenting On: Maclay Bridge Planning Study Nearest Town/City to Project: Missoula Name: Byron Olson Address Line 1: 1430 Trotting Horse Ln City: Missoula State/Province: MT Postal Code: 59804 Email Address: Bigflat@aol.com Phone Number: 406-728-6023 Comment or Question: Re: Maclay Bridge Planning Study- I attended the meeting on April 24. The meeting was well run and informative. I am a strong supporter of an improved bridge access to the west side of the river having lived on Bigflat since 1980. It will clearly be needed eventually, probably sooner than later, and it simply makes no sense to me to hear so much apparent social unease or opposition to a careful study of the available options. I noticed one important absence in your list of "stakeholders" - the Bigflat Irrigation District should be added, since the critical ditch syphon under River Pines Rd. will be directly in the path of the South Avenue extension option for a new bridge. Byron Olson Submitter's IP address: 174.19.0.227 Reference Number = picomment_648956298828125
04/30/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 3** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay During the past 18 months, Missoula County has demonstrated strong preference for a new replacement bridge through televised or published news reports and press releases. They have gone to extraordinary lengths to influence public perception. A letter in our possession says, “The County’s primary interest is to protect public health and safety.” We will provide examples where their actions have caused us to question that priority. **ISSUES** The MDT website identifies a number of issues to be addressed by this Study. We understand that other issues will be added as they are identified. Some of these are relatively complicated so we will break them down, where necessary, to keep each commentary to a single page or less. We will begin with issue number 1: **SUFFICIENCY of the existing bridge to accommodate fire trucks and other heavy vehicle loads:** This issue is complex because it includes “Sufficiency” and accommodation of heavy vehicles. Sufficiency has significant connotations with engineers that cannot be ignored. We will address it further in the coming commentaries, but we find it telling that this issue is linked specifically to accommodation of fire trucks and heavy vehicles. Public Works attempted to

Date	Comment
	manipulate public perception when the Director walked in to the office of the Missoula Rural Fire Chief and handed him a prepared cease and desist order, halting customary first response. There was no prior discussion with the Chief regarding impacts to emergency services. This happened in February 2011, after 7 years of successful emergency crossings under verbal agreement between Public Works and MRFD. A reasonable and prudent means to accomplish the same thing would have been to leave the verbal agreement in place while a new analysis of the bridge capacity was being conducted. Instead, County action unnecessarily degraded the first response capability of MRFD for certain areas west of the Bitterroot River. One year later, these emergency crossings were deemed appropriate through the independent analysis conducted by Montana Department of Transportation. *Maclay Bridge Alliance believes the action of Public Works in the above instance demonstrates that public safety is not their first priority.* *Visit Maclay Bridge Alliance website at www.maclaybridge.org*
05/03/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 4** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Sufficiency Rating (Continued) According to an official definition, Sufficiency Rating is a method to evaluate a bridge's sufficiency to remain in service compared to current standards. Sufficiency Rating reflects a judgmental score based on how the bridge would compare with a modern bridge. This rating system is applied without differentiation to state and federal highways as well as rural county roads. Why is it necessary to discriminate between rural collector roads and state or federal highways? The reason is that state and federal highways are designed and built for relatively high speed, high volume, and heavy loads. These are inappropriate goals for a rural collector road passing through populated areas where they accommodate frequent driveways, street intersections, pedestrians and a wide assortment of users. *Sufficiency rating is an excellent grading system for bridges on state and federal highways, but it fails to recognize all functions of a bridge such as Maclay Bridge.* There is another rating system for bridges that also is reported on Maclay Bridge inspection reports. It is called the "Health Index." According to an AASHTO (American Association of State Highway and Transportation Officials) definition, the bridge health index is a system developed to help manage physical condition of bridges. To determine the health index for a bridge, weights are assigned to the structural elements of a bridge according to the economic consequences of failure of that element. Therefore a damaged truss would incur significantly more impact on the health index than a damaged hand rail for example. Health index does not consider approaches or alignments or other non-structural elements as does sufficiency rating, nor does it consider current highway standards. Grading factors that go into determination of sufficiency rating will be discussed further in future commentaries. *Maclay Bridge Alliance believes that less emphasis should be placed on sufficiency rating and more emphasis should be given to the "Health Index." The latest sufficiency rating for Maclay Bridge is 21.3 on a scale from 0 to 100, with 100 being a modern bridge. The health index on this same report is 89.91 on a scale of 0 to 100 where 100 represents that same bridge when it was brand new.*
05/07/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 5** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Sufficiency Rating (Continued) As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. We will discuss those individually because they are used as arguments by engineers that advocate bridge replacement. According to the October 2011 MDT bridge inspection report; the sufficiency rating for Maclay Bridge is 21.3 on a scale of

Date	Comment
	0 to 100. Health index, on the other hand, is quite good at 89.91. That can be interpreted to mean that the bridge is nearly as sound today as it was in 1935 when it was new. Sufficiency rating nonetheless seems to be given more credence because when it drops below a rating of 50 the bridge can be classified as “FUNCTIONALY OBSOLETE”, a term that simply means it is eligible for federal funding. This term has been frequently misused to imply that the bridge no longer serves a useful purpose. To understand the Maclay Bridge Alliance positions on these issues, all functions that Maclay Bridge serves must be recognized. It is a historical structure and landmark to be sure. We obviously use it to cross the Bitterroot River but it also does more than that. The bridge is located off the main routes of travel. You must approach the bridge with caution because you may have to yield to opposing traffic. Sometimes the wait in one direction or the other can be nearly 30 seconds, but most often, if a wait is required, it will be less than 10 seconds. The posted weight limit is 11 tons and the speed limit is 15 miles per hour. Both of these limits are considered positive attributes because this is a residential neighborhood. Neither large trucks nor speed are considered positive features in an area that puts a high value on its quiet rural character. *In other words, this bridge and this route serve to reduce through traffic speed. The single lane feature of the bridge actually serves to efficiently meter traffic flow when usage becomes high enough. This route discourages use by drivers trying to hurry and thereby serves as a very effective traffic calming system in a residential area that is also on the fringe of a high use recreational area*
05/10/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 6** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES â€“ SUFFICIENCY RATING (Continued) As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. We will discuss them individually because they are used as redundant arguments by engineers to advocate bridge replacement. Approach Roadway Alignment This Sufficiency Rating factor corresponds with issue number 2 on the MDT website. Both approaches to the bridge have curves that limit visibility, the western approach has a 90 degree corner. These angular approaches also reduce two-lane roads to the single lane over the bridge. When this bridge was constructed, in 1935, length of the structure, and hence the cost was given priority over alignment. There were 25 accidents that occurred between February 2000 and February 2009 near the bridge. All were single vehicle accidents. At least 9 of these occurred at the west approach and 6 happened on the bridge. The crash depiction drawing prepared by MDT indicates there were 12 injuries, but no fatalities. Snow, ice or slush may have been a contributing factor in 7 of them. **Sixteen crashes occurred in the dark at the unlighted bridge**. The crash depiction drawing does not mention if alcohol was a contributing factor in any of these crashes. If driver impairment is a major contributing factor, a new bridge and approach alignment will just change the scene of the crashes. Last year, nearby residents complained about signage on the bridge and on nearby Blue Mountain Road. MDT checked the records and determined that this location was the general scene of a crash cluster. They have agreed to install reflective signs, arrows, and lighting to mitigate the problem. Missoula County Public Works reminds us that the county owns the bridge, but the county took no action to install reflective signs or lights. How many of the above accidents could have been prevented by this simple fix? *Now the county tells us the bridge should be replaced for ‘safety’ considerations.*
05/14/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 7** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – SUFFICIENCY RATING (Continued) As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. We will discuss

Date	Comment
	them individually because they are used as independent arguments by engineers to advocate bridge replacement. Approach roadway width North Avenue is a normal residential street. As North rounds the curve onto the bridge, it actually widens; probably more a result of common use than engineering intent. If it is necessary to stop for opposing traffic at the approach, most vehicles pull-over to the right. Then when it is clear, they pull back to the left on the alignment for the bridge. These are not difficult maneuvers, it is just courteous driving. The western approach also has a bit of a bulb from common usage as a pull-off. Most drivers simply hold back from the bridge end on River Pines Road to allow an opposing vehicle to clear the bridge and the corner. River Pines is a narrow road, with a paved width of 20 feet or so. Both approaches reduce the driving surface from full street width to 14 feet, the width of the bridge's single driving lane. Most drivers are courteous. Some like to wave and greet neighbors, others simply wait their turn to cross. Traffic stops at the bridge are typically quite short, but the route does not accommodate hurried travel. *Maclay Bridge Alliance would favor improvements (that do not lead to higher rates of speed for motorized vehicles) to the approaches and roads leading to the existing bridge with a priority given to pedestrian and bicycle uses.* Bridge roadway width As previously mentioned, bridge driving lane width is 14 feet, too narrow for 2 passenger cars, but adequate for single school buses or emergency vehicles. *Maclay Bridge Alliance favors the single lane width of Maclay Bridge over any multi-lane configuration that will support higher rates of speed and traffic volume.*
05/17/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 8** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – SUFFICIENCY RATING (Continued) As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. We will discuss them individually because they are used as independent arguments by engineers to advocate bridge replacement. Deck (The driving surface) The bridge deck is steel with asphalt overlay. This was part of a bridge upgrade in 2004 when the old wood deck was removed. New stringers were installed to replace old stringers that were badly rusted. The engineer that managed this work, under contract to the county, said he was charged with making the bridge safe and suitable for school buses and emergency vehicles. At the completion of the work, he wrote a report that included inventory (posted) load limits and operating (emergency) load limits. County engineers now characterize the deck and stringer replacement as 'minor maintenance.' That was the reason they gave for rejecting the 2004 "Muth Report" and delivering a cease and desist order to the Missoula Rural Fire Chief to halt first response emergency practices. Deck condition The deck condition is good, but not perfect. New steel decking was installed in 2004. Being a bridge over a live stream subjects it to high humidity conditions that foster rust. Consequently the new steel deck has rusted through at a few points according to the latest bridge inspection report. Rust suggests a lack of maintenance, but they are not the only signs of neglect. Bearings at the bridge ends have been neglected to the point of inoperability, so steel drags on steel as the bridge expands or contracts. The 2003 bridge inspection reports indicate the bearings were cleaned. Moss and damp soil were removed. The 2005 report indicated

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<tr><th>Date</th><th>Comment</th></tr>
<tr><td></td><td>some loss of function and each report since has indicated more deterioration. Though this does not affect strength of the bridge, continued neglect will most certainly cause the demise of this bridge as it would any other.

Maclay Bridge Alliance believes maintenance is essential for every bridge. Bridge inspection reports prepared by MDT provide perfectly suitable guides to periodic maintenance requirements. The county should use them.</td></tr>
<tr><td>05/21/2012

Maclay Bridge Alliance</td><td>MACLAY BRIDGE PLANNING STUDY
Commentary No. 9

An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay

ISSUES – SUFFICIENCY RATING (Continued)

As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. We will discuss them individually because they are used as independent arguments by engineers to advocate bridge replacement.

Average daily traffic (ADT)

Traffic counts are important so we have carefully examined the records. We have discovered that there is a difference between traffic counts reported on the MDT bridge inspection reports and county records. MDT uses traffic counts provided by Missoula County.

Extractions from Msla Cnty:

Year | River Pines | Big Flat
2001 | 2230 | 1190
2002 | 2300 | 1640
2003 | 2060 | 1740
2004 | 2300 | 1620
2005 | 2130 | 1760
2006 | 2410 | 0
2007 | 2460 | 2110
2008 | 0 | 2090
2009 | 2380 | 1840
2010 | 2610 | 1870
2011 | 2538 | 1777

Extractions from MDT Bridge Reports:

Date of Inspect | ADT
8/15/00 | 2700
8/25/03 | 2500
11/17/05 | 2500
9/25/07 | 2774
10/31/11 | 2774

The River Pines count was determined at a station located about 300 feet from the west end of Maclay Bridge. Therefore we find it difficult to explain the differences in traffic count between River Pines and bridge inspection reports. The River Pines count indicates variation from year to year, but small growth from 2001 to 2009 on average. That difference is statistically well within the range of differences exhibited from year to year. Suddenly, the 2010 count takes a jump, but comparison with Big Flat counts indicate the traffic must have turned onto Blue Mountain Road, and that is an indicator that much of the increased use may be for those going to the Blue Mountain Recreation area.

We see no indicators of need for a new replacement bridge within the next 20 years.</td></tr>
<tr><td>05/24/2012

Maclay Bridge Alliance</td><td>MACLAY BRIDGE PLANNING STUDY
Commentary No. 10
An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay

ISSUES – SUFFICIENCY RATING (Continued)

As discussed in previous commentaries, there are numerous factors that go into Sufficiency Ratings. This issue completes the portion of the series dedicated to sufficiency rating.

Deck geometry
A computed rating comparing the number of lanes with the Average Daily Traffic and the bridge roadway width. Deck geometry can also be a functional classification of minimum vertical clearance over the bridge.</td></tr>
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Date	Comment
	Vertical clearance over the deck. This may be significant to highway travel where high loads are common and nearby alternate bridges are not available. Detour length Maclay Bridge should rate fairly high in this category since access to this area is provided by Buckhouse Bridge, less than 5 miles up river on the Bitterroot, and Kona Ranch Bridge on the Clark Fork River less than 7 road miles down stream. These alternates were used when the deck was being replaced, and they are frequently used in everyday transportation. There are additional sufficiency rating factors, some previously discussed and some not applicable to Maclay Bridge. *We believe many of the elements that contribute to the low sufficiency rating for the existing bridge function to serve neighborhood goals for a quiet rural area. It is an area, appreciated as it is. The county routes west of the Bitterroot River and the bridge are included in such events as the nationally acclaimed, Missoula Marathon, and several bicycle events. These routes have achieved recognition for their narrow, winding, rural characters. Those characteristics should be preserved for their recreational and economic benefits to the entire community.*
05/29/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 11** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Lack of pedestrian and bicycle facilities Neighborhoods east of the Bitterroot have separated pedestrian and bicycle paths. The routes west of the river are not so fortunate; in fact roads are narrow, so bicycles and pedestrians must share the driving lanes with motorized traffic, including large trucks. Except for crossing the river, that condition would be aggravated by construction of a new 2-lane bridge. The outcome of this study, whatever the conclusion, will likely offer little improvement for pedestrian and bicycle facilities. We have heard some discussion about dedicating the existing bridge to pedestrian and bicycle use. This of course would require a new replacement bridge. In a final analysis, the benefits for pedestrians and bicycle riders realized by a new bridge immediately revert to the existing conditions beyond the approaches. *Maclay Bridge Alliance believes that a new replacement bridge would offer an extraordinarily small benefit for pedestrians and bicycle riders. It would seem that a far less costly means could be devised to get pedestrians and bicycle riders safely across the river.*
05/29/2012 *Mike Paterni*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 05/29/2012 11:13:06 Project Commenting On: MaclayPlanningStudy Project State Highway No.: MT Nearest Town/City to Project: Missoula Project Milepost: USA Name: Mike Paterni Address Line 1: 2535 Windemere Lane City: Missoula State/Province: MT Postal Code: 59804 Email Address: michael.paterni@gmail.com Phone Number: 4068293555 Comment or Question: What is the area covered by the corridor study that the Maclay bridge is included in? What questions are you trying to

Date	Comment
	answer with the corridor study? Thank you. Submitter's IP address: 66.62.194.227 Reference Number = picomment_1822509765625
05/30/2012 *Mike Paterni*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 05/30/2012 11:26:34 Project Commenting On: MaclayPlanningStudy Name: Mike Paterni Address Line 1: 2535 Windemere Lane City: Missoula State/Province: MT Postal Code: 59804 Email Address: michael.paterni@gmail.com Phone Number: 406-829-3555 Comment or Question: There is not enough population growth anticipated by Telephone Service and Energy providers in the area served by the Maclay bridge to warrant extension of natural gas or high speed internet capable telephone service to the area. I suggest consideration of a major investment in this bridge be postponed until there is a clear compelling need. Submitter's IP address: 66.62.194.227 Reference Number = picomment_170013427734375
05/31/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Report #12 April 4, 2011** A few, but important messages: Montana Department of Transportation has completed the structural analysis for Maclay Bridge and once again, found the bridge safe for loaded school buses. They may cross the bridge at the posted speed without a special permit. A permit is required for Missoula Rural Fire Department first response vehicles, but that was also the case prior to February 2011. At that time, the permit was a verbal agreement, now it is written. Maclay Bridge Alliance has not seen the document. During the course of the debate over permits for fire engines and school buses, Maclay Bridge Alliance requested that the county conduct a test on the bridge to determine its capacity and its suitability for future rehabilitation. Our consultant suggested two tests that would be suitable for the purpose, one would cost approximately $3,000 and the other about $10,000. The county refused. Since school buses were given clear passage, we thought perhaps the urgency for such a test had passed, nevertheless, we left our request in place. Since one of the recommendations to be considered by this study is rehabilitation of the existing bridge, it would seem to be a relevant test. The Maclay Bridge Planning Study Group has met twice, the latest meeting April 3. Maclay Bridge Alliance representatives were reminded (again) that we were only to observe, and not to speak. We believe that is a violation of the Montana Open Meeting Law, and have objected. The first public meeting for the **MACLAY BRIDGE PLANNING STUDY will be held April 24, 2012 at 6 PM at Big Sky High School**. The meeting will follow an open house format, with a presentation, followed by Q and A. The study team will solicit concerns. Please put this date on your calendar and attend. It will not be necessary to speak but your signature on the sign-in sheet will be important to the future of Target Range, Big Flat, Blue Mountain, and O'Brien Creek. Finally, Maclay Bridge Alliance has filed for registration with the State of Montana as a non-profit corporation. This will allow us to solicit donations to help cover costs incurred for professional assistance. The assistance of Mr. Frank Muth, PE

Date	Comment
	has been invaluable in regaining emergency use of the bridge, and maintaining crossing privileges for school buses. Bob Schweitzer For Maclay Bridge Alliance 544-9066
05/31/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 12** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – SAFETY We have hi-lighted "Safety" because, over the course of the last 3 years, we have heard this word used frequently. What is disturbing is that it seems to be used for its buzz effect more than for statistical improvement. There is a belief that a wider bridge and approaches make a 'safer' road because our state and federal highways have statistically improved by widening and straightening. The purpose for state and federal highways is to move large volumes of traffic at relatively high rates of speed. They serve that purpose very well. But intersecting road access to these highways is limited because intersections are recognized sites for accidents. Contrast that with the rural county collector roads on both sides of the river. Collector roads are markedly different than highways because they must accommodate frequent intersections with driveways and streets. They are used by slow moving farm machinery and frequented by wildlife, all of which generate hazards. These roads also traverse residential neighborhoods where neither speed nor volume should be encouraged. The distinction for the type of road system is extremely important. Considerable research has been done on this issue by Dr. Robert B. Noland. He is a Professor and Director of the Alan M. Voorhees Transportation Center, Bloustein School of Planning and Public Policy, Rutgers University. Dr. Noland's research included a comprehensive study of DOT/FHWA statistics from all 50 states, covering a 14 year period. Unlike other studies, Noland distinguished serious/fatal accidents from injuries, and he identified the type of road including limited access highways, arterial, and collector roads. His conclusion was that "As more arterial and collector lane widths are increased up to 12 feet or more, traffic fatalities and injuries increase.[1]" The Noland Study is observable right here, on one of the roads served by this bridge. A segment of Big Flat Road was recently widened from 20 feet to 30 feet. Average speed increased by 25%, even though the speed limit was reduced. Within the first year after widening, there were at least 3 reported accidents. One of those involved 3 vehicles. This same segment was the scene of 3 single vehicle accidents in a period of 5 years preceding the "safety improvement." *Maclay Bridge Alliance believes that Noland's Study means this is not "Just an enforcement issue" as several engineers have suggested, it is a foreseeable design issue. Wider roads lead to higher speeds due to 'normal' driver behavior.* [1] Dr. Robert B. Noland, Accident Analysis and Prevention, 2003
06/05/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 13** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Parking The present situation has evolved without the benefit of a community plan. The Bitterroot River is a powerful attraction for 'no cost' recreation such as fishing, swimming, floating, etc. Maclay Bridge, like every other bridge in a rural setting, represents access to the river. Observation of recreational activities in this area indicates strong seasonal uses for different purposes. The most use (and abuse) occurs during the summer months when the scour hole under the bridge offers the benefit of deep water for swimming, and the sunny river banks provide space for socializing. Unfortunately, there are no parking or public rest areas to go with these attractions; hence the popularity of the spot creates conflict with area residents as well as law enforcement. A new bridge automatically creates new access to the river, but it does not remove or reduce the existing attractions.

Date	Comment
	What would a replacement bridge resolve with respect to this challenge? If a replacement bridge is constructed, even with a nearby parking facility, not much will change at the existing Maclay Bridge because the attractions there remain. Actually, the situation for nearby homeowners may very well become worse because if the bridge is closed to motorized traffic, the dead-end roads could become defacto parking areas. Use of these road ends for parking will likely attract more users, with inherent problems for rest rooms, garbage handling, law enforcement, and other associated concerns. With no crossing cars to require clearing, the bridge itself could become a day and night gathering spot for Missoula teenagers. *Maclay Bridge Alliance recognizes that this is a high use recreational area. Parking is a serious concern for local residents and it makes sense to identify the problem as an issue associated with Maclay Bridge. However, analyzing this issue and recommending solutions are beyond the scope of the Maclay Bridge Study. Build it and they will come, but building new bridges does not solve old parking problems. Upon close examination, it seems the parking problems inherent with the existing bridge require solutions that are unrelated to the analysis associated with a new bridge, and should be considered "beyond the scope" of the current study.* **REMEMBER TO MARK YOUR CALENDARS THE SECOND PUBLIC MEETING ON MACLAY BRIDGE. THIS ONE MAY BE THE MOST IMPORTANT OF THE SERIES WITH RESPECT TO PUBLIC INPUT.** **JULY 10, TARGET RANGE SCHOOL, MULTI-PURPOSE ROOM. 6:00 PM**
06/06/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Feedback Received from Maclay Bridge Commentary No. 13** The following comment is feedback we received from Maclay Bridge Commentary No. 13 on parking. We thought we would forward it as an alternative to be considered if the county is seriously thinking about a parking solution at the bridge. As a reminder, Maclay Bridge Alliance feels parking is a separate issue from this study which addresses rehabilitation or replacement of the existing bridge. It deserves its own study process and public hearings. Bob Schweitzer Hi Peggie, I'm thinking this might be an opportunity for some shuttle services for river-lovers? They do it for Snowbowl! With all the mobile applications these days, you'd think this type of operation could easily be run by someone with some flexibility and the ability to jump when people need them to jump based on a text from a mobile device or some such scheduling scheme. Just an idea. Thanks!
06/06/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 14** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Future Land Use Considerations Target Range Neighborhood Plan provides the means for limiting growth east of the Bitterroot River. The neighborhood motto, "Rural by Design" implies the high value placed on open space. Lowlands above the flood plains west of the Bitterroot and Clark Fork Rivers are shown on the land use map with 1 dwelling unit per 5-10 acres. Our observations indicate that most developable large tracts have already been divided into 5 acre tracts. The Big Flat preference is clearly 5 acres or larger, providing adequate room for livestock. O'Brien Creek and Hidden Heights are mature developments, and there is a large conservation easement set-aside above Big Flat Road. Much of the land west of the river is characterized by steep timberlands and is thus not suitable for medium or high density development. This same area is recognized elk habitat and winter range. Wintering elk herds have recently been observed crossing Big Flat Road by area residents. In 1999, the Montana Legislature enacted the "Growth Policy" and established specific standards for it. They also provided for "Neighborhood Plans" as a new class of plan that can address one or more elements of the Growth Policy in greater detail. It would seem that the neighborhood plans would provide specific and authoritative guidance on how the area should be developed. Since the Target Range Neighborhood Plan specifically discusses the adequacy of Maclay Bridge, that should be considered paramount to other planning documents as they relate to this study. It would seem that neither existing land uses nor land use planning indicates a need for increased access or roads designed for faster travel. From a commercial perspective, there is not enough population growth anticipated by telephone and energy providers to warrant extension of natural gas or high speed internet services to the area west of the river. Therefore, reasonable thought leads us to the conclusion that there is no compelling need for a replacement bridge.

Date	Comment
	Within the next 20 to 30 years, it is unlikely that there will be any substantial development that would place significant pressure on Maclay Bridge for more capacity or volume. Rather, land and river uses strongly suggest that these community assets should be preserved as they are. MARK YOUR CALENDAR...JULY 10, 2012 IS THE DAY FOR PUBLIC MEETING NUMBER 2 FOR THE MACLAY BRIDGE CORRIDOR STUDY. 6 PM ... TARGET RANGE SCHOOL, MULTI-PURPOSE ROOM.
06/11/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 15** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Future Traffic Increases Land use predictions do not indicate a need for another high volume bridge, so we have to look to what circumstances would increase traffic flow. We have already discussed the recreational use from Maclay Flat to Kona Ranch Bridge. Recreational use does not demand speed, volume, or weight capacity afforded by a new bridge. In fact, the mixed use of these rural roads by residents, marathon runners, bicyclists, river floaters, etc. implores low speed and low volume. In other words, through usage as a by-pass route for motor vehicles should be discouraged. Already, by-pass traffic is a strong contributor to traffic volume. Our observations are indicating nearly 25% of the traffic has Ravalli County license plates, and additionally, there are many Mineral County and out-of-state plates. There is no need for people to travel from Hamilton or Superior to Missoula for recreation, so they must be traveling through to avoid Reserve Street. A new replacement bridge on the extension of South venue will encourage this because traffic coming from Frenchtown, Huson, Alberton, and points west will likely use this as the preferred route into midtown. Southgate Mall is a major destination for many shoppers from those areas, and this will be the most direct route. A knowledgeable MDT engineer told us that the Blue Mountain/Big Flat route is not suitable for a bypass because it would cost over $100 million to turn this route into one. What that means is we are quibbling over the definition of a by-pass, because a new bridge will force roads that now serve as low speed, low volume rural collectors, into a greater by-pass function. Accommodation of by-pass traffic with a wider and faster bridge takes a big step toward that $100 million commitment because these roads are far below current state and federal standards for high speed highways. Maclay Bridge Alliance believes that Missoula is well past due for planning and design of a north-south by-pass. That is the discussion we should be having, not the replacement of Maclay Bridge.
06/11/2012 *Lorna Richardson*	Is this where the proposed 2% gas taxes will go in the future we hope is voted down by all of you? Conrad Burns had 5 million in funds for the Maclay bridge years ago and that was lost so now it will cost 20 million with all the studies for what??
06/14/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 16** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – Noise Considerations Maclay Bridge Alliance does not have tools to measure noise. We can only report from our observations. Should Maclay Bridge be replaced by a new 2-lane structure on the extension of South Avenue, the greatest impact due to noise will occur in that segment from Clements west to the intersection of Blue Mountain, Big Flat, and River Pines because that area will be subjected to noise it has not experienced before. Noise levels on Big Flat Road will also increase because of increased volume.

Date	Comment
	Each vehicle has its own noise signature depending upon its configuration. Elements that generate noise are studded tires, heavy lug mud and snow tires, muffler condition, engine condition, vehicle shape and size. Those homes that front directly onto South Avenue will be impacted the most, but as distance from South Avenue increases, noise levels will decline. Factors that make differences are reflective objects that cause echo such as houses or mountains, and on the positive side, new snow dampens noise levels. The three factors that make the greatest difference in noise for a given vehicle are; 1) the condition and configuration of the vehicle 2) the distance from the road and reflective objects 3) the speed of the vehicle Many vehicles that go by at 30 MPH or less make little objectionable noise, but small increases in speed disproportionately increase noise. Then, if we add the impact of motorcycles, large trucks with compression (jake) brakes, and noisy trailers, the peaceful calm of the neighborhood is at significant risk. The implications from the above discussion are further examples of how Maclay Bridge serves the neighborhood because it restrains speed and volume and that reduces noise. Those people who offer a low speed limit as a solution must recognize that for speed limits to be effective, they must be enforced. That has not been a strong suit for Missoula County and frequent patrolling will not be cheap, nor will it be included in the federal grant to construct this bridge. Missoula County has only 4 deputies assigned to road patrol for the entire county, and we are not aware of any contemplated increase in enforcement if this project goes to construction. **REMEMBER TO MARK YOUR CALENDAR - JULY 10 AT 6:00 PM - TARGET RANGE SCHOOL MULTI-PURPOSE ROOM THE SECOND PUBLIC MEETING ON MACLAY BRIDGE.**
06/14/2012 *Lorna Richardson*	Interesting these observation are things our neighbors have reported numerous late hour parties etc. to no avail. A single lane bridge has police out numerous times a day in the summer. Nothing is done until traffic gets backed up with bridge jumpers. The existing bridge is a hazard and should be removed if a a new bridge goes in on SOUTH AVE. where an easement exists. Lorna Richardson
06/14/2012 *Professor Deborah Slicer*	Dear Jeff Key, I've lived in the O'Brien Creek area for ten years now, using Maclay Bridge nearly every day. It's beyond me why the Missoula County Commissioners and the Montana Department of Transportation would spend in excess of $13 million to replace a bridge that MDT's own engineers have deemed sound and that everyone who uses it knows is very functional. I've never had to wait more than 30 seconds to cross that bridge, traffic never backs up, there's no stream of traffic stressing the bridge, no issues with emergency vehicles crossing it, no danger to pedestrians or bikers. In addition to a colossal waste of money and degrading the Target Range neighborhood, extending South Avenue and building a larger bridge with more traffic across the Bitterroot and very near the Maclay Flat recreation area will most certainly have a negative impact on the wildlife – including deer, the occasional moose, foxes, baldys, ducks, geese, owls, and many more – who make this stretch of the river and open space their home. Have the commissioners conducted studies to determine how this "improvement" will affect these residents? An extension will most certainly affect the rural character, quiet, and privacy of the Target Range neighborhood. At this point Target Range is the only neighborhood left in Missoula that doesn't have a busy, noisy highway running through or very near it. Residents raise sheep, many horses, goats, chickens, and occasional cow on their land. Large gardens and even hay fields are still everywhere in this neighborhood. It's actually quiet and traffic is slow. A South Avenue extension would destroy it all and for what? So that Bitterroot residents can perhaps save five minutes of commute time? At the information meeting I attended a planner insisted we need to build for the "future." Future housing development? A future influx of people moving to the Bitterroot? Given the economy we can't predict much about the future and by all indications growth is virtually nonexistent, alleviating the need for massive disruptive construction and destruction of neighborhoods like Target Range in the near future. My own house, which is in a very desirable area just off O'Brien Creek, has been on the market for nearly 3 years and at a very reasonable price. No one is biting! Growth of this sort that might justify a bypass isn't happening. And even if it were, we need to be clear about the quality of life we're sacrificing if we move

Date	Comment
	forward with something like a South Avenue bypass. Recreationists of all sorts use Blue Mountain Road at this point, a road that's windy, narrow, and somewhat dangerous for runners, bikers, and a few (crazies) on rollerblades. A number of bike and runners' races follow that road, including the Missoula Marathon. We certainly don't want to encourage more traffic and make things even more difficult or, what's more likely, destroy recreational opportunities along the road altogether. In short, leave well enough alone please! There's very little to recommend this project, apart from some appeal to a vague and unlikely need for a bypass in the distant future. Thank you. Professor Deborah Slicer 9625 Cedar Ridge Road Missoula, MT 59804 721-1503
06/18/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 17** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – MAINTENANCE The maintenance cycle begins the day construction is complete for every public bridge. We think of bridges as being stationary objects that require little attention, but that is not the case. Even the newest bridges require regular inspections and maintenance. Bridges are long structures and must be capable of withstanding large ranges in temperature. A temperature range of 110 above to -40 degrees Fahrenheit is common in Montana, thus a bridge must be capable of expansion and contraction over that wide range of temperatures. That can be several inches, depending upon materials used in construction. Bridges span rivers and streams where humidity is high, thus they must withstand the effects of moisture which leads to rust (corrosion) in steel. River banks can erode, thus the foundation of the bridge at piers and abutments must be protected, and sometimes repaired when flood damage has occurred. Missoula County has an on-going maintenance budget for bridges. Yet as we read through the bridge inspection reports, it appears that since the deck was upgraded, very little has apparently been spent on Maclay Bridge. Paint is the most common inhibitor of rust for steel bridges, yet report after inspection report discusses the peeling paint and rust on this bridge. The new steel deck installed in 2003 has completely rusted through in several spots. At least three inspection reports over a span of six years have mentioned the poor condition of bearings at the span ends that allow the expanding or contracting structure to glide over the supports. The last report says the bearings are inoperable, thus the structure is simply grinding, steel on steel, over non-turning bearings. The Director of Public Works issued a press release on May 13, 2011 stating that the scour hole (swimming hole) under the bridge could undermine the substructure. It would seem that if erosion is a real concern, some preventive maintenance might be in order, however, that swimming hole has been there since 1950 or earlier. Maclay Bridge Alliance believes that maintenance is an essential function for all bridges. By all appearances, Missoula County is neglecting this one.
06/21/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 18** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay ISSUES – SENSITIVITY TO ADJACENT LAND USES (RESIDENCES, SCHOOLS, AESTHETICS, ETC.) Does sensitivity to the adjacent land uses mean the recommendations at the conclusion of this study will abide by the preferences of a majority of area residents? Will it consider all negative aspects on area schools? Does it mean acceptance of the existing Maclay Bridge with its low sufficiency rating or does it mean we are going to get a new replacement bridge with some mitigation measures to relieve neighborhood concerns?

Date	Comment
	Regardless of the color it is painted, a new replacement bridge at the western extension of South Avenue will open a major transportation corridor through quiet residential neighborhoods. We do not know what transportation modeling may indicate regarding impact on the road system, but we do know that bridges channel traffic flow to specific routes for the simple reasons that a) they are expensive and b) they cross an otherwise impassable traffic barrier. The expense limits the number of bridges within a given river reach, and the long impassible nature of the river guarantees the increasing use of the bridge. That means we can anticipate large changes in daily traffic patterns on both ends of the new bridge. It will change the average daily traffic counts from South Avenue at Reserve Street all the way to Frenchtown. Creating a major transportation corridor through a quiet residential neighborhood changes the character of that neighborhood forever. If a new replacement bridge is constructed on the extension of South Avenue, we will begin to lose the rural quality of life that was the top attraction identified by residents in a survey conducted for Target Range Neighborhood Plan (2010). In the same survey, a full 88% of respondents stated that preserving the rural character of the Target Range Area is "Very Important". "Somewhat Important" was the choice for 11% and only 1% of respondents answered "Not Very Important". On the other hand, rehabilitation and continued use of Maclay Bridge means increasing use is self limiting. It discourages by-pass use because when the by-pass route approaches the time requirement for the route being avoided, it is no longer an attractive alternate. If this study is truly sensitive to adjacent land uses, it must recognize this. Maclay Bridge Alliance believes land use analysis within the study area indicates low and slow growth.It does not show a compelling need for a new replacement bridge by area residents, but it does indicate a need to restrain traffic speed and volume. Community recreational uses show a need for improvements but those needs will not be satisfied by a new bridge. Those goals can be best accomplished by addressing them separately while keeping the existing bridge and preserving the assets that make this area prized for both recreation and living space. **MACLAY BRIDGE PUBLIC MEETING NO. 2 - JULY 10, 2012 AT TARGET RANGE SCHOOL - 6 PM**
06/21/2012 *Lorna Richardson*	Who is doing this project? Hopefully NOT only a few from Target Range that have their own agenda. Reply from Lewis YellowRobe on 6/21/12: Lorna: This project is a Missoula County project under the direction of the Board of County Commissioners. The Montana Department of Transportation and Federal Highway Administration are participating in the project since they are the funding agencies. The County Commissioners have designated Erik Dickson, County Engineers, and Lewis YellowRobe, County Planner, to lead this project along with designated Department of Transportation officials. Residents of the Target Range and Big Flat areas are active participants with the project but are not leading or guiding this project. We will have a public meeting July 10, 2012, at 6 p.m. at the Target Range School to present the initial findings of the existing conditions analysis, and to work with the meeting attendees to identify needs and objectives of the Maclay Bridge and connecting roadways. The Maclay Bridge Planning Study is a pre-environmental study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project. You can read more about this project at: http://www.mdt.mt.gov/pubinvolve/maclay/ or call Erik Dickson at 258-3772 or Lewis YellowRobe at 258-4651. Lewis M. YellowRobe Urban Initiatives Office of Planning and Grants
06/21/2012 *Lorna Richardson*	Thank you for the reply and hope that remains the case with this project as who is REALLY in charge. For Big Flat folks safety we feel a new structure NOT restricting weight is absolutely necessary. Sad when emergency vehicles and school buses could not even cross the old bridge. Yes the existing old MacLay bridge severed its purpose with enough drownings and time to move forward without wasting time and money for the next 5 years on useless expensive studies. South Avenue has the easement and logical route. These complaints are no different than what we have heard repeatly over the past 15 years. $5 million was ear marked for a new Maclay bridge when Conrad Burns took the heat from vocal Target Range folks especially the ones leading our homeowners association. 5 or 10 years from now it will be $20 million

Date	Comment
	and the need even greater likely then added to our taxes like the proposed 2% gas tax for sidewalks etc. We had SIDS for roads etc. or paid our own that were donated by landowners to the county and don't see the need to pay for other peoples infrastructures. Sent June 20 LR
06/25/2012 *Maclay Bridge Alliance*	**MACLAY BRIDGE PLANNING STUDY** **Commentary No. 18** An informational series by Maclay Bridge Alliance addressing www.mdt.mt.gov/pubinvolve/maclay SUMMARY Maclay Bridge Alliance has not researched or discussed fisheries habitat, wetlands, cost of improvements or transparency of the study though they are listed on the MDT website. Nevertheless, we know that construction of a new bridge on the extension of South Avenue will greatly impact human habitat in the area by promoting by-pass traffic. There are two reasons to choose a by-pass route. First, it is faster than the primary route, second, it is shorter. A new replacement bridge at the western extension of South Avenue accommodates both to the detriment of safety and quiet enjoyment for area residents. We have shown how the elements of low sufficiency rating for the old bridge benefit our neighborhoods by retarding speed, vehicle size, and numbers. That discourages use of this route as a bypass. We discussed the lack of pedestrian and bicycle facilities as well as parking issues. Attachment of a simple cantilevered path to the existing bridge accomplishes all that a new replacement bridge does to get pedestrians and bicycles safely across the river. But these important issues extend beyond the Bitterroot River floodplain, and should be studied independently. Such discussions must include public health and the need for restrooms, garbage management, and law enforcement. We talked about 'safety' and discovered that 'wider and straighter' is a two-edged sword. The additional space for maneuvering vehicles on a wider road can be offset by our tendency to step on the gas. More speed translates to more severe accidents and more fatalities on rural collector roads. The additional speed also means more irritating noise for those that live near the 'improved' route. Therefore, our discussion recognized the differences between 'limited access state and federal highways', built for rapid transport and commerce, compared to 'rural collector roads' with frequent driveways, street intersections and nearby homes. These collector routes are not well suited for either speed or volume, but they are well suited for the nationally recognized Missoula Marathon and bicycle use that has become so popular on these convenient, scenic roads. Land use indicates slow growth, so projected traffic increases must come from elsewhere. The Missoula Long Range Transportation Plan already talks about Reserve Street being at capacity. It talks about Blue Mountain Road as a 'major road' that will be at capacity in just a few more years. But it does not talk about a north-south by-pass. Instead, it recommends incremental improvements to these roads. Replacement of Maclay Bridge is one of those increments. When by-pass traffic using these collectors reaches capacity, we may have no choice but to re-build them to by-pass standards, ball-parked at $100 million. We will also lose the rural quality of life that was the top attraction identified by 88% of residents in the survey conducted for the Target Range Neighborhood Plan.
07/02/2012 *Pat O'Herren*	Hi Jeff: Would you please add me to your Maclay Bridge Planning Study email list? Thank you. Pat
07/06/2012 *Suzanne Schweitzer*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 07/06/2012 16:18:42 Project Commenting On: Maclay Bridge Planning Study Nearest Town/City to Project: Missoula, MT Project Milepost: 2.75 mi. W. of Reserve St. via North Ave

Date	Comment
	Comment or Question: I live on Green Acres Rd., off of Big Flat Rd., approx, 4 miles north of the 4 way intersection of River Pines, Big Flat, Blue Mtn and O-Brien Creek. My concerns for building a new 2-lane bridge across the Bitterroot River are: 1. That it will encourage even more larger truck traffic on a rural, residential road that is widely used by joggers and bikers thus making it even less safe. 2. With increased traffic in general, the 4 way intersection at River Pines, Big Flat, Blue Mtn and O'Brien Cr. will become even more dangerous for drivers and bikers/joggers alike. The hill on Big Flat heading south makes for increased speeds and visibility looking south from River Pines isn't the best because of a slight elevation gain. There isn't much distance from the end of the proposed 2-lane bridge to the 4-way intersection and I can imagaine traffic backing up onto the bridge. I'm concerned that this route will become the preferred choice for people commuting to the Bitterroot, instead of using Buckhouse Bridge...anything to avoid Reserve St. 3. I think a 2-lane bridge at the end of South Ave. will cause even worse congestion at South Ave. and Reserve. A fire station and Community Hospital have to use this road and it gets backed up now past the hospital to the soccer fields and past the Southgate Mall at rush hour. I've been in that traffic. I realize this intersection isn't part of this study, but it only makes sense to consider the impact a bridge on the west end of South Ave. will make on the rest of the road. 4. I think leaving this one-lane bridge (or updating it to whatever standards the county thinks it needs to be) is more valuable to the county than putting in another 2-lane bridge over the Bitterroot. It makes Missoula a unique community, helps promote biking and walking/running options (a "greener" community), and provides a rural feel and access to city living which is desired by many businesses that may be looking to re-locate. Missoula does not need another mini-Reserve street, especially on a winding, curving road with sharp drop-offs in many locations. 5. I wish someone would work on fixing Reserve St. and make it into the Bypass it was meant to be. Thank you, Suzanne Schweitzer 11905 Green Acres Rd. Missoula, MT 590804 Submitter's IP address: 66.62.194.227 Reference Number = picomment_31451416015625

Date	Comment
07/09/2012 *John & Shannon Jacobs*	

John & Shannon Jacobs
4681 South Ave W
Missoula, MT. 59804

July 9th 2012

Re: South Ave Bridge

Dear Sir/Madam,

My name is John Jacobs. My wife Shannon and I live at 4681 South Ave W. We live on the dead end of South Ave where you propose to put your new bridge and thoroughfare. Needless to say we have several concerns with the construction of a bridge at the end of our quiet street.

We have a quiet community in all surrounding neighborhoods of Target Range. We fear the building and location of a new bridge would bring unnecessary additional traffic through our neighborhood. It's the same old saying, "build it and they will come". The Maclay bridge is rated functionally obsolete however is still functioning and very well from our use. Very seldom do you we have to wait to cross and if cars are crossing the bridge waiting more than 30 seconds seems reasonable.

Having a direct path down South Ave to a new bridge will create additional traffic in front of Target Range School. This will greatly increase the chance of more traffic accidents in a school zone. People will tend to drive faster on straight roads to get to their destination. This puts Target Range School in the direct path of cars carrying speed through the school zone. This will increase the chance for accidents to occur. There are several children who cross South Ave daily when school is in session, our son being one of them, to either walk home or go the after-school care provided. This bridge will gravely danger these children and cause Target Range School to step up their assistance for these children to cross the street at the expense of the school. The current configuration with Maclay bridge at its present location disperses traffic much better allowing drivers several options for travel and ceasing the above mentioned concerns.

With the current affairs of our Government and their bad spending habits I find it hard to take Federal dollars for another project that really is not warranted. Maintaining a completely functional and historic bridge seems much more in order than spending multi millions of hard earned tax payers money to build a bridge that is not needed.

We like our street, neighborhood and Maclay bridge just the way it is. We hope you will take our concerns seriously and address them accordingly. I speak for most people of Target Range when we say don't mess up our way of life with a new fancy bridge. The tax payers of this country deserve better use of their funds.

Thank you for your time,



John Jacobs

Date	Comment
07/10/2012 *Anonymous Speaker*	Comment made at the Informational Meeting #2 on 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.
07/10/2012 *Roger Hinther*	Comment made at the Informational Meeting #2 on July 10, 2012

Date	Comment
	ROGER HINTHER: They're doing a roundabout way of creating a bypass of the 93 strip and they're all going to be -- or a majority of them are going to be funneling through our neighborhood, and we don't need that. The other -- I have major concerns, I'm not a bicycle rider, but I get sick and tired of dodging bicycles. They have no bicycle lanes on Third Street, Spurgin, Clements doesn't have one immediately on the shoulder. And then they're talking about -- we're concerned about bicycle lanes on Maclay Bridge and the approach both ways. There isn't a bicycle lane anywhere in the area, so why are they worrying about a bicycle lane there? I drive Big Flat all the time, there is no bicycle lane, it's dangerous as all get out. Facing traffic coming with a car and you've got a bicycle that won't get off the road, it's dangerous, I mean, it's extremely dangerous, and here they're saying that this little section doesn't have -- I agree, this section is narrow, but that's just a trivial problem that this county and our county commissioners have.

Date	Comment
	The other complaint that my wife and I have is they saw this idea a lot about free money, well, somebody's got to pay the bill, I don't care who it is, it's the taxpayers. And that's the whole problem with this country is everybody wants a little piece of the pie, you know. JANET HINTHER: That's part of what we want to say. ROGER HINTHER: The other thing we wanted to say is obviously the county has deferred maintenance on this. I worked for the Milwaukee Railroad, they deferred maintenance until the railroad was literally gunny bagged and they sold it as scrap. Well, that's the same way our county is operating, deferring maintenance on this bridge so they have the justification to replace it. JANET HINTHER: Well, they got federal money available and they want to use it. ROGER HINTHER: Yeah, they want to burn it. So I totally disagree with them. And that's what we wanted to say. ***End of statement.***
07/10/2012 *Larry Martin, MD*	Comment made at the Informational Meeting #2 on July 10, 2012 LARRY MARTIN, MD: A number of us in the community at the end of South Avenue believe that a

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	huge new bridge on South Avenue would create more problems than it would solve and would leave the neighborhood much worse off, not better. For example, Target Range School would be faced with higher volumes of traffic on South Avenue, and most of the students have to cross South, increasing the risk of accidents. There would also be more accidents with domestic and wild animals. Next, the long straightaway of a Kona style bridge would inevitably become a magnet for hot-rodders wanting to see how fast they could get going. And we seriously doubt the authorities could mitigate this very much, given the shortage of manpower and of money. There would also be a major increase in noise pollution from this increase in high-speed traffic on a long metal bridge. Further, the area underneath a huge bridge on South Avenue would become a sketchy, dangerous place, as we have seen under the bridges downtown. This could have a serious negative impact on the safety of the neighborhood and would generally degrade what is now a very beautiful and safe area.

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	Additionally, getting in and out of the neighborhoods on the river could be more complicated and risky, as locals would have to cross or merge with higher volume, higher speed traffic and less visibility as a result of the bridge. These traffic and access problems require a lot more study than they have received so far. Finally, whatever the ultimate cost of the whole project, it is clear that a new massive bridge on South Avenue would cost vastly more than maintaining the existing Maclay Bridge. This money would have to be borrowed and would add to an already dangerous level of public debt. Does it make sense to borrow a huge amount of money on a new bridge that a majority of the residents don't want, don't need, can't afford and which would leave the neighborhood at the end of South Avenue worse off than it is right now? ***End of statement.***
07/10/2012 *Orville Daniels*	Comment made at the Informational Meeting #2 on July 10, 2012 ORVILLE DANIELS: My property abuts the west end of the bridge, of the Maclay Bridge, so my property is right against there and my house is right next to the bridge. I've lived there for 30 years. I probably go up and check on a crash at

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	least twice a year at the end of the bridge there. Many of them are unreported because they'll go off the -- they'll come across the bridge, go down into the kind of drainage ditch, walk away, get it pulled out and leave without ever reporting it. So the point being that the bridge is, by definition, unsafe, because of the approaches and because it's a one-lane bridge on a two-lane road. It's just by -- and I've watched it for years and years and years. A month and a half ago they crashed through the jersey barrier, tore out my fence and went halfway down to the river before the car stopped, at 3:30 in the morning. That's the second time they've torn out the bridge doing the same thing. And I don't believe, even with a light, that it's going to alleviate that late-night inebriated young person who is just screaming too fast and hitting a 45-degree-angle curve. And in the group a while ago one of the guys said, well, then it's their fault because they're young and drunk. And I do not want to live in a world where people believe that. (Laughing.) So my point is that, by definition, the current bridge situation is totally unsafe, it is

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	unsafe under all standards. And in the practicality of watching it over 30 years, I've seen the real proof of it. Listening to the people tonight it's clear to me that there's a division between the neighborhoods, those who live on the east side do not want a South Avenue bridge, and many of us who live on the west side and know the present bridge is unsafe. I don't want the county thinking it's the neighborhood against the county's planning because there's two neighborhoods and we have different values and different reasons for wanting to see that bridge replaced. ***End of statement.***
07/10/2012 *Michael Burnside*	Comment made at the Informational Meeting #2 on July 10, 2012 MICHAEL BURNSIDE: I've got a list of things here that I wrote down during the meeting, I had more stuff at home, I didn't realize the importance of this meeting, but should I go through them just in the fashion I've written them down? COURT REPORTER: However you want to do it. MICHAEL BURNSIDE: I read over your environment scan and there were a couple things that occurred to me when I read it. One was -- I'm

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	a geologist, by the way, I'm a consulting geologist. I also spent over 30 years with the U.S. Forest Service as a geologist and mining engineer. I worked on the 1994 study for the bridge and I did some research for that as well. For example, I did research of all of the aerial photos of the area going back to the '30s so we could see how the river has been affected by having a bridge there at the Maclay site, and that's one of the concerns I had, I brought it forward in '94 and I've mentioned it to Greg Robertson, the engineer for the county, but perhaps I need to make it formally to the state of Montana. If you look at the sequence of photos, you can tell that the bridge currently is not a natural feature, ie, it has affected the flow of the river in a way that's not natural. It's caused a damming effect so that there's been sedimentation upstream of the bridge, and it's caused a scouring effect downstream, so the river is wider downstream than it normally would be if that bridge wasn't there. And I don't know what it has done to the foundation conditions of the bridge, but I would think that it might have undercut them. And I

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	don't know what the foundation design specs were for the bridge, I don't know if anyone knows because they're so old, but that's a major concern I would have about the current safety of the bridge, and I'm wondering if that was factored into the health index for the bridge. But certainly it's an environmental concern that wasn't listed today on the sheet out there and I think it should be, along with the threatened or endangered species. The effects of the current situation on the naturalness of the Bitterroot River. I think it's unhealthy the way it is, frankly, and so I think any option, including the status quo -- maintaining the status quo, needs to consider that effect on the natural flow of the Bitterroot River. The other thing -- and this is a side note, but I want to mention it so I don't forget it -- is your environmental scan said that McCauley Butte is a volcanic plug, it is not. There are no volcanic plugs in the Missoula Valley, it's a true butte, an outlier of Precambrian belt of metasedimentary rocks. So if that -- if nothing else, the geologists won't laugh when they read their report, they need to take that out that it's

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	a volcanic plug, because it's not. So aside from the effects on the river, the other concerns I have are that the intersection of North Avenue and Edwards, that I live on, if you're trying to make a turn on North Avenue from the north side, it's a blind corner, you can't see the bridge so you don't know if there's any traffic coming over. So the current alignment is not only a danger because of the curve, it's also a danger for the people trying to turn on to North Avenue from Edwards, because it's blind. The other concern I have about the current situation that I don't think was reflected in the environmental scan -- I think it was discussed in '94 -- was that the current traffic coming down South Avenue actually splits at Target Range School, part of it goes down Clements, north on Clements, turns on North Avenue and heads to the bridge. The rest of the traffic goes on down South Avenue and turns on Humble and hits North Avenue and then turns west toward the bridge. The effect of that is to increase the amount of neighborhoods that's impacted, instead of just one street, with the flow it's doubling the amount of area of our neighborhood that's affected

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	by the current pattern. The other thing is the out-of -- how shall I say it? -- the out-of-path travel, if you're on South Avenue and you want to go out to River Pines or Big Flat, is considerably increased, it's at least three-quarters of a mile that you've got to divert to the north to North Avenue, go across the bridge and then come back south to hit River Pines and to hit the Big Flat Road. So that's a tremendous inefficiency, there's more gas being burned, there's more air pollution being generated as a result of that. Getting back to the effects on the river, when we did the study in '94 we looked at tweaking the alignment of the current bridge to get rid of some of the curvature at each end. And in every alternative it involved impacting more of the riparian zone, more of the river, river-related vegetation and the wetlands next to the river. It would have hit the island, for example, that's out there that has a conservation easement. So it was actually more distance of the river area impacted by tweaks to that than it would have been on a South Avenue alternative. The other thing and probably one of the

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	most important things that I think is being lost as far as a concern is, impacts to residences by the current site as well as by any tweaks at the current site. There are people who live at the approach on the east end and there are people who live at the approach on the west end, and any movement of that bridge one way or the other is going to drastically affect them. The study in '94 showed that some of the houses might have to be removed if you move the alignment much one way or the other. So I think the social impact should include that. River Pines Road, by the way, which is what the west end of Maclay Bridge ties North Avenue into, is entirely in the floodplain. And the construction of that road actually created somewhat of an unnatural levy to elevate access, to bring you up to the west end of the bridge. That's another unnatural feature on that floodplain that's constricting the flow. I don't believe -- perhaps I just didn't understand, but I don't believe it was clear that this traffic study that he talked about, the speaker there talked about, included the potential for growth west of the Bitterroot River and west of

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	the Maclay Bridge. For example, whether or not there might be subdivision growth in O'Brien Creek or in West River Pines area where there's already been some subdivisions in the last three years, or on out in Big Flat there are a number of lots for sale and places out there, even though some of it's zoned for five- to ten-acre parcels, I don't think there's any restriction on them going for a zoning change to subdivide those. So I'm wondering if that potential for growth has been included in that model. There was a lot of concern voiced at the meeting tonight that putting in a more efficient bridge at South Avenue or someplace would increase traffic accidents because people would be going faster. I'm wondering, first of all, has that happened at the Kona Ranch Bridge? Do we have any traffic counts? If we're using Kona Ranch as the analogy, do we have any traffic accident information on Kona Ranch that we could use to compare? Also isn't there a lesser choice than -- a less imposing structure than a Kona Ranch style bridge that might still meet the needs into the 30

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	or 40 years out, but not create a huge attraction for higher traffic flow? I'll just end it by saying I am concerned coming here tonight, I've watched this process growing and my concern has continued to grow that this Maclay Bridge Alliance is having a disproportionate effect on the process. I think many of us in my neighborhood are concerned that they not bully the county commissioners into making an unwise decision here. I know they have concerns that the county commissioners aren't listening to them, but we, likewise, living near the bridge, which is my community, east of the bridge as well as west of the bridge, are concerned we're not being listened to and we're being pulled into the process late, perhaps after some of these things are being cast in concrete, so that doesn't seem very fair to us. For example, tonight the Maclay Bridge Alliance was given an opportunity to speak at length, and none of us were informed that that opportunity was going to be afforded to people. So it seems like either that person shouldn't have been allowed to speak or there should have been a postponement to allow others of us to prepare, as he did, so that we could have made a public presentation as he did, and have that incorporated into the record. ***End of statement.***
07/10/2012 *Lorna Richardson*	HI, have you thought of sending out an mailing doing an entire address survey to ALL landowners in the Target Range/Big Flat area as the majority of those attending tonight DO NOT even live WEST of Maclay bridge. Once again most of those attending either live on South Ave. or friends belonging to the vocal Target Range homeowners and Maclay bridge allegiance. They are a small percentage of landowners attempting to stop projects that will later cost tax payers 5 times as much. It is time the County commissions lead and not continue to let a small very vocal minority run your business without a vote. You are the elected officials. Sent July 10 by Lorna Richardson.

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07/11/2012 *Bob Schweitzer*	Hi Jeff, I just wanted to let you know that I think you did a good job last night. You were able to maintain your agenda, yet allow some comments from the floor. I liked the way the work groups were able to address all concerns. Of course, not the challenge will be to meld all of that into a viable list of 'Needs and Objectives' acceptable to the same group. So far. I am impressed with the process. Regards, Bob Schweitzer
07/11/2012 *Michael Burnside*	Dear County Commissioners, It was good to see your attendance at the July 10 Maclay Bridge meeting. Michele, thank you for speaking up afterwards about the rights of everyone to be heard on the issues associated with the bridge. I am sure you will be hearing from many of my neighbors who live near the bridge in the next few weeks as we get organized. We are all very concerned about the condition of the current bridge and efforts of some to push an environmentally bad alternative upon us. We hope you will continue to seek out and listen to all of us, not just the most vocal or aggressive. Attached is a letter I have written that focuses on some technical issues that have long concerned me. I raised them in 1994 but they were not included in the EA at that time so I am hopeful they will be considered this time. I am ccing the state and RPA people who were at the meeting with this note and letter and so trust it will be included in the record. I intend to write you another separate letter soon that addresses some other concerns we and many of our neighbors have regarding the bridge situation. Many of us have lived near the bridge 30 to 40 years and have a lot of knowledge about problems and issues that have led to the current situation. Thank you again. Sincerely, Michael Burnside
07/15/2012 *Michael Burnside*	15 July, 2012 Dear County Commissioners, The purpose of this letter is to present some environmental, geological, and engineering concerns for your consideration as you and the Montana Department of Transportation guide the present studies and determine the future of the existing Maclay Bridge. I can offer some insight on these issues, with both a BA and an MS in geology from the University of Montana, as current owner and manager of a geological consulting business, and having lived near and observed Maclay Bridge since 1982. I was also involved in the 1992 to 1994 Environmental Assessment. Attached to this letter are portions of air photos of the Bitterroot River taken in 1935 and 1961 by the US Forest Service, and air photos taken in 2003 and 2011 by the USDA. I have enlarged and rotated them to give you a better perspective on how these portions of the river near the bridge have changed over time. The 1935 photo may have been taken in June or July 1935 (the two stereo USFS air photos are marked 6-35 and 7-35); the 1961 photo was marked May 19, 1961; the 2003 air photo was marked July 1, 2003, and the 2011 photo was marked November 21, 2011. The online service GoogleEarth also provides free public access to historic Missoula area air photos for the time period from 2002 to 2011. This 9 year sequence can be viewed separately at GoogleEarth's website. The photos reveal that since the 1930's, there has been loss of river bank land on the west side of the river immediately

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	downstream of the bridge. There has also been a development of a large whirlpool in this same area. In addition, there have been changes in the stream morphology upstream of the bridge. These include increased sand bar development and lengthening of the north (downstream) end of the island. The bridge is located on the upstream end of a broad meander in the Bitterroot River, where the river bends to the northwest, with the inside of the bend concave to the west. Typically, when a river "turns a corner" like this, the water slows down on the inside of the corner, has less energy, drops any sediment it is carrying, builds sand and gravel bars, and adds to the river bank. Thus the water should always be shallower and banks should grow on the inside of a river bend. This was clearly occurring at the west bridge abutment in 1935 when the air photo was taken, but is not happening now. If you compare the 1935 photo to the 2011 photo, you can see just downstream of the west bridge abutment over time there has been significant erosion and loss of bank material for at least 100 to 200 feet. If you visit the site, especially during high flow periods, you can see the bank erosion appears to be related to a large whirlpool that developed under the main bridge span. The whirlpool also has created a deeply-scoured hole in the channel just under and downstream of the bridge. Due to the fact that these channel changes appear in the photos after the present bridge was installed, it is my opinion the current bridge, with its piers and abutments and west end approach, likely caused or contributed to these unusual changes in the river channel. This is probably due to the fact the west bridge approach and abutment and the center pier of the main bridge span cause a deflection and narrowing of the river, constricting it and making the water flow faster as it passes between them. This may have also caused the whirlpool and the scouring action. The construction and elevation of River Pines Road for the west bridge approach may be acting like a river levee, constraining and deflecting the flow, and also contributing to the changes. The bridge's constriction of the river has somewhat slowed the water flow upstream of the bridge and may be causing the river to drop sediment there, adding to the sand bars and growth of the large island's north end. Again, a comparison of the 1935 and 2011 photos shows over time since the bridge was installed, the island and sandbars have grown from just upstream of the bridge in 1935, to at present where they extend under the bridge and downstream of it, particularly on the east side of the channel. In 1935, the center pier of the bridge was in the center of the river channel. At present, it is no longer in mid-river, rather now it is mostly surrounded by a long semi-permanent sand bar. The west main channel of the river appears to have been reduced in curvature (ie straightened) by River Pines Rd., which may be directing the river flow like a levee. In summary, the present bridge since it was installed likely has had significant effects on the Bitterroot River channel and its environment. It was clearly never designed for its present site, and by all accounts, was a used bridge brought in from elsewhere. The bridge probably has caused and is causing loss of private property on the west side and may have expanded beaches and sand bars on the east side. It may have created the large deep scour hole that together with the sand bars invite bridge jumping, swimming, and recreation use, along with all of their public health, safety, and other

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	problems. It should be noted the scouring action could also be undercutting and destabilizing the center bridge pier and west abutment. These environmental and engineering concerns are significant. They should be studied further and included in the current analysis to assess the drawbacks of any bridge construction or rehabilitation at the present site. Please consider them in reaching your decision on the future of the current bridge. If you would like to obtain copies of the original photos I have referenced or need other information, please contact me. Sincerely,  Michael Burnside 4610 Edward Avenue Missoula, MT 59804 phone: 406-543-7548 email: Maclaybridge@gmail.com

Date	Comment
	

1935 air photo Maclay Bridge (north to right of photo)

Date	Comment
	

1961 air photo of Maclay Bridge (north to right of photo)

Date	Comment
	

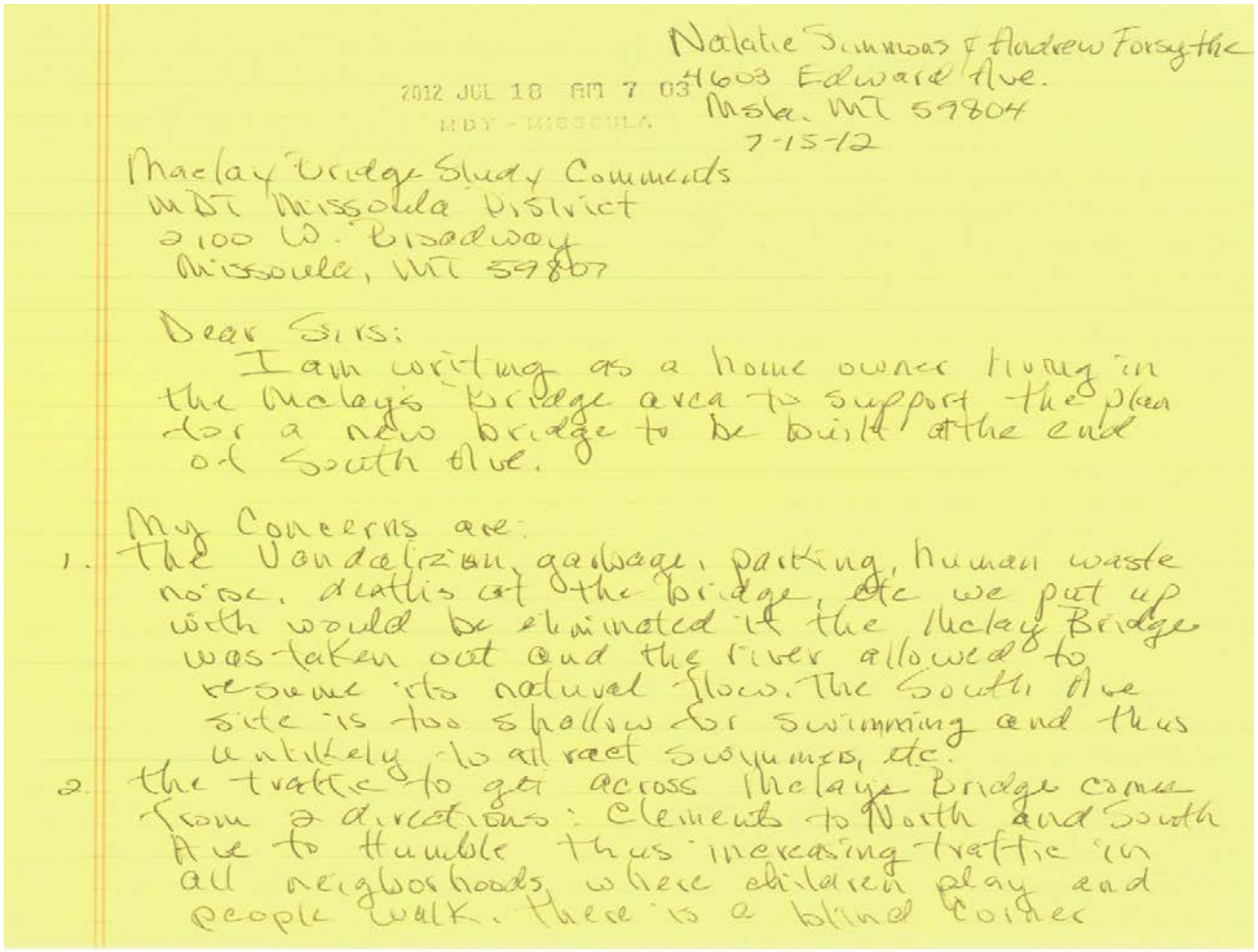
2003 air photo of Maclay Bridge (north to right of photo)

Date	Comment
	

2011 air photo of Maclay Bridge (north to right of photo)

Date	Comment
07/15/2012 *Jhan and Becky Sorenson*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 07/15/2012 20:46:36 Project Commenting On: MaclayPlanningStudy Name: Jhan and Becky Sorenson Address Line 1: 1618 Humble Road City: Missoula State/Province: MT Postal Code: 59804 Email Address: Bsorenson.msla@gmail.com Phone Number: 406.370.9623 Comment or Question: It is not in the best interest of the Target Range community to replace Maclay Bridge. Because most of the traffic is on South, the bridge should be there. Traffic would move east west rather than turning and meandering through the neighborhood. It was our understanding that there was already a plan for the bridge to cross via South Avenue. This plan should guide the construction. We do not want a new bridge on North! Submitter's IP address: 72.174.1.33 Reference Number = picomment_29705810546875
07/15/2012 *Kristin Anderson, MD, MPH*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 07/15/2012 17:35:33 Project Commenting On: maclayPlanningStudy Comment or Question: To Whom it May Concern, I live on Edward Avenue close to the Maclay Bridge. I understand that a study is currently underway to determine the best place for a safer bridge because the current one is considered obsolete. My concerns are as follows: 1. Traffic inefficiency: The current location seems very discordant with traffic flow. North Ave is not a through street to Reserve. Therefore, the traffic must devert from South to North in order to cross the bridge. In the westbound direction it then takes a turn that is very inefficent. Making the bridge an extension of South Ave. would make travel in both directions more straighforward and decrease pollution. 2. Traffic safety: The left turn from Edward Ave to North is very unsafe. It is logical to assume that traffic volume will only increase over the Maclay Bridge over time, therefore increasing the danger of this turn unless other measures would be taken such as a light, etc. 3. Public health safety: The current bridge is located in a place that attracts sunbathers and swimmers, some of whom jump from the bridge which could lead to serious injury or death. It is understandable that such a change sparks high emotion. However, there are compelling reasons to situate a more functional bridge in a more functional location. Thank you for your consideration of the above. Kristin Anderson, MD, MPH Submitter's IP address: 184.166.90.56

Date	Comment
	Reference Number = picomment_31048583984375
07/15/2012 *Carol Kraft*	July 16, 2012 2012 JUL 18 AM 7 04 MDT - MISSOULA To whom it may concern: I live at 2005 Edward Court. I built my home in 1997/98 and since living there, I have had property stolen and vandalized. I have picked up buckets of trash around and on my property that members of the public have dumped. I have witnessed lives lost from jumping off the bridge and several accidents on and around Maclay Bridge and the power station. Maclay Bridge should be removed! South Avenue has always been a main thruway not North Avenue. To me common sense seems to indicate that a bridge on the end of South Avenue would be the best solution. I hope this issue is resolved soon. If you have any questions, do not hesitate to contact me. Carol M. Kraft 2005 Edward Ct. Missoula, MT. 59804
07/15/2012 *Natalie Simmons & Andrew Forsyth*	

Date	Comment
	

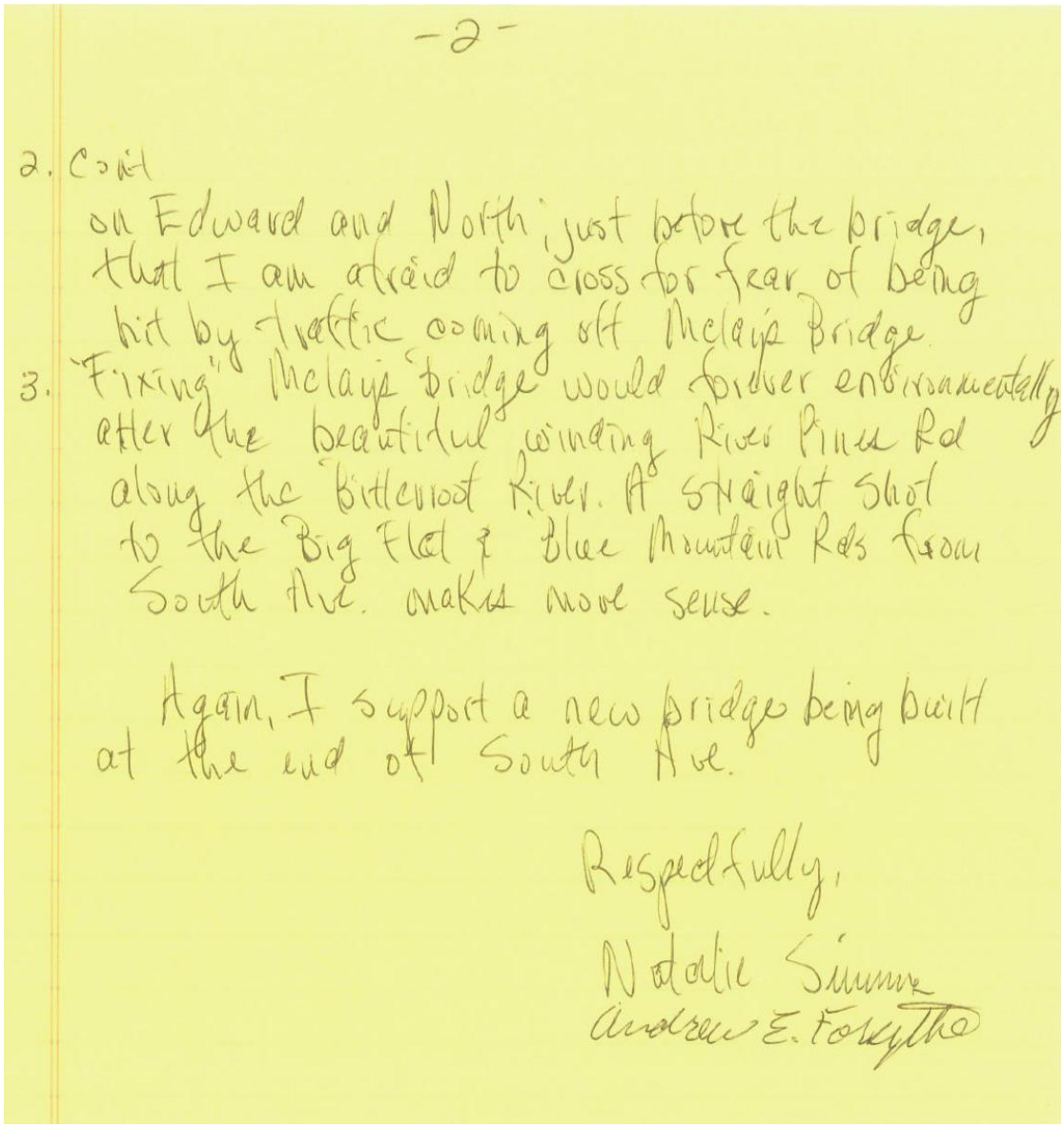
Natalie Simmons & Andrew Forsythe
4603 Edwards Ave.
Msla. MT 59804
7-15-12

2012 JUL 18 AM 7 03
MDT - MISSOULA

Maclay Bridge Study Comments
MDT Missoula District
2100 W. Broadway
Missoula, MT 59807

Dear Sirs:
I am writing as a home owner living in the Maclays Bridge area to support the plan for a new bridge to be built at the end of South Ave.

My Concerns are:
1. The Vandalism, garbage, parking, human waste noise, deaths at the bridge, etc we put up with would be eliminated if the Maclay Bridge was taken out and the river allowed to resume its natural flow. The South Ave site is too shallow for swimming and thus unlikely to attract swimmers, etc.
2. The traffic to get across Maclays Bridge comes from 3 directions: Clements to North and South Ave to Humble thus increasing traffic in all neighborhoods where children play and people walk. There is a blind corner

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	 -2- 2. Cont on Edward and North, just before the bridge, that I am afraid to cross for fear of being hit by traffic coming off the Clay Bridge. 3. "Fixing" the Clay bridge would further environmentally alter the beautiful winding River Pines Rd along the Bitterroot River. A straight shot to the Big Flat & Blue Mountain Rds from South Ave. makes more sense. Again, I support a new bridge being built at the end of South Ave. Respectfully, Natalie Simms Andrew E. Forsythe
07/17/2012 *Jean Curtiss*	Dear Michael, Thank you for your thoughtful letter and the attached photos. They will be added to the public comments. Jean Curtiss
07/17/2012 *Patrick O'Herren*	Dear Mr. Key: Thank you for the opportunity to review the draft Environmental Scan (ES) for the Maclay Bridge Planning Study. In addition to attending your July 10, 2012 meeting in Target Range, Rural initiatives has reviewed the draft and offers the comments found below. The ES contains a significant amount of valuable data and is a good resource for residents and local government entities contemplating projects in the Target Range area. However, several areas could use updating, which will make the ES more relevant and current. That updating should include:

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	1. Page 3.6 (Table 6) contains an inventory of parks within the ES area. Please note that Schmautz Park is developed (not undeveloped) with play equipment and a picnic shelter. 2. On page 36 (Table 6} please note that Rosecrest Park is a greenway park and includes a soft-surface non-motorized pathway. 3. Figure 4 on page 8 does not include the 1.2 acre County parcel located on the northeast tip of the island upriver from the bridge. This parcel was dedicated to the public in 1989. 4. Page 4 includes mention of the Bitterroot National Forest and a revision of the Forest's land management plan. However, the ES area includes only the Lolo National Forest. 5. The ES incorporates information from a number of sources relative to 'conservation resources including but not limited to wildlife, fisheries, and threatened, endangered and sensitive species. However, the most applicable conservation data source has not been reviewed for ir1elusion in .the document Missoula County's PLACE data base. PLACE is more specific and local than the other resource data bases consulted. PLACE and an explanation of that project can be found at: http//(www.co.missoula.mt.us/rurai/PLACE.htm 6. Amphibian species seem to be excluded from the ES; If this is an oversight such species should be included in the final ES. 7. Several of the Figures (maps)in the ES show an “Urban Boundary." However, this boundary is not defined and may actually be the "Urban Service Area" boundary. It would be helpful to explain what this boundary designates and why it is important. 8. Figure A.1in Appendix B is confusing. At the very least, if the lines are indications of the extent of a species range, it might be helpful to know on which side of the line the species is generally believed to occur. Additional comments will be addressed both to Robert Peccia and Associate and the Montana Department of Transportation in the coming weeks. Again, thank you for the opportunity to comment. If you have any questions please contact me at your convenience. Sincerely, Patrick O'Herren Director
07/18/2012 *Michael Burnside*	Dear Sir/Madam, Attached is a general comment letter whose purpose is to provide comments and present some environmental, public health and safety concerns that we don't believe have been adequately covered in the environmental scan and studies to date. We ask that you include this letter in the record and consider those comments in the ongoing studies before you decide the fate of the old Maclay Bridge or any replacement. Thank you. Sincerely, Michael Burnside
07/18/2012 *Michael Burnside*	Date: July 18, 2012 To: Montana Department of Transportation & Missoula County Commissioners Ref: Comments on Maclay Bridge Planning Study Dear Sirs/Madams, The purpose of this letter is to provide comments and present some environmental, public health, and safety concerns that we don’t believe have been adequately covered in your contractor, Robert Peccia and Associate’s, environmental scan to date. We ask that you consider the following in the ongoing environmental studies and before you decide the fate of the old Maclay Bridge or any replacement. We have lived near and observed Maclay Bridge and the river since 1982. We were also involved in the 1992 to 1994 Environmental Assessment.

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	Many of us who live near the old bridge have the following concerns about the current situation: **1. <u>The travel route from South Ave. to the bridge and the reverse route impact a lot of our neighborhoods, more than would be affected with a South Avenue bridge.</u>** Most of the westbound traffic on South Avenue ultimately crosses Maclay Bridge, but once it reaches Target Range (TR) School, it splits. Part of it turns right and heads down Clements to North Ave., turns left and heads west on North Ave. The rest of the South Avenue traffic continues on South Avenue past TR School to Humble, turns right and goes to North Avenue, turns left and goes west on North Avenue to the bridge. Same thing happens in reverse with eastbound traffic, with some traffic turning right off North to Humble, and turning left at South Avenue. The rest of the South Avenue bound traffic continues to Clements, then turns right and heads to South Avenue at TR School. The splitting of the traffic both ways means a lot more than just one street in our neighborhoods between South Avenue and the old bridge experiences noise and safety issues from traffic passing through. This is inefficient and an unnecessary impact on our neighborhoods that could be eliminated with a straight route and a South Avenue bridge. **2. <u>The current route from South Avenue to Big Flat or Blue Mountain Roads and the reverse route make vehicles travel a longer distance.</u>** Westbound South Avenue traffic heading to Big Flat or Blue Mountain must travel about an extra half mile one way compared to a South Ave. bridge route. Traffic must first head north to North Avenue by one of two routes, then, after crossing Maclay Bridge, head back south some distance to the junction of River Pines Road and Blue Mountain Road. Same thing happens with eastbound traffic. Over time, this cumulative zigzagging (with each round trip adding an extra mile), along with delays at turns and stop signs, adds to travel times, consumes extra gasoline, and generates more air pollution. It exposes more of the neighborhoods to traffic, accidents, and safety problems. **3. <u>The old bridge has impacted and unnaturally modified the river channel and its flood plain from their natural condition</u>**. The bridge was not designed for the site it is 2 in. It is too short and thus the channel had to be modified when the bridge was placed there in the 1930's. Apparently in the 1930's, River Pines Road, which is in the flood plain, was built up for the west bridge approach, effectively turning it into a levee in the flood plain that constricts flow. The bridge abutments and piers were also placed in the channel in ways that add to the constriction of the river flow. This has led to significant environmental problems in the river. Much of the west bank of the river along River Pines Rd. has also been modified with riprap. The bridge has caused a big whirlpool with channel scour under and downstream of the bridge, which has deepened the channel and caused bank loss, especially on the west side downstream of the abutment, where erosion and loss of private property has been documented. It has also caused the river to deposit sediments upstream of the two center bridge piers. This scouring may be slowly undercutting the current bridge abutments and piers, creating long term stability problems. **4. <u>The reliability of the old bridge is a problem.</u>** Although the old bridge's superstructure may be stable for at least the short term, the County has placed load limits on it because of its condition. However, it appears no one has examined the bridge foundations to determine if major scour around the abutment and piers will lead to stability problems. We are also unaware of any documents or plans in existence that even show how the footings were originally constructed for the bridge abutments and piers. Thus the condition of the bridge's foundations could be a future problem. The old bridge has been closed in the past, sometimes for significant time periods. Residents on the west side worry about losing fast access to medical care and emergency services. If the old bridge was closed for whatever reason and there was no replacement, it would cause great hardship and danger for them. **5. <u>Replacing, widening, or fixing up the old bridge at its current site will have a major impact on homes and property on North Avenue and on River Pines Rd.</u>** The 1994 Environmental Assessment, conducted by Missoula County, the Montana Department of Transportation, and the Federal Highway Administration, showed that up to 5 homes on the west side and 2 homes on the east side of the river near the bridge would be affected in a major way by the necessary realignment of the old bridge. People would lose major parts of their yards or their entire homes. This would be due to the need to move River Pines Rd. to the west and to widen the curve on the west side of the river to properly align the road and bridge. The bridge's west end would be moved upstream and the bridge lengthened so it would pass over or near the large island in the river. Homes near the east end of the bridge would also be impacted through widening of North Avenue and movement of the east end of the bridge. Those homes on the south end of Edward Court could have their scenic views of the river significantly altered by the change in alignment of the bridge at the current site. **6. <u>The old bridge is a major public nuisance and safety hazard.</u>** Due to its high steel superstructure (ideal for jumping); deep scour hole for swimming; and sand bars for 3 beaches, it serves as an attraction that brings with it law violations and health and safety issues. Over the years, there has been a pattern of vandalism; theft at local residences; human

Date	Comment
	waste, garbage and littering under the bridge and in adjacent streets; noise, illegal parking; and a host of other problems associated with recreational use of the bridge and the sand bars and beaches underneath it. Some of the local home owners near the bridge feel unsafe in their own homes during the peak summer months. At least one owner said she sold her home recently at a loss to get out of the area, due largely to the recreation problems at the current bridge. Jumpers on the bridge frequently block traffic going over the bridge, creating a nuisance and a safety hazard. **7. The current intersections of Edward and North at the east end of the bridge and Riverside Drive and North at the west end of the bridge are blind corners on the north side, making it highly unsafe to turn on to North.** **8. The old bridge has created lethal conditions**. There have been a number of deaths associated with the old bridge over the last 30 years, with deaths sometimes as many as one every two years. Some of these deaths are from youthful "jumpers" who climb onto the steel structure, jump into the scour hole under the bridge, and strike objects or the bed of the river and drown. Other deaths have been due to the unsafe currents and large whirlpool under the bridge that have drowned individuals. This is an ongoing public health and safety problem. **9. The old bridge causes a high incidence of traffic accidents year round.** There have been a large number of reported accidents at the bridge, especially the west end's concrete jersey barrier. The current count of reported accidents was 17 in the past year. In the winter, area residents experience power outages due to cars crashing in to power poles near the west end of the bridge. However, the number of actual accidents is much higher. The incidents of cars who fail to negotiate the curves at the bridge and crash into fences or other property and drive away often go unreported. Some residents on Riverside Drive state the number of accidents is likely more than 2 or 3 times the official Report. **10. The 1994 Environmental Assessment conducted by the County found that the best bridge alternative was to build a new bridge at the west end of South Avenue to connect in a straight line to the Big Flat and Blue Mountain Roads.** This alternative would have a straight alignment, according to engineers could be built with a small to moderate sized two lane bridge (not a "Kona-style"), would eliminate the accidents and the dangers of a one lane bridge, would reduce travel times and pollution from the current route, would avoid creating a recreation site, and would reduce environmental impacts to the river channel. Although some claim a South Avenue bridge would become a recreation site like the current bridge, this is not likely for the following reasons: 1.) a South Ave. bridge would provide no bridge superstructure for jumping; 2.) it would provide no swimming hole because the river at that point is too shallow and gravelly to attract swimmers; and 3.) there are no beaches for sunbathers to use. 4.) Presumably any new bridge would also span the entire flood plain and avoid impacting the river, unlike the current bridge. 11. **The river should be allowed to heal and return to its natural condition at the current site.** Removing the old bridge with its abutments and piers would allow the river to fill in the unnatural scour/swimming hole and allow the sand bars to continue migrating downstream rather than stack up around the piers to form beaches. Thus, it would not only restore the river to a natural condition but would also reduce the attraction of the site for the type of problem users we are experiencing. **12. Perhaps eventually if the community wanted it a small foot/bicycle bridge could be constructed over the river at North Ave**. However it would be built without the poorly engineered piers and abutments that are creating the current problems. In summary, we and many of our neighbors believe the current bridge site is a bad site. It is unsafe and for the long term, it is environmentally, economically, and socially unsound. It has caused damage to the river and its environment, to adjacent property owners, and to the health of the public at large. It should not be restored or repaired or rehabilitated or widened. After a better modern bridge is placed in the best site at the end of South Avenue just as the 1994 Environmental Assessment recommended, the old bridge should be removed. Thank you for your consideration of these issues. Sincerely,  Michael Burnside 4610 Edward Avenue

Date	Comment
	Missoula, MT 59804 ph 406-543-7548
07/18/2012 *Don C. St. Peter*	Re: Maclay Bridge Study Comments Dear Commissioners: I attended the recent public meeting regarding the Maclay Bridge Study held at the Target Range School. I wanted to take this opportunity to add my comments regarding the study and the conduct of the meeting. I have received and review a copy of the comments submitted by Michael Burnside and fully endorse those comments; however, my prospective of the bridge is somewhat different since I live on the west side of Maclay Bridge. I do not believe that the materials presented at the public meeting adequately identify the inadequate status of emergency response to the west side of the bridge. As you know historically emergency vehicles responded to the area west of Maclay Bridge by crossing the bridge. As a result of the reduction in the load limit on the bridge in 2011 to 11 tons, emergency vehicles were prohibited from using Maclay Bridge for a period of time. After a rather long process an agreement was entered into between the county and the Missoula Rural Fire District which allowed some (but not all) of the Rural Fire District's equipment to cross Maclay Bridge, so long as the vehicles straddled the center line of the bridge and traveled at no more than five (5) miles per hour. That is the current situation. While the current situation allowing emergency response over Maclay Bridge is better than not being able to use the bridge at all, it is still inadequate. This restriction on emergency response to the west side of Maclay Bridge means that those of us who live west of Maclay Bridge receive a lower level of emergency response service than those on the east side of the bridge – not because travel times are longer, but because the infrastructure is inadequate for emergency vehicles. These restrictions put lives and property west of Maclay Bridge at risk. This issue was not addressed at all at the public meeting or in the materials presented at the public meeting. Failure to address the adequacy of emergency response services to the west side of Maclay Bridge is a critical failure of the study. Now that I have learned that Maclay Bridge is considered "scour critical," I understand this to mean that the bridge is at risk of failure due to scour and undercutting. I learned this from the efforts of Michael Burnside, not from the study materials presented at the public meeting. Again, failure to identify this issue is a critical failure of the study. A failure of Maclay Bridge due to scour and undercutting puts county resident west of Maclay Bridge at risk of a further degradation of emergency response services, which would continue for years. If not decades. It is imperative that the Commissioners plan for a new bridge that will ensure adequate emergency response service to the west side of Maclay Bridge for decades into the future without the deficiencies noted above. I wanted to address the conduct of the public meeting at Target Range School. At the meeting, a member of the Maclay Bridge Alliance was given the opportunity to make a public statement while no alternative viewpoint was allowed to e presented. This one-sided treatment was grossly unfair to those of us who believe that Maclay Bridge should be replaced. It also allowed Dr. Martin to present factually incorrect information without rebuttal and engage in blatant fear mongering. I demand that at the next public meeting those with views opposing Dr. Martin be given the opportunity to rebut his statements – without rebuttal from Dr. Martin or those of his view. Sincerely,  Don C. St. Peter
07/19/2012 *Evan Rosenberg*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 07/19/2012 16:14:42

Date	Comment
	Project Commenting On: MaclayPlanningStudy Name: Evan Rosenberg Email Address: emrosenberg25@gmail.com Comment or Question: I live on Edward Avenue in close proximity to the current Mcclay bridge location and woudl like to comment on the Mcclay Bridge planning study. I have reviewed both the environmental assessment completed in 1994 and recent environmental scan. I believe that the preferred alternative identified in 1994 running a new two lane bridge from south avenue connecting to River Pines Rd continues to be the most sensible plan for a Mcclay bridge replacement, which is of the utmost importance to this neighborhood and our County. The current location at North Ave, diverts traffic into a neighborhood not equipped for the level of traffic that is currently using the bridge. It is an inefficient route for drivers, users more gas and is bad for the environment, and causes traffic hazards on side roads. For example, North Avenue mailboxes are all located on the south side of North Ave leading up to Mcclay bridge. This means anyone living on the north side of North Avenue must walk across North to get their mail - a hazard with no crosswalks and increasing traffic that goes up North only to use Mcclay bridge. South Ave is the main road running from Reserve and connecting the Target Range are with the rest of Missoula. It would be much more practical to have South be the primary road connecting those on the west side of the river and eliminate the detour traffic must take to cross the river. In addition, the 90 degree turn on River Pines Road leading to Mcclay bridge is extremely dangerous, especially in winter. Many accidents have occured that this spot and this issue could be eliminated by rerouting the bridge to South Ave. The current location of the bridge has also created a myriad of issues with people jumping of the bridge, hanging out and loitering under the bridge and engaging in all types of unsafe behavior on the sand bar under the bridge. They are also polluting the river with all of the trash left behind under the bridge. Moving the bridge to the proposed location would eliminate this unsafe use at the current location and the new location and new type of bridge would not lend itself to the same type of issues. The current bridge location also makes it incredibly difficult to safely turn left from Edward Ave onto North Ave. One cannot see oncoming traffic coming off of the bridge from the intersection of Edward and North. Finally, the current bridge is obsolete and poses a potential safety hazard. It's been used well beyond its intended life and there are currently load limits on bridge meaning it cannot handle heavier fire trucks. It's unclear how much longer it could continue to handle school buses and fire trucks and it is imperitive that it is replaced preventively before a major issue occurs. Thanks for considering my comments. Evan Rosenberg emrosenberg25@gmail.com Submitter's IP address: 63.88.33.254 Reference Number = picomment_994476318359375
07/24/2012 *Robert Mock*	My name is Robert Mock and I live about a quarter mile from Maclay bridge on Edwards Ave. We have quit using the intersection of North and Edwards because it has become a blind corner. People come off the bridge at l5 mph and excelerate to 35 coming up the hill, and add to that other people waiting for the bridge to clear it and it becomes dangerous. I was taking my dog to the river for a walk and I would pick up garbage. Starting in early spring until the river began to rise I could use a grocery bag, but by summer I'd need a garbage bag. Beer cans and plastic bottles aren't bad but broken beer bottles and dirty diapers are too much. The parking has always been a problem, and by extending the parking district further and further from the bridge only encourages the people to leave their trash at the river, and also encourages them to park illegally.

Date	Comment
07/26/2012 *Kristin Anderson*	To Whom it May Concern, I live on Edward Avenue close to the Maclay Bridge. I understand that a study is currently underway to determine the best place for a safer bridge because the current one is considered obsolete. My concerns are as follows: 1. Traffic inefficiency: The current location seems very discordant with traffic flow. North Ave is not a through street to Reserve. Therefore, the traffic must divert from South to North in order to cross the bridge. In the westbound direction it then takes a turn that is very inefficient. Making the bridge an extension of South Ave. would make travel in both directions more straightforward and decrease pollution. 2. Traffic safety: The left turn from Edward Ave to North is very unsafe. It is logical to assume that traffic volume will only increase over the Maclay Bridge over time, especially if it becomes a two lane bridge, therefore increasing the danger of this turn unless other measures would be taken such as a light, etc. 3. Public health safety: The current bridge is located in a place that attracts sunbathers and swimmers, some of whom jump from the bridge which could lead to serious injury or death. The current bridge with the deep pool underneath is a risky attraction people clearly cannot resist. The signs about parking restrictions are ignored. I understand people want to enjoy themselves during the summer time, but the volume of people on and around the bridge is unsafe. I would be suprised if under age drinking and risky behavior isn't occuring there, and I believe Missoula County is obligated to take steps to reduce the risks involved. It is understandable that such a change sparks high emotion. However, there are compelling reasons to situate a more functional bridge in a more functional location. Thank you for your consideration of the above. Sincerely, Kristin Anderson, MD, MPH
07/26/2012 *Evan Rosenberg*	Dear Missoula County Commissioners: I live on Edward Avenue in close proximity to the current Maclay bridge location and would like to comment on the Mcclay Bridge planning study. I have reviewed both the environmental assessment completed in 1994 and recent environmental scan. I believe that the preferred alternative identified in 1994 running a new two lane bridge from south avenue connecting to River Pines Rd continues to be the most sensible plan for a Maclay bridge replacement, which is of the utmost importance to this neighborhood and our County. The current location at North Ave, diverts traffic into a neighborhood not equipped for the level of traffic that is currently using the bridge. It is an inefficient route for drivers, uses more gas and is bad for the environment, and causes traffic hazards on side roads. For example, North Avenue mailboxes are all located on the south side of North Ave leading up to Maclay bridge. This means anyone living on the north side of North Avenue must walk across North to get their mail - a hazard with no crosswalks and increasing traffic that goes up North only to use Maclay bridge. South Ave is the main road running from Reserve and connecting the Target Range area with the rest of Missoula. It would be much more practical to have South be the primary road connecting those on the west side of the river and eliminate the detour traffic must take to cross the river. In addition, the 90 degree turn on River Pines Road leading to Maclay bridge is extremely dangerous, especially in winter. Many accidents have occured that this spot and this issue could be eliminated by rerouting the bridge to South Ave. The current bridge location also makes it incredibly difficult to safely turn left from Edward Ave onto North Ave. One cannot see oncoming traffic coming off of the bridge from the intersection of Edward and North. The current bridge is obsolete and poses a potential safety hazard. It's been used well beyond its intended life and there are currently load limits on the bridge meaning it cannot handle heavier fire trucks. It's unclear how much longer it could continue to handle school buses and fire trucks and it is imperitive that it is replaced preventively before a major issue occurs. The current location of the bridge has also created a myriad of issues with people jumping off the bridge, hanging out and loitering under the bridge and engaging in all types of unsafe behavior on the sand bar under the bridge. People actually climb to the top of the bridge structure, I watched it the other day, and jump off from the very top. This is illegal, extremely unsafe, and I imagine a potential liability issue for the County given that the County is aware this occurs. Those hanging out under the bridge are also polluting the river with all of the trash left behind under the bridge, not to mention leaving

Date	Comment
	trash all over our neighborhood. And I am certain there is a great deal of underage drinking occuring underneath the bridge. Moving the bridge to the proposed location would eliminate this unsafe use at the current location and the new location and new type of bridge would not lend itself to the same type of issues since there would be no sandbar at the South Ave bridge location. Finally, as the parent of a two year old daughter, I do not want her growing up witnessing this type of unsafe and reckless behavior. Regardless of the bridge replacement decision, it would be much appreciated if there could be a greater police presence to enforce the no parking laws, the underage drinking, and the illegal bridge jumping that has occured on a daily basis throughout the month of July and I imagine will continue throughout August. Thanks for considering my comments. Sincerely, Evan Rosenberg
07/26/2012 *Don St. Peter*	Jeff: In my letter of July 18, 2012 I requested the opportunity to address the next public meeting of your study group. I have not received any response to my request. I take the lack of response to mean that either no consideration has been given to my request or that your study group intends to deny the request. Simple fairness would dictate that you grant the request without delay. Apparently fairness is not a part of your study. Your lack of response to my request coupled with the two critical failures of the report presented at the last meeting draw into question the integrity and independence of your study. The manner in which you conducted the last public meeting gave a significant advantage to those in the area who do not want to make any changes to Maclay Bridge. You allowed one sided public comment when no public comment was advertised for the meeting. You allowed factually incorrect statements and fear mongering to go unchallenged. Your actions evidence a bias on the part of you and your study group. The report you presented did not identify the load limits and travel restrictions for emergency vehicles over Maclay Bridge as a concern for the health and safety of those living west of the bridge. This critical failure of your report is additional evidence of a bias on the part of your study group. Currently use of the bridge by emergency vehicles is restricted by size so that not all vehicles employed by the rural fire department can cross the bridge. Those vehicles which are allowed to cross the bridge must do so at a severely reduced rate of speed and in a specific location on the bridge. These restrictions undoubtedly increase response times now. It is only a matter of time before these restrictions result in increased fire damage west of the bridge or a death or other physical injury which could be prevented by a faster response. Continuing these travel restrictions or the probable increase in these travel restrictions over the next 30 years is illogical if there is any concern for the heath and safety of residents west of the bridge. Significantly, the report you presented did not identify the “scour critical” condition of the bridge supports as a concern. This critical failure of your report is additional evidence of a bias on the part of your study group. While there is much good information in your report, the failure to identify these substantive issues and the manner in which the last public meeting was conducted leads me to question the independence and integrity of the study group. Without the opportunity to voice a view opposing the Maclay Bridge Alliance, your study and the study group appear to be nothing more than an expensive stalking horse for the Maclay Bridge Alliance. Please respond to my request. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282

Date	Comment
	Facsimile 406-728-8141
07/27/2012 *Gerald Steinbrenner*	

MILODRAGOVICH • DALE • STEINBRENNER, P.C.

ATTORNEYS

MICHAEL J. MILODRAGOVICH
LON J. DALE
GERALD W. STEINBRENNER
G. PATRICK HAGESTAD
ELIZABETH A. O'HALLORAN
PERRY J. SCHNEIDER

CORY R. GANGLE
W. ADAM DUERR
P. BRAD CONDRA
GIOVANNA M. MCLAUGHLIN
HANNAH STONE
DYLAN M. MCFARLAND
TIMOTHY E. DAILEY

July 27, 2012

Maclay Bridge Study Comments
MDT Missoula District
2100 West Broadway
Missoula, MT 59807

Missoula County
Board of County Commissioners
200 W. Broadway
Missoula, MT 59802

RE: Maclay Bridge

To the District and Commissioners:

My name is Gerry Steinbrnener. I live at 2065 Edward Court.

Although the bridge has little impact with regard to my residence, it is my opinion that safety, economics and the other concerns stated in the Maclay Bridge update, dated July 2012, support that the bridge should be moved to the west end of South Avenue to connect in a straight line to the Big Flat and Blue Mountain Roads. This would eliminate accidents, reduce travel time and pollution and avoid creating a recreation site which reduces the environmental impact on the river channel.

Any widening or movement of the existing North Avenue Bridge over the island would have a severe impact on the wildlife. There are approximately 20 breeding pairs of wood ducks, along with mallards and Canadian Honkers that nest on the island. Additionally, there are deer, bear, coyote, fox, raccoon, beaver and otters that frequent the area. Placing the bridge over the island would be detrimental to the game and birds.

I grew up in Missoula and as a teenager I recreated at the bridge. Removal of the bridge would not necessarily remove the recreation aspects. It is one of the few places that has that type of a beach, including sand and fine gravel. Although there is quite a bit of garbage, littering, noise and illegal parking, it is my opinion that kids need a place to go and I am fine with that.

620 HIGH PARK WAY, P.O. BOX 4947 • MISSOULA, MT 59806 • (T) 406-728-1455 (F) 406-549-7077 • WWW.BIGSKYLAWYERS.COM

The funding for a new bridge speaks for itself. The County needs to access all federal highway bridge money. It would be a fiscal irresponsibility to do otherwise.

Thank you for your consideration. If you have any questions or comments, please call.

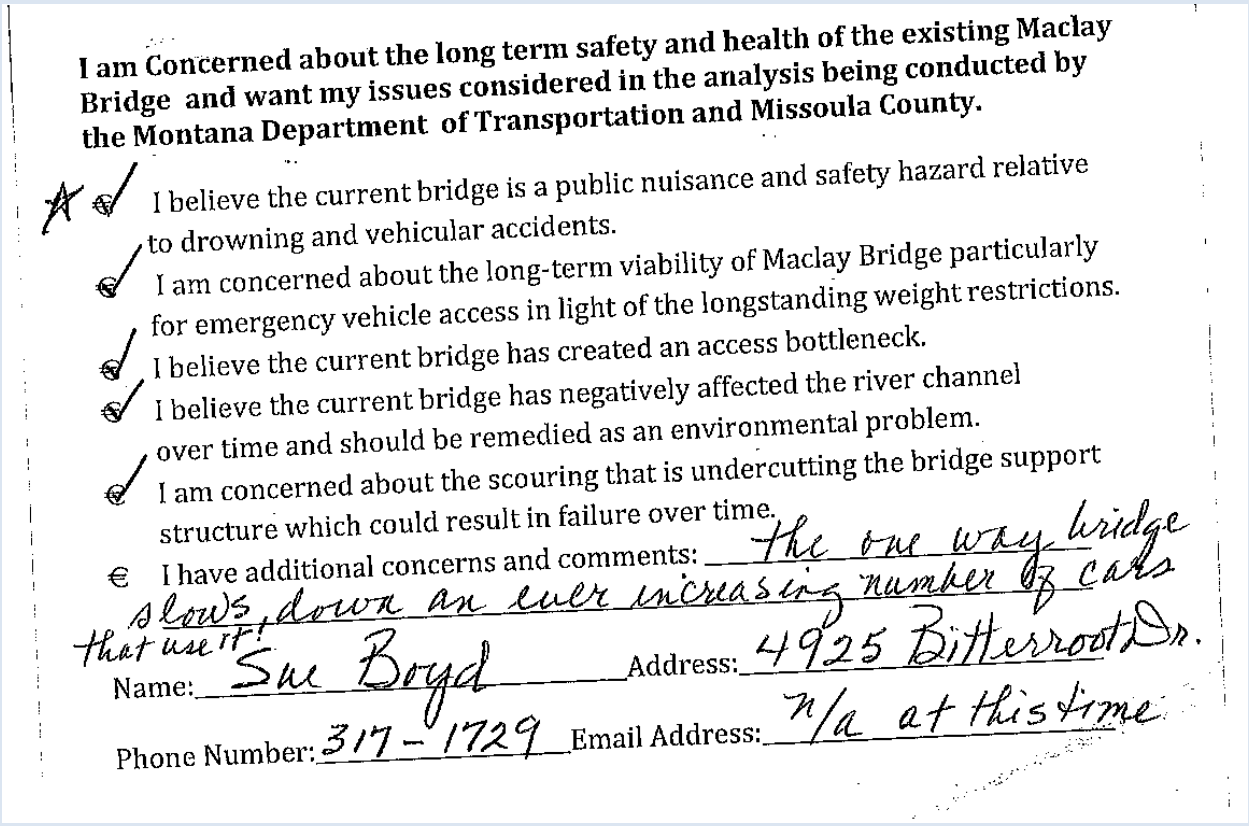
Very truly yours,

MILODRAGOVICH, DALE
& STEINBRENNER, P.C.

Gerald W. Steinbrenner

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Date	Comment
07/27/2012 *Donald Stevenson*	July 27, 2012 Maclay Bridge Study Comments 2100 West Broadway Missoula, MT 59807 Malay Bridge Study Thank you for the opportunity to comment on the proposed Maclay Bridge replacement. In a nutshell a new bridge replacing the Maclay bridge should be built at the west end of South Avenue, across the Bitterroot River and connecting to the sharp corner on River Pine Road. The right-of- weigh, donated by the Maclays years ago, should be utilized. The existing Maclay bridge should be removed entirely including abutments. I think the current meetings and position of the Maclay Bridge Alliance are a smoke screen by some influential people living on the west end of South Avenue to keep the bridge from being built where a simple traffic analysis says it should be – on the west end of South Avenue. I believe their call for more studies and environmental analysis will go on forever . The studies and environmental analysis done in 1994 were sufficient and should not be ignored and more tax payer money wasted. The necessary widening of South Avenue would not be as detrimental to private property than trying to realign a new bridge at the end of NorthAve. Its time to bite the bullet and make a decision. I have lived in the area for 42 years and have observed numerous problems with the old bridge.. To name a few : numerous shouting matches and road rage as two vehicles try to cross going opposite directions; more shouting and honking at swimmers on the bridge deck and roadway blocking or restricting traffic; young men shaking the turnbuckle supports making loud metal to metal clanging and vibrations throughout the bridge structure; loud late night parties requiring numerous sheriff interventions; garbage, dirty diapers, and all manner of litter on both bridge approaches and neighboring streets; numerous drownings of swimmers, partiers, jumpers and drunks requiring search and rescue of bodies. Various weight restrictions have been in place over the years; at one time a 5 ton limit was posted and then County Road Supervisor Brown said he didn't think any more money should be wasted on the exiting bridge. After he left office, various meetings, discussions and political pressure were applied and the bridge was re- decked and some other work done and the weight limit raised to 11 tons, leaving myself and many others wondering what is the save limit.?! I'd think the people living west of the bridge would have the same concerns. I know many of my neighbors feel as I do and will attend meetings that aren't dominated by the Maclay Bridge Alliance. I also hope you can withstand the political pressures that I'm sure will follow. I strongly suspect that's what happened to the 1994 effort when the Reserve Street Bridge stringers were available and funding was promised. Please let me know if I can help. Donald G Stevenson 4528 Edward Missoula, Mt 59804 Ph : 406 543 8989 CC: Missoula County Commissioners;

Date	Comment
08/03/2012 *Sue Boyd*	

I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.

- ☑ I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents.
- ☑ I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions.
- ☑ I believe the current bridge has created an access bottleneck.
- ☑ I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem.
- ☑ I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time.
- ☐ I have additional concerns and comments: The one way bridge slows down an ever increasing number of cars that use it!

Name: Sue Boyd Address: 4925 Bitterroot Dr.

Phone Number: 317-1729 Email Address: n/a at this time

Date	Comment
08/03/2012 *Sam Boyd*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** ✓ I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. ✓ I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. ✓ I believe the current bridge has created an access bottleneck. ✓ I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. ✓ I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. I have additional concerns and comments: _____ Name: Sam Boyd Address: 4925 Bitterroot Dr. Phone Number: 317-1729 Email Address: missoula
08/03/2012 *Orville Daniels*	

Date	Comment

1810 Riverside Drive
Missoula, MT 59804
August 3, 2012

2012 AUG 6 AM 7 03
MDT - MISSOULA

Montana Department of Transportation
Missoula District
2100 West Broadway
Missoula, MT 59807

Missoula County Commissio9ners
200 West Broadway
Missoula, MT 59802

Re: Maclay Bridge Study Comments

Dear Commissioners:

You are currently studying the issue of the Maclay Bridge over the Bitterroot River and will ultimately determine whether upgrade, replacement or a new structure in another location is warranted. As a long time resident of the area I would like to provide input for your consideration.

I have lived in the first house down river on the west end of the Maclay Bridge for 34 years and our property runs along the west shore of the Bitterroot River right up to the bridge. I use the bridge almost every day for access to town – so – the bridge is a big part of my life. For years I have been tolerant of the existence of this structure. However, the problems associated with escalated use including harassment from young divers swimmers and partiers, involvement with body recovery efforts, providing assistance to motorists who have accidents at the west end of the bridge coupled with new information about effects on the river and questionable structure reliability has caused me to change my opinion.

As a citizen of Missoula County I have become convinced the bridge and its piers should be removed. My reasons are that the bridge and its approaches are inherently unsafe, unreliable, environmentally damaging and is a liability to the County and community. It is an attractive public nuisance that has contributed to drowning, injuries and automobile accidents. It is also a law enforcement nightmare with parking, bridge jumping and assorted criminal activities associated with heavy public use. Some of the neighbors who cleanup the area each fall believe it to be public health issue because of trash, human waste, dirty diapers and discarded syringes that litter the beaches.

Central to my concerns is the fact that the way the bridge was built many years ago has created a deep scour hole in the river that is an attractant that brings swimmers, beach users and bridge jumpers to the site. In addition to the scour hole there is a large eddy or whirlpool. A 1935 aerial photograph in fact shows the river to be twice as wide at the time, than it is now and the scour hole did not exist at all. The photo further shows the large beach area to be an artifact of the bridge because of the deposition around the piers. In effect the County has created a public nuisance and attractant that causes many of the problems associated with the bridge. I am concerned about the liability issues associated with the drowning as well as the vehicular accidents that occur due to the alignment of approaches on either end. The location of the bridge in relationship with the river and the placement of the piers would never be tolerated under today's standards.

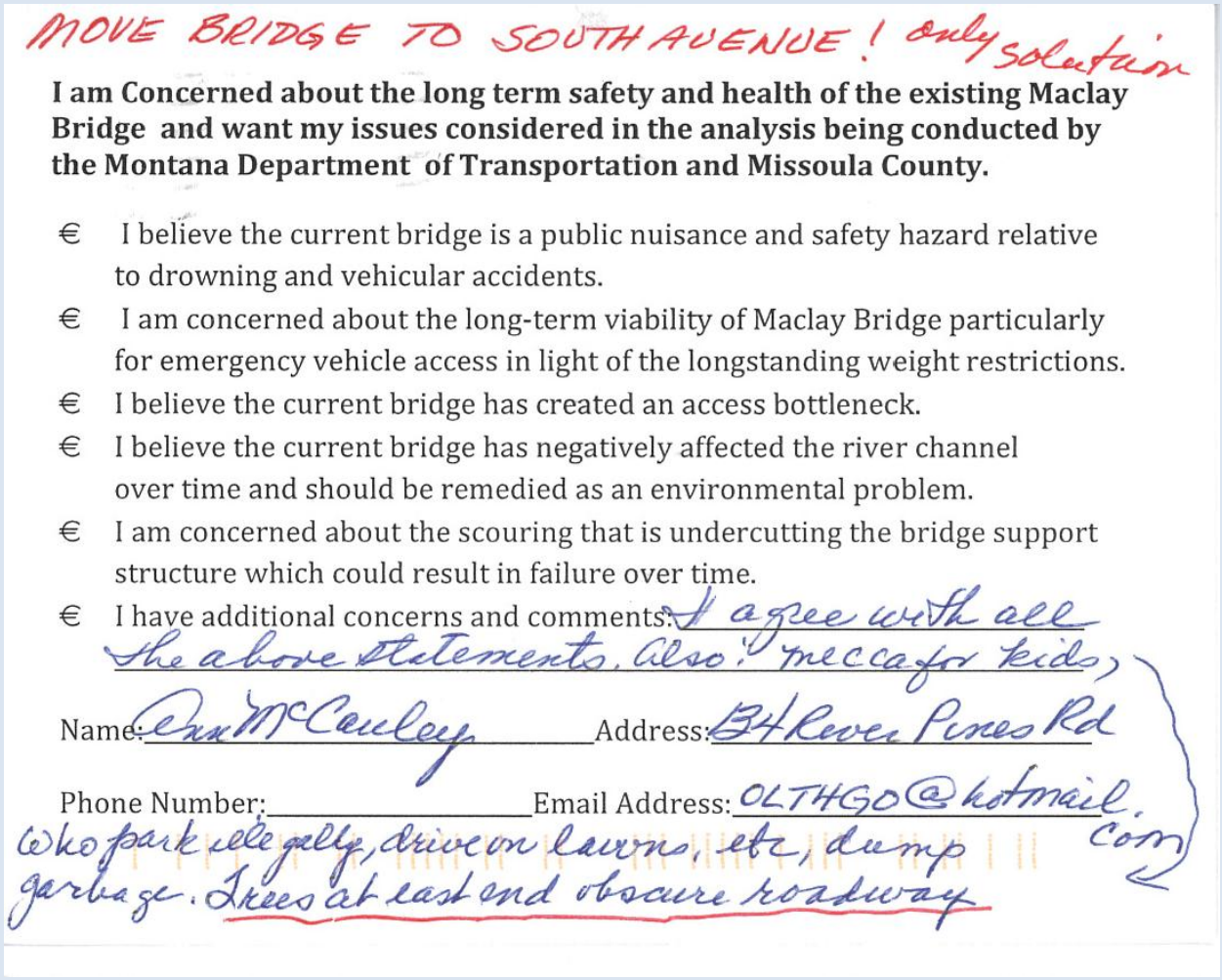
1 Orville L. Daniels 1810 Riverside Drive Missoula, MT 59804 (406)728-4268 orvilled@maclaybridge.com

Date	Comment
	Environmentally the bridge has adversely affected the natural flow and altered the shape of the river bed. This effect extends both upstream and downstream from the structure. Ecologically those effects are unacceptable. Restoration of the Bitterroot River could occur if the bridge and piers were removed. If any of your study alternatives consider retaining the present bridge in the long run, you need to retain the service of a qualified river morphology specialist to assess river dynamics. Human Safety: Last summer I participated with Search & Rescue and the Sheriff's Department search for the body of a 14 year old boy who stepped into deep water and drown. I saw the anguish and grief on the faces of friends and parents and it breaks your heart. A number of years ago the son of a colleague drown when he dove in the water to retrieve a frisbee - his death devastated his father. Having lived here for over 30 years it is my estimate that we average a death every two or three years. One of the deputy Sheriffs told me they have done so many body recoveries they are able to predict where the bodies will show up downstream. There have been too many deaths! Automobile Safety: A single land bridge on a double land road is a set up for conflict and accidents. Coupled with a 90% approach on the west end compounds the problem. Almost every year we get a crash and many of the accidents are not reported. They call for help from family and friends and tow the car away. A few months ago a car travelling east missed the turn and knocked over the jersey barriers and tore out our fence – nearly landing in the river. That incident is the second time in recent years that our fence has been significantly damaged. Reliability: The people who live on the west side of the river deserve bridge access to town. The present bridge is very old, has severe load limit restrictions and has questionable footings. For those reasons and many more the longevity of the current bridge is in question. It could wash out (it has done so a couple of times in the past) any spring or could fail structurally. That would seriously impact us on this side of the river. We deserve a reliable bridge. When I bought my house 34 years ago I was told by the realtor that the plan was to replace the bridge with a new structure at the end of South Avenue where an easement was granted by the Maclay family. The bridge looked old and worn at that time and knowledge of a replacement influenced my decision to purchase my house at the time. While working for the Forest Service I worked with County Commissioner Barbara Evans and Senator Conrad Burns to get financing for a new structure in order to have reliable access for forest fire fighting on public lands. The plan was a bridge at the end of South Avenue. In 1994 the County analysis showed a location at the end of South Avenue to be the preferred alternative. Time has shown that the present bridge should be removed. The best location from an environmental, safety and reliability standpoint is the South Avenue location. Thank you for your consideration. Orville P. Daniels

Date	Comment
08/03/2012 *Olleke E. Rappe-Daniels*	Olleke E. Rappe-Daniels 1810 Riverside Drive Missoula, MT 59804 (406)370-3557 orappedaniels@gmail.com 2012 AUG 6 AM 7 02 MDT - MISSOULA Montana Department of Transportation Missoula District 2100 West Broadway Missoula, MT 59807 Missoula County Commissio9ners 200 West Broadway Missoula, MT 59802 Re: Maclay Bridge Study Comments Dear Commissioners: As a long time resident of the Target Range area and daily user of the existing Maclay Bridge, I have strong concerns about its adverse effects on the Bitterroot River, public safety and ultimately its viability over time. I believe it is important for you to know that contrary to public comments made by members of the Maclay Bridge Alliance – not everyone believes the existing bridge is acceptable and in fact many residents support construction of a replacement bridge on South Avenue where a County Right of Way already exists. River morphology: Since 1982 I have lived adjacent to the bridge and have watched the river channel change dramatically over time. It is clear from historical photos, county records and our own experience that the bridge was not designed for the site and has required modifications over time. These modifications have included extensions to the main bridge, increasing the height of River Pines Road resulting in a levee constriction of flow, addition of bridge abutments in the channel exacerbating the flow constriction, rip rapping the west bank along River Pines Road and rip rap around the center pier. The net result has been the creation of a sizable whirlpool with channel scour under and downstream of the bridge, significant bank loss on the west side of the river, and significant sediment deposit upstream and around the bridge piers. Large "islands" and peninsulas have formed where insignificant sediment deposits existed in its early history. Because it is unknown whether the middle pier actually has footings or pilings under it – scouring and undercutting has occurred and raises a serious concern about its lifespan in addition to the potential effects on the river itself. I understand the MT Department of Transportation (MDOT) and Missoula County Office of Public Works have identified scour as an area of special concern in this area. Public Safety: While I do not object to recreational use of the area under and around the old Maclay Bridge in general, I do have serious concerns for the public safety of swimmers, divers and drivers who use the area. There have been a number of deaths over the years associated with the current bridge from "jumpers" who climb the steel structure and jump into the scour hole under the bridge to others who have drown in the large whirlpool. Since we live so close by – the countless search and rescue efforts have had a sobering effect on our neighborhood as well as the devastating loss to many families. The ongoing vandalism, theft, human waste, garbage, littering, illegal parking and drug/alcohol use presents yet another public health & safety issue. Finally, the multiple vehicle accidents around the bridge due to the unsafe approaches on either side as well as the blind corner of North and Edwards have resulted in injuries and property damage every year. We have been personally impacted by vehicle accidents on the west side of the bridge that have damaged our 1

Date	Comment
	fence and interrupted phone service numerous times. The lack of pedestrian and bike lanes or shoulders on the west side of the bridge is an additional concern about public safety. Between the scouring and creation of the whirlpool as direct results of the bridge installation and the alignment problem on either side – I am surprised we have not seen litigation and liability issues surface as a result. With so many people living on the west side of Maclay Bridge, the access for emergency vehicles is critically important. In 2011 the load limit was reduced to 11 tons as a result of Montana Department of Transportation inspection and bridge analysis. This resulted in restricted access for a period of time until an agreement was reached allowing tenuous access for emergency vehicles. I shudder to think of whether emergency response would have been quick enough for my 911 call several years ago if there had been no reasonable access allowed within several miles of our home. Bridge Viability (Reliability): Emergency vehicles access as described above is both a public safety concern and an indicator of questionable reliability of the current structure. Starting with the uncertainty of the old bridge's original construction, the unknown foundation conditions, ongoing scouring and long term stability questions combined with projected traffic increase in the future – the reliability of the old existing bridge is questionable at best. It is obvious and is substantiated in County records; the Maclay Bridge was not designed for its current location. Not only has it been augmented for length but we don't really know its origin or age. As discussed before the modifications that have been made have led to environmental problems in the river that will continue as long as the structure is there. As importantly however are the unintended consequences on the structure's reliability itself. We do not know (according to County records) whether the center pier has footings or piers below it and know it is of concern to the MDOT and County office of Public Works. We also know rip rap was added in the 1970s or 80s as a precautionary measure but clearly do not know with certainty whether the old bridge is sound and do not know when undercutting and scouring will lead to its failure in the future. There are hundreds of people who live on the west side of Maclay Bridge who need to go to work, shop, recreate and access services throughout Missoula. Reliable access across the Bitterroot is critical. While the local Maclay Alliance has been very vocal on this issue, there are people in the area who support the construction of a new bridge on South Avenue for a multitude of reasons. My interest in writing to you is to ensure you and the Study Team that many of us share concerns about the existing bridge and its adverse effects on the Bitterroot River and public safety. Please consider my comments in your analysis. Duane G. Rapp Daniels
08/06/2012 *Don St. Peter*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 08/06/2012 13:24:54 Project Commenting On: UPN 7845000 Nearest Town/City to Project: Missoula Name: Don St. Peter Address Line 1: 4805 Bitterroot Drive City: Missoula State/Province: MT Postal Code: 59804 Email Address: don@stplawoffices.com Phone Number: 406-728-8282 Fax Number: 406-728-8141 Comment or Question:

Date	Comment
	I live close to the west end of Maclay Bridge. It seem foolish to me to put money into this project when the county is doing a study on the future of Maclay Bridge right now. It also is very foolish to spend public funds on treating a symptom of the poor design and placement of this bridge when the real resolution is to move the bridge to the end of South Avenue. Finally, if I understand the placement of this light, this flashing light will look right into my bedroom window. It seems you are going to a lot of expense to make life easier for the people who live on South Avenue and harder for those of us who live at the west end of Maclay Bridge. Submitter's IP address: 69.146.29.50 Reference Number = picomment_4205322265625
08/06/2012 *Anonymous*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 08/06/2012 16:36:34 Project Commenting On: Project ID: HSIP 32(80) Control Number: UPN 7845000 Nearest Town/City to Project: Missoula Project Milepost: 2.7 miles west of Reserve Street Comment or Question: I live near the bridge and want to provide public comment on this proposed project to add a luminaire pole and flashing arrow to the west approach. I do not believe it is a good use of tax dollars to conduct this work. There is already in progress a comprehensive review by MDT and Missoula County of the problems associated with Maclay Bridge including traffic safety. Why not wait until that study is completed before you decide on what action to take? The comprehensive review will consider options to actually fix the problem, ie the bridge west approach alignment, rather than the symptoms, the cluster of accidents at the west end. This is the only effective long term solution and by acting now with these lights and sign, MDT seems to be prejudging the outcome of the Maclay Bridge study and assuming the decision will be to retain the current bridge configuration and location. Some of my neighbors are also concerned the proposed lights will be a neighborhood nuisance with the light flashing and shining all night long into nearby houses. Submitter's IP address: 97.119.204.145 Reference Number = picomment_6954345703125

Date	Comment
08/06/2012 *Ann McCauley*	

MOVE BRIDGE TO SOUTH AVENUE! only solution

I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.

- € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents.
- € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions.
- € I believe the current bridge has created an access bottleneck.
- € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem.
- € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time.
- € I have additional concerns and comments: I agree with all the above statements. Also! mecca for kids, who park illegally, drive on lawns, etc, dump garbage. Trees at last end obscure roadway

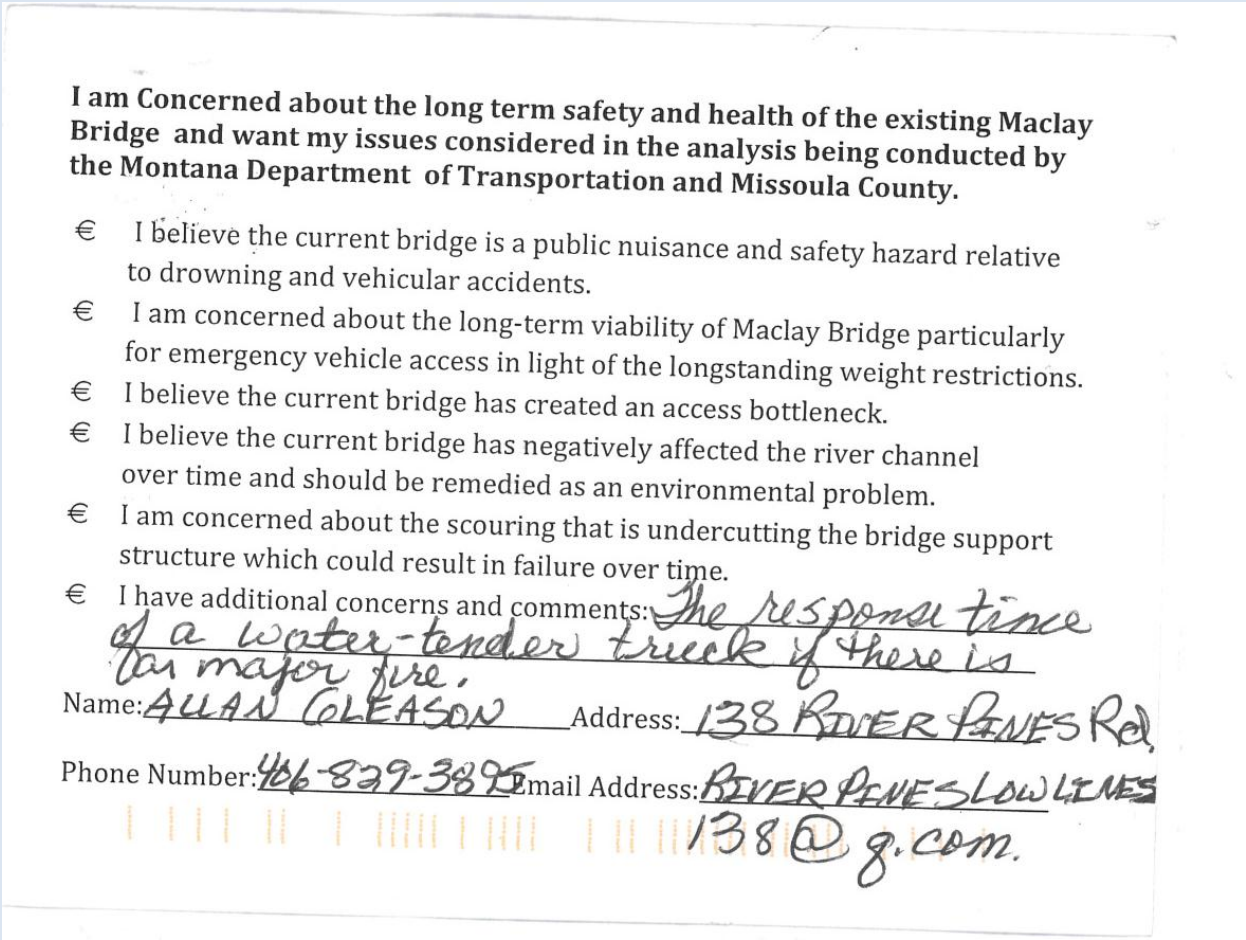
Name: Ann McCauley Address: 84 Seven Pines Rd

Phone Number: _____ Email Address: OLTHGO@hotmail.com

Date	Comment
08/06/2012 *Harvey and Nancy Delger*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. (€) I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. (€) I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: _____ _____ Name: Harvey & Nancy Delger Address: 8900 O'Brien Ck. Rd. Missoula, Mt. 59804 Phone Number: 543-4668 Email Address: _____

Date	Comment
08/06/2012 *Shella Sandberg*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: The congestion of cars at both ends of Bridge & the pedestrian traffic on the bridges Name: SHELLA SANDBERG Address: 138 RIVER PINES RD Phone Number: 406-544-9115 (after 4 P.M.) Email Address: RIVERPINESLOWLINES 138@g.com.

Date	Comment
08/06/2012 *Jerry McCauley*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: _____ _____ Name: Jerry McCauley Address: 134 River Pines Rd. Phone Number: 406) 721-5278 Email Address: Arsenic4me@hotmail.com

Date	Comment
08/06/2012 *Allan Gleason*	 **I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: The response time of a water-tender truck if there is a major fire. Name: ALAN GLEASON Address: 138 RIVER PINES Rd. Phone Number: 406-829-3895 Email Address: RIVERPINESLOWLINES 138@g.com.
08/07/2012 *Ed Toavs, P.E.*	Mr. St. Peter Thank you for taking the time to comment on the proposed safety project near Malay Bridge. As the safety project advances, your comments are being considered. I wanted to clarify the scope of the project, which is to simply install a shielded luminaire or street light, as well as a sign with an arrow on it. There are no flashing lights planned. The scope of the project was determined in order address night time crashes at the west end of the Maclay Bridge. This project is necessary to address a safety issue at one location and will not affect study recommendations concerning bridge and roadway geometrics, operations, and other safety issues occurring within the study area. If you have further questions, please let us know. Ed Toavs, P.E. Missoula District Administrator 406-523-5802
08/07/2012 *Don St. Peter*	Thank you for your reply. I understand the need for action to address the unsafe conditions at the west end of the bridge, but it is inevitable that this action will be viewed by some as solving the problem in the larger study that is being done. The conversation will undoubtedly be that we do not have to address vehicle crash issues as part of the discussion of the future of Maclay Bridge because that problem is now solved.

Date	Comment
	It is naive to believe that this action will not affect the study recommendations concerning bridge and roadway geometrics, operations, and other safety issues occurring within the study area. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282
08/07/2012 *Peggie Morrison*	Jeff, I drove down to Missoula this morning from Flathead Lake for the Team Meeting. Bob and I were quite surprise to discover that the meeting was changed to next Tuesday. No one passed the word to us! While I'm whining--no one is forwarding the Team Meeting materials on to us. Would it be possible for you or Sheila to include us in the general email out to every one? Yes, I'm back up at my cabin. It didn't take me long to turn my car around. Peggie
08/12/2012 *Bob Schweitzer*	Jeff, I have read the “Draft Needs and Objectives Report” that will be the focus of the August 14 Planning Team Meeting. Generally, a broad interpretation could justify either rehabilitation of the existing bridge, or, a new replacement bridge. There is a serious exception, however. After listening to opposing opinions within MDT at the last Planning Team meeting, I was disappointed that the report included ill-defined “Fracture-critical” terminology. This is a highly suggestive technical term that has explicit meaning to engineers but is gravely misinterpreted by lay people. I have not seen or heard of any deteriorating design element in the existing bridge that can not be cured by proper maintenance. If there is such an element, by all means, name it. If you are concerned that the report does not adequately discuss the lack of redundant structural elements, then say so, in plain language, understandable to common lay people. If not, please leave out the technical jargon that infers the bridge is failing. Also, FYI: In the county documents that included the 1994 EA, we found cost estimates for the replacement bridge. This document appears to have been initialed by Horace Brown. Three alternates were identified with Alternate #2 being the Extension of South Avenue to River Pines Road. The Bridge length was 1500 ft @ $2015/ft $3,022,500 Road length – 3300 ft @ $140/ft 462,000 Subtotal $3,484,500 Adjust for cost of living 30% 1,045,350 Total $4,529,850 There was also a handwritten notation that R/W was needed. Presumably, the cost for that is not included in the above figures. Respectfully submitted, Robert M Schweitzer 406-544-9066
08/12/2012 *Fred Stewart*	Jeff, I hope to be able to listen in on the conference call for the planning team meeting on Tuesday, 8/14 at the Missoula MDT office. Since I can only listen and not speak at the meeting, I want to get this comment to you before your discussion on the Draft Needs and Objectives. In looking at the "Draft Needs and Objectives Report", I noticed that the second sentence used "fracture critical" to expand

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	on Need Number 1. This term has been misused on several occasions by Missoula County officials in what seems like a scare tactic to make the case for replacing the existing bridge. While you understand the meaning and implications of this technical term, there are many people who do not. That sentence is my only concern with Need Number 1, but I think it is very important that you remove this term from the Draft Needs and Objectives Report. For the lay public, despite the qualifiers you have included of "suggests", "could" and "may", it will be interpreted as meaning that the structure is deteriorating and it will collapse. The logical conclusion will be that replacing the bridge is the only reasonable action. In looking at the minutes of the last planning team meeting, I see that Kent Barnes, MDT bridge engineer, is reported as not objecting to a discussion of the bridge's "fracture critical" status in the E & P Report, but that it makes an issue out of something that isn't really an issue. If the MDT bridge engineer is saying that the bridge's "fracture critical" status is not an issue, why is it being elevated to elaborate on Need Number 1? Including this sentence will seriously affect a fair evaluation of the alternatives yet to be developed. Please remove this sentence in the final version of the Needs and Objectives Report. Sincerely, Fred Stewart
08/13/2012 *Fred Stewart*	Sheila, Attached are my comments on the Draft Environmental Scan. I have not come across anything that sets a deadline for these comments. If you have a deadline, please let me know. I am working on comments for the Draft Existing and Projected Conditions, but they are not complete yet. Thanks. Fred Stewart **<u>COMMENTS ON MACLAY BRIDGE PLANNING STUDY</u>** I. DRAFT ENVIRONMENTAL SCAN 1. On pages 1&2 reference is made to the previous EA for the *Maclay Bridge Site Selection Study*. The document was incomplete since there was no decision document – FONSI. The entire process was flawed, with an inaccurate purpose and need statement quoted below: *2.0 Project Purpose and Need* *….."Within the next 10 years, continued deterioration of the structure is expected to reduce the allowable load limit to 4,536 kg (5 tons), at which point it will be closed to vehicular traffic. Repairing the bridge to raise it allowable loading cannot be accomplished without removing and rebuilding the bridge super structure and replacing its substructure. Such improvement would constitute a total replacement of the bridge."* With such a statement at the beginning of the document, of course there would be interest in replacing the bridge. But the statement was not accurate and 10 years later the bridge was upgraded under a Missoula County contract with Frank Muth's engineering firm, Muth Consulting Engineers. Based on the Purpose and Need statement that repairing the bridge was impossible, no serious rehab alternatives were ever presented in the EA and the study was entirely focused on where to put a replacement bridge. There was no decision document ever issued, and yet the replacement project was nominated to receive funding. I have closely followed developments related to Maclay Bridge for over 20 years. I am not aware of **any** public input into a decision to nominate a replacement bridge despite the fact that there was no decision from the incomplete EA. Please detail for us the nomination process and whose signature(s) show up on those documents. The current county commissioners were not in office at the time and it is unclear just how the nomination preceded any decision that the bridge needed to be replaced. It was a poorly conceived study based on inaccurate information, yet you state on page 2: "However, many of the underlying issues previously identified as deficiencies (and reasons for proposing transportation improvements) in the EA remain." **You need to state what those underlying issues are that you think remain, rather than making this vague statement.** You continue by saying "…the community's heightened interest in transportation-related planning at this location in recent years, served as the reasons for initiating the *Maclay Bridge Planning Study."* **You need to document the community's heightened interest. Do you mean the**

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	fact that the community has been very opposed to replacing the bridge? The community's heightened interest has been a result of the county government continuing to push forward with a bridge project in opposition to the vast majority of community sentiment. At a community meeting in March, 2011, attended by representatives of the MDT (but County representatives declined invitations to attend) there were certainly comments relating to the fact that Maclay Bridge replacement had automatically risen to the top county priority. There was near unanimous opposition voiced at that meeting to bridge replacement. 2. Page 10 discusses FPPA requirements and states that "Since most of the Environmental Scan Area is already developed, the FPPA would not apply to lands within Missoula's designated urban area." As shown on Figure 7 all of the land that would be involved in approaches for a South Ave. bridge is prime farmland if irrigated. Those lands that would be affected on the east side of the Bitterroot River are not currently developed. **3.** On page 24 you state that the replacement of the Maclay Bridge was a project included in the 2008 Missoula LRTP and was considered in the associated conformity analysis**. It would be very helpful if you would include at least a brief statement indicating the results of the analysis.** 4. On page 29 you identify the area includes designated Bull Trout Critical Habitat, and that an evaluation of potential impacts will need to be completed by USFWS as part of the project development process. **It would be helpful if you could state the time and expense associated with the consultation, and whether this could lead to restrictions being placed on alternatives that may be considered.** 5. Table 5 on page 34 lists the Rice Property as having "Historic Residence and Outbuildings". The residence is gone and the only outbuilding remaining is an ice house. 6. On page 38 you display demographics in Table 7. None of the areas represent the Environment Scan Area. **More relevant information is contained in the Target Range Neighborhood Plan, page viii of the Executive Summary and pages 32-33 of the Plan.** 7. On page 40 you refer to Environmental Justice populations. **I believe a case could be made that a bridge placed at the end of South Ave. would disproportionately affect low-income residents living on Hanson Drive.**
08/14/2012 *Linh Hoang*	Hi Jeff- Enclosed are my comments concerning the draft Needs and Objectives document I had a hard time with knowing how to respond to this document - because it is not clear what the intent of the document is and what it is trying to portray - you'll understand my confusion if you read through my comments. Thanks for the opportunity to comment - linh Linh Hoang email: camassonia@gmail.com Linh Hoang Comments on Needs and Objectives McClay Bridge Planning Study These need statements appear to not have a foundation. Normally a needs statement derives from an existing situation that does not meet a desired situation. The gap between the existing and desired situations with respect to the three Needs, are not well explained in the Environmental Scan and Existing and Projected Conditions reports. It is not clear to me if the Needs statements are actually desired situations statements or if they are a need for change based on a gap. It's also unclear to me what the basis for the objective statements are. Are the objective statements a clarification of a desired situation or are they how a contract would operate to "minimize impacts" or are they sideboards for developing future proposed actions? To help the public understand and provide better input on how to move forward I would suggest you frame your needs and objectives document to: 1. Explain what a desired situation is for the community with respect to each issue (i.e. safety, traffic, social, etc). 2. Explain what the existing situation is for that issue. 3. Explain how big the gap is between that desired and existing situation

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	4. Now explain if that gap is a "concern" – THIS IS THE BASIS FOR YOUR NEED FOR CHANGE OR NEED FOR ACTION Having it framed in this way will assist in more clear dialogue among all involved. As it is laid out now, it appears VERY biased towards a need for action without much to back up the statements of need. **Need #1** After reading through the Environmental Scan and the Existing and Projected Conditions, it was not clear to me that there is a concern that the existing bridge may collapse. Please provide citations to your reports that support this statement. It was not clear to me from the public meeting that everyone had a desire to accommodate planned growth. I thought there was expression from some folks who wanted the bridge to not accommodate this growth but rather try to use the one lane bridge to maintain the slow pace of life and growth in our neighborhood. The last bullet in the Needs/Objectives implies that there is a desire to have the bridge provide connectivity for "regional users". This can be interpreted to mean that the bridge would provide connectivity (or bypass) between Missoula and the Bitterroot Valley. This document should be more clear with the desired use of this bridge. Is it intended for local access for residents and recreational areas or is there a desire that this bridge provide connection between Missoula and the Bitterroot? **Need #2** The Existing and Projected Condition Report does not provide context for vehicle incident numbers. If there is a need to improve safety, then the existing condition needs to better explain the importance of these vehicle incidents. What are the numbers of incidents telling us? Are they unusually high for the level of traffic at the bridge? Is the desire to have zero vehicle incidents or is there some level that is normally associated with this type of use in the vicinity of the bridge? It needs context. What does "acceptable level of service mean"? – Service for whom and what? Under the objectives to reduce the delay for emergency responders – I did not read in any supporting documents where there was a concern for emergency responder time in the current condition when using the bridge. First, the supporting documents do not establish that the current response times, when using McClay bridge, is not currently meeting the needs of the community. What information is provided that tells the public there is a need to decrease the response time? Have there been incidents of concern regarding response time? Second, there was no discussion in the supporting documents on future response time predictions based on future traffic demands. **Need #3** I assume that this last need is not about establishing a need for change but more about operating norms should future actions be decided on. These are all great sideboards to operate under should there be a need to take action on the bridge.
08/14/2012 *Jeff Key*	Hello Bob - Thanks for your email. I know that you listened in at today's meeting. I believe the outcome of the discussion today addresses your concerns expressed in your email below, relative to the "fracture-critical" terminology in the draft Needs and Objectives. Please let me know if you feel otherwise. Thanks. Jeff
08/14/2012 *Bob Schweitzer*	Jeff, I was pleased with the discussion today. It would seem that it is not just lay people that have a difficult time with the use of some of these technical terms and their ramifications. I appreciate technical writing that is completely understandable by the entire range of readers. That is not always easy to do. Thanks, Bob

Date	Comment
08/14/2012 *Don St. Peter*	I attended the technical team meeting today and have also reviewed the draft Needs and Objectives report. I am writing to express my continuing concern that this study continues to be skewed in favor of a no action option which is the position espoused by the Maclay Bridge Alliance. Although I know that you have received many comments about the deficiencies of the bridge, the bridge design, the bridge placement's adverse effects on the Bitterroot River, the safety issues resulting from the scour caused by the bridge, I do not see any of those comments reflected in the Needs and Objectives Report. To the contrary it appears that the Needs and Objectives report and the modifications made at the technical meeting goes out of its way to ignore those comments. In addressing Need No. 1 in the Needs and Objectives report, language regarding the "fracture-critical" nature of the bridge was removed. While I understand the technical issue surrounding the use of the term "fracture-critical", what is lost by removing that discussion is anything which conveys to the public a recognition of the deficiencies of the existing bridge. Nothing in the expression of this need addresses the need and the objective of mitigating the existing dangerous approaches to the bridge which have caused a high number of vehicle crashes. Nothing in the expression of this need addresses the need and the objective of addressing the existing whirlpool that has contributed to a number of deaths at the bridge. Nothing in the expression of this need addresses the need and the objective of maintaining or constructing a river crossing that does not adversely affect the Bitterroot River as the existing bridge does. Saying that all of that information is in another document is simply an avoidance mechanism. Most of the public is not going to read or be aware of the other documents where this information resides because there is no cross reference in this draft needs and Objectives Report or other method for the public to easily find that information. Only those who have followed this process closely will be aware of the other documents In addressing Need No. 2 removing the text after the expression of the Need as decided at the technical meeting, again fails to communicate to the public a recognition that the existing bridge has a negative affect on traffic, causes crashes, causes environmental degradation, causes inferior emergency response and causes deaths from drowning in the whirlpool. While addressing an objective to maintain an acceptable level of service for users, there is no attempt to determine what an acceptable level of service is. From my own experience I can tell you that the current level of emergency service is not acceptable. While this need appears to me to attempt to respond to comments about emergency service it is so vanilla I question whether the public can understand from this Need that there is any recognition on the part of planners of the problem that currently exists. In addressing Need No. 3 and the suggested revision of this to a Need No. 3 and a Need No. 4, the report and apparently the study group appears to me to be stacking the deck in favor of the Maclay Bridge Alliance position. First, this Need focuses on the impact of "improvement options." By focusing on improvement options to the exclusion of existing conditions, there is an underlying assumption that the existing conditions are acceptable. That is not the case. This Need ignores on the comments about the adverse impact of the existing bridge on the neighborhood and the environment. Similarly, the Objectives expressed under this Need focus on the impact of potential improvement options, thereby ignoring the adverse impacts of the existing conditions. By expressing an objective to apply "special sensitivity" to area schools the Objective means that greater weight will be given to the concerns of residents on South Avenue because of the location of the Target Range School. I am not saying that any impact on Target Range School should not be considered in the design of any South Avenue bridge. I am saying that requiring "special sensitivity" tends to skew the outcome in favor of not having a South Avenue bridge. As I expressed to Lewis after the technical meeting, breaking the impact of improvement options on neighborhoods out of Need No. 3 to create a new need, again, skews the outcome in favor of a no change option by giving added weight to the impact on the South Avenue neighborhood while ignoring the impact of the existing bridge on the North Avenue/River Pines Road neighborhood. Again there is an underlying assumption that the current situation is acceptable. Again, it is not. Likewise, adding to the objectives a statement that expresses a concern for the "aesthetic' qualities of the existing bridge, skews the outcome in favor of a no action option. I do not know of anyone who believes that the existing bridge is aesthetically pleasing. But adding this statement as an objective does stack the deck against the residents of North Avenue/River Pines Road neighborhood and in favor of the South Avenue neighborhood. Based on the manner in which that last public meeting was conducted, the draft Needs and Objectives, and what I heard at the technical team meeting, I have an ongoing concern that the input of the North Avenue, River Pines residents is being ignored and that the stage is being set to force a pre-determined outcome in favor of maintaining the existing site for

Date	Comment
	a Bitterroot River crossing. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282 Facsimile 406-728-8141
08/14/2012 *Don St. Peter*	As part of his input into the Maclay Bridge study, Mike Burnside provided information about the scour hole and whirlpool created by the construction of Maclay Bridge which has been provided to you already. My review of that information has lead me to the conclusion that the County is at risk for liability resulting from drowning and injury associated with the whirlpool. Montana recognizes what is know as the "state created danger doctrine." The state-created danger exception provides that a constitutional duty to protect may be imposed when state actors have affirmatively acted to create plaintiff's danger, or to render him or her more vulnerable to it. While the state-created danger theory is recognized by most jurisdictions, the test used by the courts in applying it slightly varies among jurisdictions. The Ninth Circuit Court of Appeals has articulated the following test for application of the state-created danger theory: The danger creation plaintiff must demonstrate, at the very least, that the state acted affirmatively, and with deliberate indifference, in creating a foreseeable danger to plaintiff, leading to the deprivation of plaintiff's constitutional rights. To state an actionable 42 U.S.C.S. § 1983 claim pursuant to the state-created danger theory, plaintiff must demonstrate that: (1) the state acted affirmatively, (2) with deliberate indifference, (3) in creating a foreseeable danger to plaintiff, (4) leading to the deprivation of plaintiff's constitutional rights. NELSON v. DRISCOLL and BUTTE-SILVER BOW COUNTY, 1999 MT 193; 295 Mont. 363; 983 P.2d 972; 1999 Mont. LEXIS 200; 56 Mont. St. Rep. 744 The conditions existing at Maclay Bridge meet, in my opinion, these criteria. The bridge was constructed and at various times re-constructed by the County. The County took affirmative action. As Mike Burnside's information demonstrates, the construction and design of the bridge have created a whirlpool and scour hole where none existed previously. The whirlpool and scour hole are know to the County as a result of the ongoing inspection of the bridge which resulted in rip rapping the center pier in the 1970's. Clearly the county is aware that the scour hole has created a recreation site at the bridge and sandbars which did not previously exist and which constitutes an attractive nuisance. The County, especially County emergency responders, is aware that the whirlpool creates a risk to swimmers because of the repeated and periodic drownings that occur at the bridge. Many of these drownings can be directly attributed to the whirlpool. The County has taken no action to remove or mitigate the danger to swimmers resulting from its action in building and maintaining the bridge at is current location and in its current configuration. The whirlpool has and will lead to the loss of a constitutionally protected right-the right to life. I am frankly surprised that the County has not been sued over this already, but I expect that it is just a matter of time before a lawsuit against the County results from a drowning at the bridge. Separate and apart from the bridge study, I encourage you to conduct a risk assessment and establish a mitigation plan to address this liability risk. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282 Facsimile 406-728-8141
08/15/2012	**Sheila:**

Date	Comment
Don St. Peter	**Thank you for your reply. I did actually understand the discussion of taking this text out of the Needs and Objectives. That was not my point.** **My point was that the Needs and Objectives No 1. does not recognize the existing unsafe conditions at, or caused by the bridge, and the need to mitigate those problems. As stated the Need No. 1 could most easily and most inexpensively be met by the existing bridge as is depending on how "long-term" you want to plan. When you are screening options, this need skews the outcome towards doing nothing because it does not recognize that the existing conditions are not acceptable.** **This Need should be re-drafted so that it is at least neutral in its screening affect and does not accept the existing conditions as an acceptable base line.** **My second point was that putting this discussion into the Existing & Projected Conditions document does the public a disservice because when the discussion is moved to a separate document most members of the public will not know where to look for that document and will not, without other action, read that document.** **Again, that you for your response.** **Don C. St. Peter** **St. Peter Law Offices, P.C.** **2620 Radio Way** **P.O. Box 17255** **Missoula, MT 59808** **Telephone 406-728-8282** **Facsimile 406-728-8141**
08/15/2012 *Elizabeth Stevenson*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: access to Target Range School without Maclay Bridge I would Request a change in school district. if there is no bridge Name: ELIZABETH P. STEVENSON Address: 8300 Red Hawk View Phone Number: 406 ~~585~~ 531-5517 Email Address: Stevenson0754@msn.com 406 549-0754

Date	Comment
08/15/2012 *James Akers*	4640 Edwards Avenue Missoula, MT 59804 August 17, 2012 Montana Department of Transportation Missoula District 2100 West Broadway Missoula, MT 59807 Missoula County Commissio9ners 200 West Broadway Missoula, MT 59802 Re: Maclay Bridge Study Comments Dear Commissioners and MDT: I am a civil engineer living within the study area of Maclay Bridge. I along with several others have been following the Maclay Bridge Planning Study closely since the July 10 meeting and have become very concerned about how the study is proceeding and particularly what it is ignoring. For example, I learned at the Tuesday, August 14 meeting that the study will not consider the existing problems with the current bridge such as the environmental problems the old bridge has caused to the river channel; the health issues associated with the attractive nuisance it has become; and the safety issues—with very substantial attendant county legal liability—that are all due to the current location and design of the old bridge. Since one of the options that will be considered in this planning analysis will be "no action", that is, to retain the old bridge as it is, frankly it is astonishing to me that you or any county or state official would consider basing your decision to select an option without this vital information about the current situation. As I understand it, the environmental, health, safety, and other issues will all be considered for all of the other options including the 1994 Preferred Alternative at South Avenue--but not for the current bridge situation. This is astounding and absolutely defies common sense. In addition, I have learned that information recently retrieved from the County archives show that there are no "as built" plans for the current bridge arrangement. This bridge is a hodgepodge of truss, pony truss, and two steel reinforced concrete spans that has very uncertain parentage to say the least. The plans that have been found show that it is unknown or at best highly uncertain what the foundation conditions are under the bridge piers and abutments. Some "proposed plans" show that pilings might have been used and other plans show no pilings. If 1

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	You should note that the FEMA analysis of flood events the county engineers recently found only considered Bitterroot River peak flows of 31,000 cubic feet per second, but the peak recorded flow for the Bitterroot near Missoula was much larger: 38,300 cubic feet per second in 1899, based on U.S. Geological Survey records. Based on advice obtained from a local geotechnical engineer who is an expert on such matters, I have learned a more detailed type of bridge analysis to determine Maclay Bridge's susceptibility to floods would be easy to do, relatively inexpensive, and very informative for decision makers such as yourselves. It is difficult for me to believe your current bridge planning study could assume it is "safe" to continue using this bridge without a complete engineering analysis of it, which would include among other things: 1.) under water and below soil grade examination and testing of the piers and abutments, 2.) steel testing of the structural components, and 3.) a detailed site-specific hydrologic study of the bridge channel and an analysis of the flood levels in relation to the bridge during 100 year and 500 year flood events. It would be completely irresponsible to make any decisions to retain the old bridge unless a new comprehensive engineering analysis proves the structure is sound. In summary, I have conducted a visual inspection of the bridge, reviewed information obtained from the County, and studied the alleged plans of construction for the existing so-called 3 bridge system. By the way, the bridge is actually made up of 4 spans, not 3, and the plans are not clearly labeled as to what they depict, a proposal for a bridge design or an "as built" record. My visual inspection revealed cracked and spalling concrete piers and bridge supports with rusting rebar exposed; deteriorated wooden shims instead of concrete or steel used to support the eastern concrete span; missing grout and improper joint alignment in bridge spans; an extremely hazardous and unshielded high pressure natural gas line; and rusted girders that should have all been replaced when the County replaced the decking. Based on that review, I would not permit my children to ride inside a school bus crossing over this bridge during high water. I hope the current planning study and your future decisions regarding the bridge will seriously consider the points I have made. I have attached nine recent photos for your information showing just some of the bridge's problems. Thank you for your consideration of my comments. Sincerely, James Akers

Date	Comment
	
	

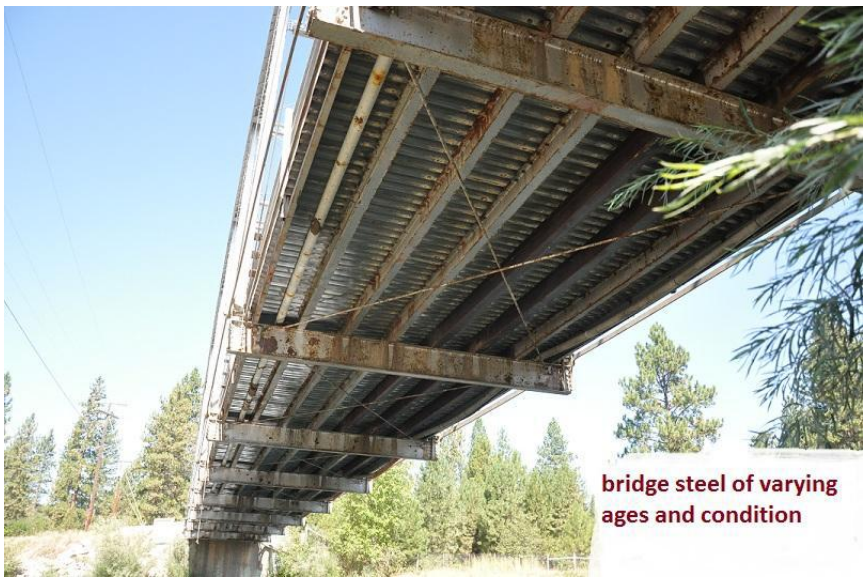
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08/17/2012 *Michael Burnside*	At the last meeting, a member of the Maclay Bridge Alliance alleged that funding for the HBRRP program would add to the national debt and require borrowing from China. I thought you might be interested in the attached recent analysis developed by the State of Wyoming. It indicates the source of the funding for HBRRP is federal motor fuel taxes that are deposited into the Highway Trust Fund then apportioned to a variety of programs including the Highway Bridge Rehabilitation and Replacement Program. Thus it appears we the US and Montana motorists would be funding any new bridge, not borrowed money from China. Here is the pertinent quote: "Based on the law and corresponding regulations, these prescribe the allocation (or "apportionment") procedures and formulas used to distribute the HTF revenue among the states to pay for federally compliant transportation projects related to a variety of programs: 1.) Surface Transportation Program, 2.) National Highway System Program; and 3.) Interstate

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	Maintenance Program; 4.) Highway Safety Improvement Program; 5.) Bridge Rehabilitation and Replacement Program (HBRRP); and 6.) other programs." Mike Burnside
08/17/2012 *Maclay Bridge Coalition*	The Maclay Bridge Common Sense Coalition is a group of people who live in the neighborhoods near Maclay Bridge. Our goal is to help the Missoula County Commissioners and the Montana Department of Transportation identify and solve the real issues that underlie problems at Maclay Bridge. Please check out our new website/blog post at: Maclaybridge.com We have posted a variety of information there that will be of interest to those working on issues related to Maclay Bridge such as the attached air photo. You can contact us at: MBCSC@Maclaybridge.com
08/17/2012 *Marcia & Bob Kircher*	Lewis, Eric, Sheila, Shane, and Jeff, In addition to attending both public meetings to date, we would like to weigh in now with a written comment. For convenience, we are also attaching a Word file with the contents of this e-mail. We certainly appreciate the public involvement but remain concerned that the study's web site does not post comments being received. Marcia & Bob Kircher As residents on the west side of the Bitterroot River with a direct view of River Pines Road, we STRONGLY beliwve the following: 1. Maclay Bridge should not be changed to accommodate more than current or projected residents and recreationalists. 2. The bridge should be retained as a one-lane bridge for its value in keeping traffic speed low and its value as a well-loved community icon. 3. Its current location should be retained for its environmental value to wildlife and to Bitterroot River vistas. 4. Recreational use of the bridge and nearby beaches should be permanently excluded for the safety of all. Without parking lots, recreational use at this site should be prohibited and enforced accordingly. Bridge jumping must be precluded. Maclay Flats is available for swimming, boating/floating, and fishing. 5. The bridge should be routinely maintained. 6. The bridge should be widened to accommodate fire trucks/school buses and cyclists/runners. 7. Target Range Homeowners Association covenants should be fully respected and upheld. 8. A pedestrian/bike lane should be added on River Pines Road as well as Blue Mountain Road and Big Flat Road to ensure safety for runners and cyclists. 9. Views of the majority of residents on both sides of the bridge should prevail over those of local and state officials. Democracy really matters. 10. Any straight-line alternative structure from South Avenue to River Pines Road would certainly increase vehicular speeds with related safety and neighborhood disruption issues. We have not witnessed accidents due to causes other than general carelessness. We do not feel this bridge and its access roads are inherently dangerous. We have only experienced courtesy from bridge users, content to wait a moment to share the one-lane bridge with others. Marcia & Bob Kircher 8061 Grebe Court

Date	Comment
08/21/2012 *Gail Palmer*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: _____ _____ Name: Gail L. Palmer Address: 4547 Edward Ave. Msla., MT. 59804 Phone Number: (406) 549-9442 Email Address: _____

Date	Comment
08/21/2012 *Harold Palmer*	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: _____ _____ Name: HAROLD A. PALMER Address: 4547 EDWARD AVE MSLA. MT. 59804 Phone Number (406) 549-9412 Email Address: artgailpalmer@gmail.com

Date	Comment
08/21/2012 *Michael Burnside*	**From:** Maclaybridge [mailto:maclaybridge@gmail.com] **Sent:** Tuesday, August 21, 2012 10:57 AM **To:** Stack, Shane **Cc:** Jim Akers **Subject:** request for bridge inspection report. Shane, Thank you for talking with me this morning about our concerns regarding the Maclay Bridge planning study process, how it is being handled, and whether our comments are being considered. We would indeed like to see a copy of the 2011 bridge inspection report for Maclay Bridge you referred to. For you information, here is a link to a document that you might want to consider when you review bridge inspection reports. It is a summary with conclusions and recommendations of an FHWA report on significant variability, mistakes, and other problems with bridge inspections. FHWA developed this report after a number of bridges, which had current inspections, failed. http://www.fhwa.dot.gov/publications/research/nde/pdfs/01105.pdf Here is an excerpt from that report summary: *"From the In-Depth Inspection tasks, it was observed that In- Depth Inspections are unlikely to correctly identify many of the specific types of defects for which this type of inspection is frequently prescribed. As an example, only 3.9 percent of weld inspections correctly identified the presence of crack indications. Furthermore, it is concluded that a significant proportion of In-Depth Inspections will not reveal deficiencies beyond those that could be noted during a Routine Inspection. As with Routine Inspections, a number of factors appear to correlate correlate with In-Depth Inspection results. In this study, they include factors related to inspector comfort with access equipment and heights, time to complete inspection, structure complexity and accessibility, inspector viewing of welds, flashlight usage, and number of annual bridge inspections. In addition, the overall thoroughness with which inspectors complete inspections tended to have a large effect on the likelihood of defect detection. Not surprisingly, there also appears to be some correlation between the types of defects individual inspectors will note. Specifically, inspectors who find small, detailed defects are more likely to consistently note small, detailed defects regardless of the bridge. Also, inspectors who find gross dimensional defects are more likely to do so on other bridges as well."* This "environmental scan" pre-NEPA study seems to us to be very vague in form and purpose and appears at times to have the potential to be misused as a shortcut around key issues and NEPA and thus prejudicial to the decision process. We do not understand the resistance to consider the problems with the existing bridge in this study including the environmental impacts (ongoing damage to the river) from the bridge; stability and structural issues we have pointed out (ability to survive flood events; uncertainty and risk from pier & abutment foundations; structural defects; legal, health, and safety issues; traffic issues, etc.)
08/21/2012 *Michael Burnside*	>>> Maclaybridge maclaybridge@gmail.com> 8/21/2012 1:19 PM >> Thank you for the quick response. The bridge inspection report stated no exposed rebar other than minor in the bridge curb. You may want to consider Jim Aker's letter & photos, which showed more exposed rebar as well as other problems with spalling and cracking in the supports & piers than that reported in the state inspection. Mike

Date	Comment
08/21/2012 *Michael Burnside*	Shane, This is a follow up to our discussion today regarding our group's ongoing concern over the study ID team not planning to consider the problems with the existing situation. We have sent numerous letters to you and others on the team but have been told that Jeff Key and Susan Kilcrease and perhaps others question whether those comments we have provided in letters and emails should be "...included as an area of concern" and whether "...using this information should be part of the discussion for the suitability for the location of a replacement bridge." (quotes from 17 July team meeting notes). The many comments of members of our group include but are not limited to the condition of the bridge including its effects on the river environment; issues with the bridge's short and long term structural stability (pier support, flood events, deterioration of spans, etc.); public safety and health; traffic inefficiencies; present effects on neighborhoods; etc. etc. We were disturbed to learn that only the notes from the flip charts at the July 10 public meeting appeared to have been added to and considered in the study. Since those comments were dominated by parties interested in a particular outcome, that certainly gives a biased view of the range of public concerns. Our concern also is that if you continue with such a limited scope planning study, and ignore or downplay issues with the existing site and only focus on other issues such as effects on other neighborhoods not presently affected or other potential bridge sites, and elevated in importance issues such as the "aesthetics" and the notion of "effects on the rural character" this will be very harmful and prejudicial to the overall process. Presumably this planning study group still plans to generate the report described on your website, which states the following: In addition to identifying possible improvements to the roadway and corresponding alignment, recommendations could include short-term spot improvements, rehabilitation of the existing bridge, replacement of the existing bridge on its current alignment, or replacement of the existing bridge at a new location. Identifying feasible recommendations will assist the study partners in targeting the most critical needs and allocating resources appropriately. If you fail to consider the available information on these problems at the current site, which information at minimum will help the decision makers understand the risks, liabilities, and uncertainties attached to the current old structure, how can you offer an informed and feasible recommendation to these decision makers? I am sure they would want to understand well the public safety, health, and environmental issues prior to them accepting any recommendation from you. Mike Burnside
08/21/2012 *Ed Beaudette*	Hi Don, I had the opportunity to speak with our Bridge engineer concerning our discussion and he gave me some additional insight into the situation. First, I have to correct a statement I made regarding the allocation of Off-system Bridge funding. Rather than being controlled at the district level, it is controlled through our bridge bureau but the strategy of balancing our repair and replacement among the districts is a major consideration. In this case, a project has been nominated and due to the past controversy relating to the bridge, the current study project was initiated to come to an informed decision on how to proceed. It is anticipated that the alternative selected by Missoula County would be constructed in our usual course of business provided that the selected alternative is not prohibitively expensive or include additional construction items such as road connections to South Ave etc. We also discussed some of the issues we discussed and which are raised in the email you forwarded to me. I am informed that the McClay Bridge is rated as being functionally obsolete due to its one-lane configuration, average daily traffic and load limitations. While there are some unknown circumstances, the bridge is not presently structurally unsound and it may be used for the indefinite future with limited maintenance, load limitations, and repairs to future damage due to scour, flood events etc. Since full rehabilitation of the existing bridge does not appear to be likely (although not excluded) as the selected option it was determined that it would not be prudent to put a lot of resources into a possible rehabilitation plan until it appeared that it would be considered a viable alternative. The rehabilitation analysis could be completed without much delay if circumstances so require.

Date	Comment
	I hope this information is helpful to you and if there is anything further I can assist you with please contact meat your convenience. Ed Beaudette
08/21/2012 *Don St. Peter*	Ed: Thank you for this information. I guess that I disagree with the statement that the bridge is not currently structurally unsound. I do not believe that statement can be viewed as factually correct unless an assessment is made of whether, and to what extent, the bridge piers are undercut by the scour at the site, and whether the piers and abutments are supported by pilings and the condition of those pilings, if any. No one can currently state with any degree of certainty whether there are any pilings under the piers and abutments. I understand the desire not to put money into possible rehabilitation, but you cannot determine whether rehabilitation is a viable option unless you know what the rehabilitation would consist of. In order to know what the rehabilitation will consist of you need this information. This is a cart and horse situation, and from my point of view the cart is out front. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282 Facsimile 406-728-8141
08/21/2012 *Don Stevenson*	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 08/21/2012 21:46:11 Project Commenting On: MaclayPlanningStudy Name: Don Stevenson Address Line 1: 4528 Edward Ave City: Missoula State/Province: MT Postal Code: 59804 Email Address: dvstevenson@bresnan.net Phone Number: 406 543 8989 Comment or Question: Please keep me informed of upcomming meetings,actions, etc on the Maclay Bridge study. Please put me on the e-mail list. Submitter's IP address: 184.166.86.161 Reference Number = picomment_75201416015625
08/22/2012 *Michael Burnside*	Don, I believe you are correct in your reply to Mr. Beaudette. There are a considerable number of unknowns that add to the risk and decrease the factor of safety for this bridge. Certainly the fact we do not know the design of the foundation of the piers and abutments is one risk factor. The county has only limited records, according to searches we have asked them to do, and no "as builts" showing how the current bridge was constructed. If there are no pilings to stabilize them or those pilings have deteriorated, the bridge is at risk from failure due to scour in spite of any armoring that has been done. The second major risk factor is the question of the ability of the current bridge to survive a 100 year flood event. It appears from County and FEMA records that a 1988 FEMA study showed a 100 year event would come close to

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	overtopping, if not overtopping, the structure. That FEMA study likely understated the risk since it did not rely on data available from the US Geological Survey which showed in 1899, there was a flood that measure 38,300 cubic feet per second, much larger than the FEMA study assumed (FEMA assumed 31,000 CFS). The USGS has also indicated there are only 28 data points (of peak river flows) that were recorded from 1899 to 2012. Peak flows for the dates when floods washed out Maclay Bridge were not even recorded, ie, in 1935, 1948, and 1961-64. Thus those years may have seen flows even larger than the 1899 event, and the only peak flow we have solid data on is the 1899 flood, which would have far exceeded the FEMA amount. There are a number of other deficiencies in the FEMA analysis which tend to understate and thus underestimate the flood risk to the bridge. And thirdly, the bridge's structural condition: in the inspection report we received today, it did not mention obvious flaws that civil engineer Jim Akers noted in his brief visual inspection of the bridge and which he documented with photos in a recent letter to the MDT and county. Perhaps some of the most significant items lacking in the 2011 bridge inspection report were the fact that Akers' letter with photo showed rusted exposed rebar and spalled concrete in a pier that the inspection did not mention, and the Akers' letter showed a concrete span where one end was supported with a wood shim and the spacer between the two concrete spans had rotated, suggesting some movement of the spans. He also noted the great variability in the age and the rusted condition of the steel along with great variability of steel used in historic patches to the bridge. One can only conclude that either the bridge inspector missed these flaws (which raises questions about the other Maclay bridge spans and components) or the bridge has significantly deteriorated since last year. Both of these possible conclusions are very troubling and raise even more questions about the condition of the bridge. We note that that currently the bridge is limited to 11 tons. We also note that in RPA's documents, it is mentioned that a school bus loaded with children approaches that limit. Certainly with so many unknowns and thus heightened risk to the public, prudence and common sense would dictate a thorough analysis of the existing bridge to determine if the bridge is truly structurally sound, whether repair is even a feasible option, and whether the County should be permitting loaded school buses to cross that bridge especially in high water. Mike Burnside
08/22/2012 *Michael Burnside*	Greg and Erik This is regarding Bitterroot River peak flow recurrence intervals and bridge design. Thank you for locating and sending me that 1988 FEMA information. I spoke at length recently with the author of the book from which the attached pages (second attachment) are copied. He is Dr. Donald H. Hyndman, professor emeritus at the U of Montana, and a recognized expert on natural hazards including flood recurrence intervals. He provided me with a copy of his recent published book, which is widely used in universities, and which explains the process for determining flood recurrence intervals. He reviewed all of the historic and current air photos and other information and agreed with my assessment of the likely effects of the current bridge on the river environment. Using the formula Dr. Hyndman includes in his book and the peak stream flows for the Bitterroot, which I just obtained from the USGS (and the USGS confirmed this is all data they have), it would appear the 1899 event is the number one recorded event and that it would classify using this formula not as the 100 year event, but as the 28 year flood event, since there are only 27 data points. There appear to be no records for the 1930's or 40's when the bridge washed out, nor in the 1960's when it may have washed out again. Those events may have been even larger than the 1899 event. Prof. Hyndman also noted that since 1899, the Bitterroot Valley has undergone substantial changes that would likely only act to increase the potential for runoff and major river peak flows. Those changes include timber harvest, clearcutting, and roads (loss of tree cover means snow will melt faster on mountain slopes); urbanization & suburanization (driveways, parking lots, paved roads, roof tops which will all cause more run off instead of infiltration); and climate change which he said will cause more extreme storm events. I am sending this to you for your consideration when you evaluate the existing bridge structure's ability to survive a large flood event as well as consider a design for a potential replacement bridge. It seems clear that the 1988 FEMA study was at best a very conservative but very limited estimation of flood risk to the bridge. Mike Burnside

Date	Comment

http://nwis.waterdata.usgs.gov/mt/nwis/peak?site_no=12352500&agency_cd=USGS&format=html

Peak Streamflow for Montana

USGS 12352500 Bitterroot River near Missoula MT

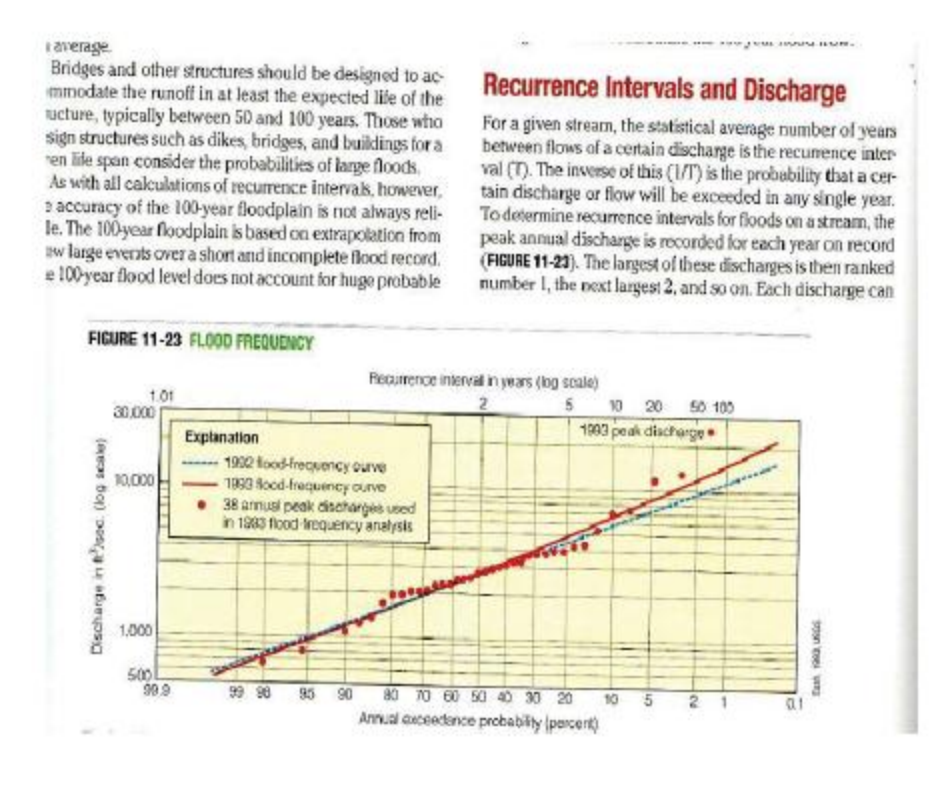
Available data for this site

Missoula County, Montana
Hydrologic Unit Code 17010205
Latitude 46°49'55", Longitude 114°03'11"
NAD27
Drainage area 2,814 square miles
Contributing drainage area 2,814 square miles
Gage datum 3,110 feet above NGVD29

Output formats

Table
Graph
Tab-separated file
peakfq (watstore) format
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Water Year	Date	Gage Height (feet)	Stream-flow (cfs)
1899	Jun. 20, 1899	11.55	38,300
1900	May 13, 1900		18,200
1901	May 30, 1901		18,400
1903	Jun. 05, 1903		19,700
1904	May 25, 1904		18,300
1990	May 31, 1990	8.13	10,200
1991	Jun. 07, 1991	9.76	15,200
1992	May 01, 1992	6.54	6,370
1993	May 22, 1993	8.71	11,800
1994	Apr. 23, 1994	7.22	7,900
1995	Jun. 04, 1995	9.53	14,400
1996	Jun. 10, 1996	11.83	20,300
1997	May 18, 1997	13.11	24,800
1998	May 27, 1998	8.40	10,000
1999	Jun. 04, 1999	10.65	15,700
2000	May 29, 2000	7.60	8,550
2001	May 15, 2001	7.68	8,610
2002	Jun. 01, 2002	10.33	14,900
2003	Jun. 01, 2003	12.65	21,600
2004	Jun. 07, 2004	7.92	8,830
2005	May 20, 2005	7.94	9,100
2006	May 21, 2006	11.24	17,500
2007	Nov. 08, 2006	9.27	12,200
2008	May 21, 2008	11.97	19,600
2009	Jun. 01, 2009	11.38	17,900
2010	Jun. 06, 2010	9.94	13,900
2011	Jun. 09, 2011	11.37	18,600

Date	Comment
	
08/24/2012 ***Fred Stewart***	Jeff & Sheila, Attached are my comments on the Draft Existing and Projected Conditions for the Maclay Bridge Planning Study. I am very hopeful that you will be presenting a viable alternative that considers rehabilitation of the existing bridge. Such an alternative was never part of the 1992-1994 EA process. I continue to believe that such an alternative could meet most of the needs that have been identified and avoid many serious concerns of area residents. On a related topic, the Maclay Bridge Alliance (MBA) has engaged a consultant to prepare a professional and objective evaluation of the concerns expressed by Mike Burnside in a letter sent to the county commissioners. We expect to have the final report in several days and we will send you a copy of the report when it is available. I hope to attend the conference call next Tuesday. Thanks for your work on this project. Fred Stewart

Date	Comment
	COMMENTS ON DRAFT EXISTING AND PROJECTED CONDITIONS In 2008 the Federal Highway Administration presented their final Miller Creek EIS. During the several year study one of the alternatives looked at a bridge location that would line up with Blue Mountain Road. The traffic demand analysis included changes in traffic on South Ave because their model made the assumption that there would be a new two lane bridge on South Ave., since the South Ave. bridge was on the Missoula transportation plan. **Have you looked at that study to get an indication of the additional traffic from the Bitterroot that would funnel into the Target Range neighborhood as a result of construction of a new bridge on South Ave.?** Section 4.3.2 beginning on Page 14 makes no mention of additional traffic that would be created by a new bridge. The new bridge would provide access not only for local traffic and recreation users for Blue Mountain and Maclay Flat. It would also create convenience traffic for commuters coming and going to the Bitterroot. Despite the fact that you dismiss the Westside Bypass concept on Page 3, incrementally adding components to the Blue Mountain-Big Flat-South Ave. road system will facilitate traffic increases whether there is a conscious policy to develop a bypass route. Planners and government officials are responsible for these foreseeable results, even if that is not their stated intention. The historic traffic growth rates include a time period of relatively strong residential growth in the O'Brien Creek and Big Flat areas. Those areas are now largely built out based on current zoning. Thus growth of local traffic demand is unlikely to continue at that past rate. **Other than briefly referencing the Target Range Neighborhood Plan in very broad terms and concluding a number of additional vehicle trips with the possible addition of 400 homes by 2030, you almost entirely missed the primary emphasis of the neighborhood plan, and its relevance to the Maclay Bridge Planning Study.** This document was completed about 2 years ago and is more current than other sources of information for your study. If you look at the Executive Summary and the Vision Statement (copied below), you will understand the strong feelings the residents have to maintaining the character of their neighborhood, and why a new bridge that will convert their residential neighborhood into a transportation corridor is unacceptable. This is especially the case when there is no compelling need demonstrated for impacting the community in this way. Vision Statement This neighborhood plan brought together a remarkably diverse group of Target Range residents. We discovered that our shared common values and passions united us around a common vision for the neighborhood. First and foremost, people who live in the Target Range area enjoy the rural and semi-rural nature of the area. Nearly 90% of the respondents to the Target Range Homeowners

Date	Comment
	Association Survey (Appendix A) reported preservation of the rural character was very important to them. More than 92% preferred to remain in Missoula County rather than annex into the city of Missoula. In describing what they found most attractive in the area, the rural feeling, open space and views, low-density housing, low noise, proximity to Missoula and its services, and safe, friendly, diverse neighborhoods (in that order) were most important to them. For clarification, the notion of diverse neighborhoods can be illustrated by mentioning the trailer park across the street from the Target Range School, the upscale homes overlooking the Bitterroot River, and everything in between throughout the Target Range area. Residents at all income levels co-exist and welcome diversity and typically continue the legacy of "neighborhood" with newcomers. Other values important to Target Range residents include: 88% of survey respondents stated a desire for preservation of agricultural spaces, 69% would like to see more public parks and open spaces, and 85% are in favor of more walking/bicycle paths. In order of preference, the types of businesses that are supported include: greenhouses, nurseries and small produce farms; small, local, and "Mom and Pop" stores; small, home-based enterprises with low- or no-client visits; small grocery stores; and small restaurants or coffee shops. While most residents fully understand the need for growth, it is fair to say, Target Range residents share a concern for the escalated, unchecked growth seen in other areas of Missoula. One of the greatest fears expressed by residents is that the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area could be jeopardized. Rapid growth and expansion can be a hindrance to keeping positive community relations as seen by many examples of Missoula neighborhoods becoming fractured due, at least in part, to rapid development and growth without the chance for people to become acquainted with each other. It is clear from anecdotal examples and private and public discussions about neighborhood planning, that the residents of the Target Range neighborhood want to have their interests acknowledged and protected in the neighborhood planning efforts. The "Rural by Design" slogan developed by the Target Range Homeowners Association (TRHOA) represents the shared vision of residents in the area. A minor correction on Page 12, the statement that "...a density of 2 dwelling units per acre for the area that lies between Clements Road and the Bitterroot River..." is incorrect. The correct area lies between Clements Road and Humble. Fred Stewart
08/26/2012 ***Peggie Morrison***	

Date	Comment

ADVISORY PETITION TO
REMOVE MACLAY BRIDGE AS A PRIORITY FOR HBRRP FUNDING

- Whereas, Maclay Bridge has been inspected by MDT and county inspectors and found healthy and in good maintenance with a Health Index of 96.39 as of February 9, 2010;
- Whereas, Maclay Bridge is a recognized landmark on a rural county road and not part of a state or federal highway system;
- Whereas, because it is a single lane bridge, Maclay Bridge has a low sufficiency rating based on standards that apply to state and federal highways;
- Whereas, the average daily traffic has not shown significant increase in 15 years;
- Whereas, alternate bridge crossings exist at Highway 93S and Kona Ranch Road;
- Whereas, a replacement bridge will impose significant impact on neighborhoods with respect to human and natural environments;
- Whereas, a replacement bridge will be a multi-million dollar project with no firm estimate of total project costs, funding source(s) or resident tax impacts;
- Whereas, a replacement bridge will impose upgrade requirements and impacts on area wide infrastructure including streets, roads, schools, hospitals and more;
- Whereas, to date the county has failed to undertake a feasibility study to determine need and support for the bridge;
- Whereas, there has been no process for public involvement and input for this project for over 15 years;

Now therefore, we the undersigned, being voters in Missoula County, do hereby petition the Commissioners of the County of Missoula to remove Maclay Bridge as a priority for replacement by Montana Department of Transportation and the county.

	NAME (printed)	SIGNATURE	ADDRESS
1.			
2.	Heather Swirtz	Heather Swirtz	1819½ Clements Rd
3.		Michael D. Straw	705 S. 2nd St W
4.			1619 Pearce Ct # Missoula MT 59808
5.	Andrea Zielinski	Andrea Zielinski	4645 Adelaide 59808
6.	Kimber McKay		734 Chemyst. Mola 59802
7.	Joe Knotek	JOE KNOTEK	109 W. CENTRAL MSO.
8.	K RAMBO		2826 S. DAVE W MSLA
9.	Don Buhl		232 W Crescent Dr. MSLA
10.	Christine Thurston		4555 A Potter Park Lp MSLA

Date	Comment

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	NAME (printed)	SIGNATURE	ADDRESS
1.	Haleena Hertz		1701 S 8th W, 59804
2.	Jason Hertz		1701 S 9th St W 59801
3.	Stefan Schmidt		2200 Applewood Ln
4.	Dennis L Tayer		2548 River Rd 5980
5.	ANDREA LUCKETT		35355. 3rd St W. 59804
6.	Eryanna L. Matti		2603 Quinn Ct 59804
7.	Virginia Conn		3026 W. Central
8.	Wanita Conn		3026 W. Central.
9.	Barbara Ross	B. Ross	215 Florence St. M/s/a 598
10.	Sharon A Richardson		4030 Rosebrier Dr 59804

Date	Comment
	ADVISORY PETITION TO REMOVE MACLAY BRIDGE AS A PRIORITY FOR HBRRP FUNDING

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	NAME (printed)	SIGNATURE	ADDRESS
1.	Patty Lovaas	Patty Lovaas	228 E Spruce St Missoula 5980
2.	Claire Fuller	Claire Fuller	6575 Coal Ln Lolo, MT 5984
3.	Don Schmidt	Don Schmidt	8000 Double Tree Ln MSL 598
4.	Valerie Schmidt	Valerie Schmidt	8000 Double Tree Ln 5980
5.	Susan Jones	Susan Jones	2375 Kona 59804
6.	Magda Podlesny	Magda Podlesny	2317 Leo Ave 59808
7.	Robert Jensen		13552 Ashley N 59808
8.	Bonnie Gaffyd	Bonnie Gaffyd	2903 W. Central 598
9.	Lynn Tennetogs	Lynn Tennetogs	8850 Okeefe Ck 598
10.	Johnnie Moore	Johnnie Moore	" " " "

Date	Comment
	ADVISORY PETITION TO REMOVE MACLAY BRIDGE AS A PRIORITY FOR HBRRP FUNDING • Whereas, Maclay Bridge has been inspected by MDT and county inspectors and found healthy and in good maintenance with a Health Index of 96.39 as of February 9, 2010; • Whereas, Maclay Bridge is a recognized landmark on a rural county road and not part of a state or federal highway system; • Whereas, because it is a single lane bridge, Maclay Bridge has a low sufficiency rating based on standards that apply to state and federal highways; • Whereas, the average daily traffic has not shown significant increase in 15 years; • Whereas, alternate bridge crossings exist at Highway 93S and Kona Ranch Road; • Whereas, a replacement bridge will impose significant impact on neighborhoods with respect to human and natural environments; • Whereas, a replacement bridge will be a multi-million dollar project with no firm estimate of total project costs, funding source(s) or resident tax impacts; • Whereas, a replacement bridge will impose upgrade requirements and impacts on area wide infrastructure including streets, roads, schools, hospitals and more; • Whereas, to date the county has failed to undertake a feasibility study to determine need and support for the bridge; • Whereas, there has been no process for public involvement and input for this project for over 15 years; Now therefore, we the undersigned, being voters in Missoula County, do hereby petition the Commissioners of the County of Missoula to remove Maclay Bridge as a priority for replacement by Montana Department of Transportation and the county. **NAME (printed) — SIGNATURE — ADDRESS** 1. Jean C. Murashige — Jean C. Murashige — 4575 Sparyin Rd 2. FREDERICK J. SMITH — 1212 ROBERTA 3. Mark S. Riggs — MARK S. RIGGS — 1 BRATTEN PL 4. Mary Jacquelyn Monroe — Mary Jacquelyn Monroe — 6785 Garrett 5. Pat George — Pat George — 1160 Lost Mine Loop 6. JOE KORONA — 2200 HUMBLE RD. 7. Lynn Lee — 18650 Sorrel Sprgs Thom 8. Anderson — 2123 - pleasant 9. Troy Miller — 2123 pleasant Ave 10. Delaney Wood — Delaney Wood — 1901 Margaret St
08/27/2012 ***Kate Pennacchio***	**Good morning, Mr. Key and Ms. Ludlow.** **I recently attended a community meeting regarding the evaluation of the Maclay Bridge in Target Range. I wanted to take a moment to let you know my own experience with the bridge, and my concerns regarding a potential 2 lane bridge.**

Date	Comment
	I was raised in Target Range and my family still lives there. I have always appreciated the rural nature of the Target Range neighborhood, and the activity of folks in the area toward retaining the close knit community there. I understand that some of our best agricultural land is in this area, and while our neighbors are aging and some are selling their farm and ranch land, most people I've spoken with are still invested in keeping the area modestly developed, preferably retaining some agricultural activity as well. One example of this is the movement a few years ago to develop a neighborhood plan and set the minimum lot size at 1 house per acre, when it would have benefited some folks looking to develop if they could have divided it further (e.g. to 4 dwellings per acre). In spite of this, the vast majority of residents voted for the larger minimum lot size. Folks in this area are invested in their neighborhood and the quality of life found there; there's even a new farmer's market that's emerged in recent years to allow people to purchase food grown in their neighbor's back yards. **The current Maclay Bridge has served the community very well since at least the early '80s when my family moved there. The current single lane bridge provides access across the river while forcing people to slow down and not blow through the area at a high rate of speed – to take note of where they are and their neighbors using the area. This makes it a safer area for children walking to school and to friends' houses to play, and for people out enjoying a bike ride or an evening walk; it makes it possible for the residents to truly LIVE there and be a community together.** **My concern if the bridge is replaced by a two lane bridge, particularly if it's moved to become a straight shot from the current end of South Avenue across the river, is that we will lose the very nature of Target Range. I believe that not only will vehicles pass through the area at a higher rate of speed, but that the volume of motorists (and type of vehicles) in the area will dramatically increase as well. This would not only be dangerous in an area very close to an elementary school, it would change the nature of the neighborhood from one in which the motorists are invested in their community and interested in the safety and well-being of their neighbors, to a simple artery for accessing Reserve Street and avoiding inconvenient traffic elsewhere.** **In short, I believe the current design of the Maclay Bridge provides reasonable access to residents on both sides of the river, and is consistent with the very nature of the community that Target Range residents have worked so hard to protect.** **I appreciate your consideration of these concerns.** **Sincerely,** **Kate Pennacchio** **396-9149**
08/27/2012 ***Maclay Bridge Coalition***	**See attached p. 17 from the 1994 EA. It's worth recalling what that EA, which MDT, the County, and FHA accepted, said about the existing Maclay Bridge. You should insure the current documents you are working on reflect these important items. We note they are consistent with some of our concerns which we believe you are not adequately hilighting to the public nor incuding in the Need & Objectives or the Existing Condition.** **MBCSC** **1994 County, MDT, and FHA Environmental Assessment on the Condition of Maclay Bridge (EA, p. 17):** **Rehabilitation of the Existing Maclay Bridge.** **The existing bridge is inspected at two-year intervals. The last inspection, completed in 1992, resulted with a sufficiency rating of 49.7. At the time of the inspection in 1989, the remaining life of the bridge was estimated to be 10 years. The following factors contribute to the overall inadequacy of the structure:** **• Major Span. The floor beams and stringers are undersized and will only support a 9,072 kg (ten ton) load. In order to upgrade the capacity of these members, the entire superstructure for this span would need to be removed and replaced** **• Pony Truss. A portion of the truss has been damaged by overweight loads.** **• Foundations. The sandy soil below the existing river piers has been washed away. Rip rap has been placed to protect the piers; however, the foundations may still be susceptible to scour to depths below the footings.** **• Approaches. Poor roadway alignments and lack of a guardrail at the**

<table>
<tr><th>Date</th><th>Comment</th></tr>
<tr><td></td><td>bridge approaches create safety hazards for all types of traffic.
The bridge will need to be reconstructed in order to correct these deficiencies.
A new bridge will need to meet current floodplain regulations and design
standards, neither of which is met by the existing one-lane bridge.</td></tr>
<tr><td>08/27/2012

Michael Burnside</td><td>
Attached are the combined USGS & NWS flow data. It includes the data from the other USGS table I sent you. There were 4 NWS records independent of the USGS ones and they are so noted.

This appears to be all that the agencies have in the way of direct measurements of flood events. It is unfortunate that the peak years when we know or suspect the bridge was replaced and/or washed out such as 1922, 1935, 1948 and perhaps 1961, there are no records or measurements and those were the ones that appear to have most affected the bridge. The record also is still unclear at least in my mind on when the bridge was washed out, but when was it repaired and why? Was flooding/scour an issue? This raises the uncertainty about the FEMA flood analysis since it doesn't or can't consider these peak floods or other unknowns and thus may be overly optimistic in its assumptions.

However we know there must have been one in the 1920's or 30's, since the first truss bridge appears to date from that time (according to county plan records) and we know definitely it washed out in 1948 (that must have been a monster flood on the Bitterroot...wonder if there are newspaper records describing it?), and there apparently was one in the early 1960's when the east truss was replaced with two prestressed concrete spans. The photos you had looked like scour was a factor as I recall.

Anyway I hope this combined information is useful. From what I heard from Ray Nickless w/NWS and Melvin White w/USGS, the 1899 record is not questionable otherwise they would not have included it.

Mike

Combined US Geological Survey and National Weather Service Peak Flows for the Bitterroot River Near Maclay Bridge
<table>
<tr><th>Water Year</th><th>Date</th><th>Gage Height In Feet</th><th>Stream Flow In CFS</th></tr>
<tr><td>1899</td><td>Jun. 20, 1899</td><td>11.55</td><td>38,300</td></tr>
<tr><td>1900</td><td>May 13, 1900</td><td>---</td><td>18,200</td></tr>
<tr><td>1901</td><td>May 30, 1901</td><td>---</td><td>18,400</td></tr>
<tr><td>1903</td><td>Jun. 05, 1903</td><td>---</td><td>19,700</td></tr>
<tr><td>1904</td><td>May 25, 1904</td><td>---</td><td>18,300</td></tr>
<tr><td>1974</td><td>June 18, 1974</td><td>13.40</td><td>30,000 (NWS)*</td></tr>
<tr><td>1975</td><td>June 20, 1975</td><td>11.10</td><td>19,900 (NWS)*</td></tr>
</table>
</td></tr>
</table>

Date	Comment

1976	May 15, 1976	11.00	19,500 (NWS)*
1982	June 18, 1982	11.00	23,400 (NWS)*
1990	May 31, 1990	8.13	10,200
1991	Jun. 07, 1991	9.76	15,200
1992	May 01, 1992	6.54	6,370
1993	May 22, 1993	8.71	11,800
1994	Apr. 23, 1994	7.22	7,900
1995	Jun. 04, 1995	9.53	14,400
1996	Jun. 10, 1996	11.83	20,300
1997	May 18, 1997	13.11	24,800
1998	May 27, 1998	8.40	10,000

Water Year	Date	Gage Height In Feet	Stream Flow In CFS
1999	Jun. 04, 1999	10.65	15,700
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2001	May 15, 2001	7.68	8,610
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2003	Jun. 01, 2003	12.65	21,600
2004	Jun. 07, 2004	7.92	8,830
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2009	Jun. 01, 2009	11.38	17,900
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2011	Jun. 09, 2011	11.37	18,600

**indicates data combined from NWS measurements*

08/28/2012

Don St. Peter

Dear All:

I have just returned from listening to the Maclay Bridge study group meeting.

I continue to be appalled at how superficial the conduct of this study is and how bias it appears to me to be toward an outcome that favors the Maclay Bridge Alliance. The study participants appear to be so cowed by the Maclay Bridge Alliance that they cannot conduct an even handed study.

Case in point:

1) I had an extensive discussion with Lewis at the last meeting about his proposal to create a new "need" No. 4 and how that prejudices the outcome in favor of the Maclay Bridge Alliance. He even drafted some additional language for that "need." As far as I can see there has been no change in the "needs" document-although no revised draft was made available to me to review. So much for listening to public comment.

2) At the most recent meeting the various options were considered. Even the manner in which the options were presented showed a bias in favor of the Maclay Bridge Alliance. All of the options dealing with maintaining the bridge at its current site were listed Option 1.1 instead of listing all of the options in a grid format without labeling them options 1,2, 3, etc. You have labeled the current site as the first option giving the impression that it is the preferred option while listing the South Avenue options last. Again, your presentation favors the Maclay Bridge Alliance.

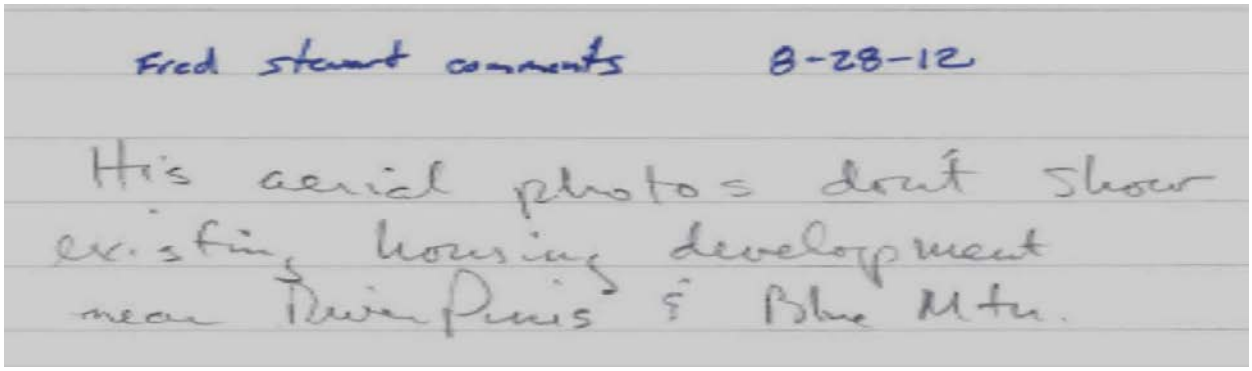
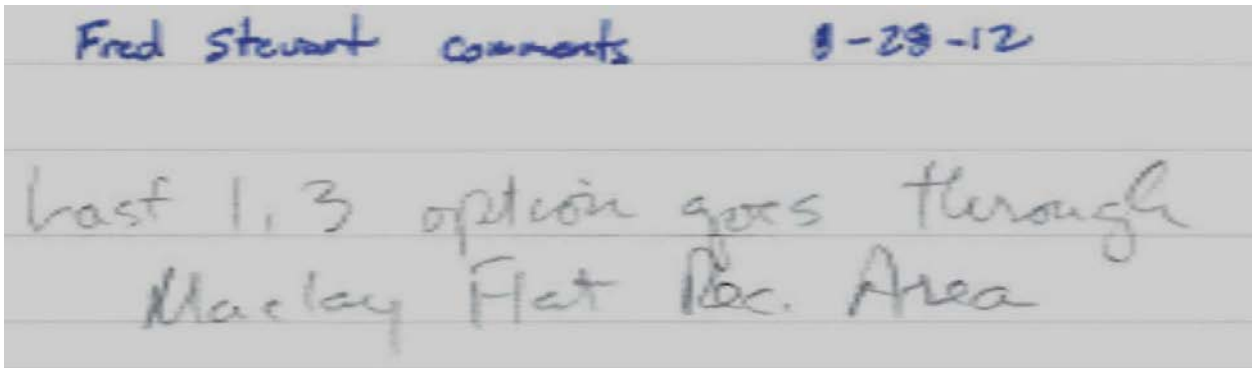
3) At the most recent meeting there was discussion of the impact of the 100 year floor plain on the South Avenue options. No such discussion was had in regard to the North Avenue options. In fact, the study group has refused to consider the information the Maclay Bridge Common Sense Coalition has provided that the current bridge may not survive an 100 year flood event. It certainly has not looked at the 100 year floor plain at the North Avenue site.

Both the current draft of the conditions document and the current draft of the needs document accept the current condition as acceptable and refuse to include any public input that points out that it is not.

Where in the existing conditions report is the "concern" identified that Maclay Bridge may not have any pilings in place and therefore may be unstable? This discussion is non-existent.

Where in the existing conditions report is the "concern" identified that Maclay Bridge may not be able to survive a 100 year flood event and therefore may not be able to serve the long term needs of the community west of the Bitterroot River? This discussion is non-existent. No one at the County or the State appears to believe that conducting this relatively easy study is worth their time.

Where in the existing conditions report is the "concern" identified that, as stated in the 1994 EA, Maclay Bridge piers are subject to undercutting from scour and that although rip rap has been placed the foundations are susceptible to scour to depths below the footings? this discussion is non-existent. No one at the County or State appears to believe it is worth their time to take a look to see whether the bridge foundation has been

Date	Comment
	undercut and to what extent. **Where in the existing conditions report is the "concern" identified that the current load limit and emergency vehicle travel limitations results in a reduced level of emergency response for the community west of Maclay Bridge? This discussion is non-existent.** **Where in the needs and objective document is the "need" expressed for a bridge over the Bitterroot River which is constructed on stable pilings? This need does not exist in the current document.** **Where in the needs and objective document is the "need" expressed for a bridge over the Bitterroot River which will survive a 100 flood event? This need does not exist in the current document.** **Where in the needs and objective document is the "need" expressed for a bridge over the Bitterroot River which is not susceptible to scour? This need does not exist in the current document.** **Where in the needs and objective document is the "need" expressed for a bridge over the Bitterroot River which will not impede response to emergencies? This need does not exist in the current document.** **While the study group appears to be very interested in potential impacts at the South Avenue site, they actively ignore the current and existing impacts at the North Avenue site. From my view of this process it is being conducted to accomplish one result-leaving the bridge at its current location.** **Don C. St. Peter** **St. Peter Law Offices, P.C.** **2620 Radio Way** **P.O. Box 17255** **Missoula, MT 59808** **Telephone 406-728-8282** **Facsimile 406-728-8141**
08/28/2012 ***Fred Stewart***	 

Date	Comment
08/30/2012 *Michael Burnside*	**Date: August 30, 2012** **To: Montana Department of Transportation & Missoula County Commissioners** **Ref: Maclay Bridge Study Draft Existing and Future Conditions Report** **Dear Sirs/Madams,** **This letter provides comments on the Draft Existing and Future Conditions Report currently out for public review. An accurate and complete statement of existing conditions is critical to the accuracy and credibility of this study, as I am sure you are aware, and I appreciate the opportunity to comment.** **Your website states the study process will follow the Montana Business Process to Link Planning Studies and NEPA/MEPA Reviews. On page 14 of this guide document, it explains how you are to develop the Statement of Purpose and Need. The first bulleted point states the following:** **Analyze existing data to determine current and future deficiencies and needs, such as safety, pavement, or bridge conditions;** **Thus, the draft Existing and Future Conditions Report should include the gathering and analysis of all existing data and the determination of current deficiencies in the existing bridge and bridge site. These deficiencies obviously include a list of any significant information gaps in the county or state records that raise questions about the stability of the bridge, especially if this information is critical to determining if the structure is stable in both the short and long term.** **Further, it is vitally important that the Needs and Objectives statements, which will be developed based on the draft Conditions Report, acknowledge and provide a way to address the current deficiencies of the current bridge site described later in this letter. This is so that when you enter the next stage after the Needs and Objectives statements and begin developing selection criteria for the various alternatives, you will be able to apply the criteria to accurately analyze and weigh those problems as they might apply to each alternative.** **As you draft your Needs and Objectives statements, please consider including the following:** **1. Minimize risks of stability and structural integrity issues.** **2. Minimize risks of causing or contributing to damage to the environment.** **3. Minimize risks to public health and safety, as well as county or state liability.** **4. Provide a reliable bridge crossing that meets community needs, including emergency responders, for the next 75 years.** **5. Minimize travel routes and costs for the majority of the traffic.** **I have included in my comments below a discussion of some of the missing important information which relates to Maclay Bridge, and which some of your engineers have already acknowledged. It is important that you display these deficiencies in a clear format in the report to inform the public of the risks and uncertainties of retaining the current bridge and bridge site.** **On page 15 of your guidance document, in regard to the Affected Environment, it directs you to:** **Identify environmental issues within the corridor, and environmental areas that require further analysis.** **Thus, there is an emphasis on identifying all of the environmental issues and indicating whether they require further analysis. This obviously includes any and all environmental issues and problems that may be associated with the existing bridge and bridge site. I have included in my comments below a discussion of the environmental issues and problems at the current bridge site and what may have caused them. For supporting information, please refer to a letter I submitted to you**

Date	Comment
	on July 15 which documented these problems in detail. **Page 15 of your guidance document also directs you to, "Consider the cost of implementing the alternatives and the availability of funding in the evaluation process". Since one of the alternatives will certainly be to maintain the bridge at its current site with minor to major repairs, the present and future cost implications attached to it must be disclosed. This should include costs incurred by motorists who might be forced to travel longer distances based on which alternative is chosen, as well as costs to county residents to replace the bridge when it fails in the future, especially if HBRRP funds are not available at that time.** **Most of the following comments are specific to Sections 4.8 and 6.0 of the Draft Existing and Future Conditions Report:** **Structure Problems** **The current structure exhibits spalling and cracked concrete and exposed rebar, which will need ongoing maintenance, repair, and/or replacement.** **There is widespread rust and pitting under the bridge on the load bearing members and deck.** **The current bridge is a composite of varying ages and types of load-bearing steel used in the structure, reflecting its long history of being repaired and of the use of recycled sections of old bridges from elsewhere.** **The strength of the steel is unknown in much of the bridge, since it has never been tested.** **There are no known "as built" engineering diagrams in existence for the structure or its pier and abutment foundations, which raises questions about the stability of the bridge, particularly during flood events.** **Stability Issues** **The uncertainty over the nature of the bridge's foundations means the bridge's susceptibility to scour and washing out is unknown.** **The ability of the current bridge to survive major flood events is at best uncertain and is likely poor, based on FEMA preliminary analysis.** **Bridges have a history of washing out at this location, with at least 3 since 1935.** **Human-caused changes (road prisms, rip rap, bridge abutments) in the Lower Bitterroot River's flood plain since 1899 have constricted the flood plain and could lead to larger flood levels at the bridge site that could destabilize the bridge.** **The 3 piers on the east side of the channel act as a structural barrier to constrict flows on that side, causing gravel bar and island development, and increasing flows on the west side of the channel which accelerates scour.** **Air photo evidence indicates scour has increased on the west side of the channel since 1935 and markedly since 1961, possibly due to the constriction between the west abutment and center pier and the east channel blockage.** **Environment** **Gravel and sand bars and islands have developed around the three piers since they were installed in the 50's and 60's which has caused a growing blockage of the east river channel. These bars have also become a growing attraction for summer recreationists.** **Increased channel erosion and removal of a point bar (gravel bar) have occurred on the west side of the channel below the bridge abutment, along with the development of a wide scour hole in the west channel. This hole has also become an attraction for summer recreationists diving from the bridge.** **The scour hole has continued growing and cutting into the west bank, especially at high flow, causing loss of the adjacent land.** **With the scour and the gravel bar and island changes, the river channel's original shape appears to have been significantly altered from its natural condition at the bridge site and is currently in an unnatural and possibly unstable configuration.** **Rural Character & Traffic Flow** **The traffic traveling the current routes to and from the existing bridge impacts at least six streets and neighborhoods (South, Clements, Humble, Woodlawn, North, and River Pines), adversely affecting those neighborhoods' quality of life and rural character with pollution, noise, and safety issues.** **The current routes to and from South Avenue via River Pines and North Avenue require an additional ½ mile of travel each way compared to the most direct route, which adds to fuel**

Date	Comment
	consumption, number of neighborhoods affected, and time delays . **Public Health, Safety, & Potential Future Liability Issues** **The current bridge site has become a growing attraction for summer recreation use which generates human waste and garbage, much of which winds up in the river. This waste is a public and environmental health hazard.** **Increased use of the bridge site, especially diving from the top of the main truss into the scour hole, occurs regularly, even though it is obviously highly unsafe behavior that could result in death or serious injury. A number of deaths have occurred at the bridge site due to drowning.** **The County may be at risk of legal liability for deaths and accidents at the bridge which is known to be a public attraction and health hazard.** **The County may be at risk of legal liability for any accidents resulting from the use of the bridge with its alignments that are in violation of state and federal standards.** **Economics** **Using HBRRP funds to replace the bridge would avoid having to use County funds exclusively if the bridge were to fail in the future, and would potentially bring over $10 million to the local economy.** **Choosing a more efficient travel route for the majority of the traffic would reduce fuel consumption and costs, wear and tear on vehicles, and reduce effects on the quality of the life and the environment from vehicle pollution.** **To elaborate on the last comment, at 2000 vehicles a day over the existing bridge, there are potentially an extra 1000 miles being driven each day because vehicles are being forced to detour from the most direct route. This amounts to over 365,000 miles in a year. Over 75 years, (an assumed life of a bridge) if the level of traffic did not increase, this could amount to well over 27 million miles driven unnecessarily, extra gasoline consumed, added pollution, etc. etc. Traffic, of course, is certain to increase, not stay the same.** **Thank you for your consideration of these comments.** ***Michael Burnside*** **Michael Burnside**
08/31/2012 **Fred Stewart**	**Shane,** **The reason we proposed having a combined meeting with the group called the Maclay Bridge Common Sense Coalition is to have an opportunity to hear each other's concerns about the Maclay Bridge Planning Study. We believe there are some concerns that we share in common, and others that we will have different opinions about. Having an opportunity to listen to each other will result in a better discussion going forward. We do not view this as an opportunity to debate our positions, but rather to listen and explore if there are areas of agreement. Having MDT, the county and the study contractor present will allow them to answer questions we might have, and we will all be hearing the same discussion. It will allow all of us to get our facts straight before confusing others. I realize this will mean more time that your staffs will be spending in another meeting, but I think that if will ultimately be an efficient use of time for all of us to be more focused and accurate with our input at future community information meetings.** **Fred Stewart**
08/31/2012 **Fred Stewart**	**Jeff,** **I hope that the discussion in Missoula last week gave you enough information that you will be able to present your rehab alternatives for Maclay Bridge as real, viable alternatives. Frank Muth stated as fact that the load limit of the existing bridge could be increased to whatever level is needed. Many residents would like the load limit to be below the level that would allow large commercial truck traffic, not currently using the bridge, to begin moving through the community. Since you have made references to the Maclay Bridge EA in your documents, I feel strongly that it is important before your next public meeting to specifically state that your study does not agree with the statement in the EA that rehabilitation would not be possible without rebuilding the existing bridge. I have included that statement below with the wording highlighted in red.**

Date	Comment
	2.0 Project Purpose and Need **The existing Maclay Bridge is a one lane bridge built in 1935 and structurally modified once in the late 1940's, and again in 1964. Due to structural deficiencies and increased traffic, the bridge's present load limit is posted at ten tons (9,072 kg). This load limit, enforced by the County, does not allow 18,144 kg (20 ton) fire engines to use the bridge, and barely permits school buses to do so. Within the next ten years, continued deterioration of the structure is expected to reduce the allowable load limit to 4,536 kg (five tons), at which point it will be closed to vehicular traffic. Repairing the bridge to raise its allowable loading cannot be accomplished without removing and rebuilding the bridge super structure and replacing its substructure. Such improvement would constitute a total replacement of the bridge.** **There are still some residents who believe, based on this wording in the EA, that the load limit on the Maclay Bridge cannot be raised. Thank you for you attention to this important matter.** **Fred Stewart**
09/11/2012 **Michael Burnside**	**Regarding today's meeting, thank you for incorporating some of the comments MBCSC made in our meeting with you last week. Here are a few more suggestions.** **1. At the end of today's meeting, you indicated you plan to hand out at the next meeting a "FAQ" sheet that addresses some of the public's frequent inquiries. You should be aware of the fact there are two FAQ documents, one produced last year by the County and one on the MDT's bridge study website, and they are vastly different in approach. Attached is the County FAQ in word document, but it is also available here on the County's website:** **http://www.co.missoula.mt.us/road/documents/pdfs/Maclay%20Bridge%20FAQs.pdf** **We believe the County's FAQ sheet is far better at addressing the kind of specific questions that Target Range residents have been asking rather than the other FAQ on the MDT website:** **http://www.mdt.mt.gov/pubinvolve/maclay/faqs.shtml** **The MDT's FAQ sheet gets far too involved in trying to get people to understand the convoluted process instead of getting at the heart of issues most people care about, ie, what are the problems with the old bridge? Is it safe and stable? Can it be fixed? How much would it cost? Do we need a new bridge? What happens if we don't replace it now, ie, who pays? Better to be direct and concise in your points rather than long discourses on the corridor planning study process.** **2. You indicated the format for the next public meeting would be to give each person 3 minutes to comment. That is a better approach than last time, especially if one of you can respond right after to the comment if it needs responding to (ie factual errors or a question is posed). Have you thought of a signup sheet for speaker rather than have them form a long line of people standing & waiting? That way you'd also have record of who spoke. Having a separate question & answer period might get to be a bit redundant with the 3 minute comments session so I suggest you rely on the comment session for questions to be asked, ie, a comment can be posed as a question, and forget about a separate question & answer session.** **3. In the new draft Needs & Objectives statements, there was a sentence that talked about Maclay Bridge and the "...role it plays in local regional events." What is that referring to? Some of us have lived near the bridge for close to 40 years and don't recall the bridge playing any role in "a local regional event", whatever that is.** **4. You indicated you would discuss the "health and function of the river and how bridges in general may impact the riverine environment". Since you refer only to bridges in general, we assume this means you don't plan to describe how the existing bridge may be impacting the river. Instead of giving a statement about how bridges in general can affect a river, why not use the statement which follows in bold that the County wrote in its attached FAQ document about how the existing bridge is currently impacting the river environment? We assume the County still stands behind that statement and it pretty clearly summarizes what the current bridge is doing:** **In addition to the design deficiencies, this bridge's piers are located in the river channel on unknown materials. The east approach to the original bridge was**

Date	Comment
	washed out by flooding in 1963, and since then the channel has been altered with the deposition of material upstream of the bridge. Changing the shape of the channel changes stream flow. Increased water velocities remove material from the stream bed. If too much material is washed away, the piers in the channel will become unstable. **Again, I think you are making progress. Thank you for listening.** **Mike Burnside** **MBCSC**
09/11/2012 **Fred Stewart**	**To: Missoula Board of County Commissioners** **Re: Mike Burnside letter on concerns with Maclay Bridge** **Commissioners,** **We received a copy of the July 15, 2012 letter Mike Burnside sent you outlining a number of concerns he has with the Maclay Bridge. We felt that we needed additional information on the technical aspects of his letter. We hired Watermark Consulting LLC to review his comments as we continue to gather information related to the Maclay Bridge Planning Study that is currently in progress. We wanted to share the consultant's report with you and the Study Planning Team. Both the consultant's report and Mr. Burnside's letter are attached. If you have any comments/questions please feel free to contact me. Thank you for your consideration.** **Fred Stewart** **Maclay Bridge Alliance** **9/11/2012**

Date	Comment

WATERMARK
CONSULTING, LLC

Traci L. Sylte
8180 Double Tree Ln
Missoula, MT 59804

Memorandum

To: The Maclay Bridge Alliance

From: Traci Sylte, P.E., fluvial geomorphology/hydrology, Watermark Consulting, LLC

Date: September 8, 2012

Re: – Maclay Bridge - Review Comments on Mr. Michael Burnside's letter to the Missoula County Commissioners

The following comments summarize my review of Mr. Michael Burnside's letter to the Missoula County Commissioners about the Maclay Bridge and bridge site. I commend both The Maclay Bridge Alliance (MBA) and Mr. Burnside for their interest, professionalism, and attention towards this matter, and appreciate the opportunity to provide additional comment and rationale. Below, you will find the following sections: comment summary, specific comments, and pertinent references.

COMMENT SUMMARY

1. Mr. Burnside raises valid concerns about the environmental, geological and engineering implications of the Maclay Bridge, and these concerns will apply to any alternative that will be considered. It is necessary to consider the Maclay Bridge in the larger context of adjacent river segments. It is very probable that the existing long-term location will be shown to be the lowest impact location for a crossing in this area of the Bitterroot River. More assessment of this type is necessary.

2. Mr. Burnside is addressing a very important topic at road-stream crossings – stream structure and function (i.e. fluvial geomorphology). Understanding, and properly accommodating, fluvial geomorphology and environmental river mechanics is absolutely critical to fulfilling typical bridge design objectives and making informed decisions.

   [Additional background/discussion: Typical fundamental engineering objectives in bridge and culvert design are: 1) maximize structure life, 2) minimize maintenance, 3) optimize safety. In order to fulfill these objectives, a fourth objective is critical: 4) understand and provide for proper stream structure and function. If objective 4) is not met, all other objectives are at best compromised; at worst, they often fail.

3. Mr. Burnside's letter focuses on stream trends at the immediate Maclay Bridge site. This is a very necessary and well-founded effort. A fluvial assessment over much longer river lengths would provide higher certainty to some of Mr. Burnside's observations, as the context of the adjacent river segments and processes is very important.

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[Additional background/discussion: As a very general rule in fluvial assessments, a subject river section, or "reach", includes a segment having similar features for at least the length of 20 "bankfull" widths (defining bankfull here as the active channel width representing a stable, relatively natural or minimally altered condition). Often, both large and small scale features and processes are important to fully understand and describe processes occurring at a particular site.]

4. A thorough fluvial geomorphic assessment (historic and predictive) would be prudent for all routes and crossing locations that are currently under consideration.

[To maximize structure life, minimize maintenance, minimize adjacent bank erosion and land loss, and optimize safety, here are some basic, but important fluvial considerations in road-stream crossing designs:

- *Floodplain capacity and function: Minimize road and crossing footprint within the floodplain and channel migration zone*
- *Planform (i.e. planform or "plan view" means to look down on a subject, as opposed to a cross-section or profile view; in fluvial geomorphology it is the meander of the river, how it moves from side to side and upstream to downstream{laterally and longitudinally}, and from an aerial view):*
  - *cross on the most stable and straight river segments that are "sediment transport dominated" rather than "sediment transport limited (depositional)"*
  - *cross where "belt width" (i.e. amplitude of stream meander) is narrowest to minimize negative road-stream interactions with the channel migration zone (e.g. on meandering systems this is best achieved by crossing floodplains where they are the most narrow, between terraces; or in other words, where the stream is most "entrenched" or confined. Also, it is important to assess human-made entrenchment, like the levees at the existing bridge site in this context, unless they are to be removed and the natural beltwidth or channel migration zone reestablished).*
- *Dimension: At least span (i.e. cross without impeding) the bank full or unaltered active channel width*
- *Discharge, sediment, and wood transport: accommodate the design discharge and associated bedload and debris without backwater effects. In other words, large floods should pass through the bridge and road approaches without retarding or ponding flow, sediment, and debris. This is largely achieved by at least spanning the active channel width with additional floodway or side-channel and road-approach accommodations.*
- *Gradient: facilitate the natural stable stream gradient through the crossing site*
- *Stability: understand, predict trend, and accommodate river instability*
- *Substrate and bedforms (i.e. river gravels and bed shape and composition): provide for the distributions and forms of the adjacent river sections*

5. In full context, Mr. Burnside's concerns could be resolved by eliminating and removing Maclay Bridge, not building another crossing, removing the levees, and sending all traffic to cross at either Kona Ranch or Buckhouse Bridges.

Date	Comment

SPECIFIC COMMENTS

Following are my comments to several observations that Mr. Burnside stated in his letter.

1. Photos reveal that since the 1930s, there has been loss of river bank land on the west side of the river immediately downstream of the bridge

   [I agree with the observation; however, it is important to place this in context with entire stream reach and system to better understand potential bridge effects. The levees also are responsible for constriction (Mr. Burnside notes this too)].

2. The water should be shallower and banks should grow on the inside of a river bend downstream of the bridge

   [I agree. Mr. Burnside is describing typical point bar formation. The point bar is not present on the inside bend at the bridge site, but the processes described are present not far down stream. It would be good to understand the reach significance of this].

3. Comparison of the 1935 and 2011 photos reveal both bed and bank erosion downstream of the west bridge abutment.

   [I agree; however significance is not known without a larger context. It does appear that the bridge and levees are creating conditions of higher stress on both bed (deep scour hole) and banks. Also keep in mind - bank erosion is a relation between stress and bank integrity. Shallow rooted grass species typically have much lower ability to resist erosive stresses than the more native, dense, and deep-rooted riparian species (i.e. riparian species and land management is prudent to consider in context because there is a high probability that many river banks in this system exist with similar high bank stresses without high erosion rates....
   As far as the scour hole is concerned, it may be helpful to ask, why do we not like the scour? Historic large wood jams probably created such scour in this system, but wood and large debris jams are largely not present any longer... scour is a natural, and can be, a good river function.... do we not care for the pier/abutment risk; recreational risk; fish catch/predation risk? Other? Is the scour acceptable? What values are at risk, or not?]

4. Bridge and levees are causing unusual changes in the river channel

   [This most likely is an accurate statement; however, a comprehensive fluvial assessment of the river system in this area would help understand how "unusual" the changes are – stream systems are highly variable.]

Date	Comment

5. River has slowed the water flow upstream of the bridge and may be causing river to drop sediment and adding to the sand bar growth on the island's north end

   [Undersized bridges cause backwater conditions, which decrease the shear stress necessary to transport sediment, commonly causing bar formation/deposition/aggradation upstream. What is interesting at this site is the location of the bridge relative to the island – because, deposition on both the upstream and downstream ends of islands in rivers occurs as a natural result of flow separation around the island, which causes slower velocities at the separation point, and subsequent sediment deposition. So, there seems to be an interesting complexity of natural deposition (typical island extension) and human caused deposition (potential undersized bridge backwater), all in the same local reach where energies are also increased because of the levees and flow constriction. In other words, there appears to be a mix of river processes and cause-effects, bearing more need of assessment, day-lighting of significance and answering questions of impact, risk, and values (i.e. why do we care about x and y? what features/entities are affected and why? towards what probable trend? and how can design and mitigations accommodate multiple-values best?).]

6. The center pier is not center line for the channel any longer

   [This is very common, especially for older crossings. Bridges are a hard point in a moving system (i.e. akin to holding the middle section of a wiggling snake). Bridge-stream alignment issues present one of many conundrums for roads spanning these types of rivers, making it prudent to minimize crossings, keep spans as large as possible/feasible, limit road/infrastructure presence in floodplains, and to cross on the most stable, transport dominated, and confined river sections.]

7. Bridge was clearly not designed for the present site

   [I can't comment on this; I don't know. What I can comment on is that this bridge has lasted a long time, more than 75 years; it has issues common to a lot of undersized bridges on meandering streams; it also has not washed out like so many other bridges of its era have...making one wonder that the site and bridge have functioned together much better than many bridge crossings. It is prudent to ferret out all pros and cons.]

8. Bridge causing loss of private property and expanding beaches
   [See comment 3 and 5. The bridge is causing an eddy, which is likely increasing shear stress on the river bank. River eddies and associated bank stress is natural, but typically it would not occur on the inside of a meander, as Mr. Burnside highlights. Also, bank integrity, past/present land management and presence/absence of deep-rooted riparian species are important to address as well. Longitudinal extension of islands is natural, as is point bar development on the inside of bends, but the bridge is no doubt influencing these processes in some manner.]

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9. Deep scour hole and sand bars invite bridge jumping, swimming, and recreation use along with health, safety, and other problems

   [I agree. The scour hole is likely caused from bridge constriction with consequent recreational issues. The sand bars (or at least deposition of gravel/cobble size material {as substrate size relates to the river-energy environment}) have a high probability of being present anyway because of the natural processes associated with island extension and processes associated with the inside of river bends, lateral migration, and point bar development. In addition, bridges are public access points, and unless Montana's access laws change, they probably always will be points of public use with various positive and negative impacts – leaving design, mitigation, and enforcement as key issues at road-stream crossings, especially in municipal/residential settings.]

10. Scouring action could also be undercutting and destabilizing the pier and abutment

    [Local scour at bridges is a large issue with mandated inspection requirements to identify presence, degree of impact, and associated risk. I assume that our public officials are prudently addressing this with sound environmental engineering approaches – if not, the public and structure are at an unacceptable risk]

11. Environmental and engineering concerns are significant, warranting further study
    [I agree, and would suggest that a comprehensive study include a complete investigation of the fluvial geomorphology of this section of river and any other alternative bridge locations. There will be environmental impacts associated with any alternative, even removing the existing bridge and levee.]

(Please note: The potential for personal bias is of issue in any technical documentation or opinion, making it prudent for the audience to understand the author's relationship with the subject. In this regard, please understand that I live in lower O'Brien Creek and use the Maclay Bridge as my primary access route into Missoula. I also have close family on South Avenue West, and colleagues/friends that would be affected by either route. Consequently, I have mixed feelings on both routes, and any taint of personal bias is unintentional.

My personal goal in this effort is to assist in developing comprehensive, sound, and unbiased information for which informed opinions and decisions can be based. I believe that despite the challenges of multiple objectives, and agendas, win-win scenarios can be achieved through well-informed, innovative, and collaborative approaches. I've kept comments brief and focused with the understanding that often brevity is perhaps the best approach in communications – more detail can be provided if necessary. I've attached a bio-sketch of my professional background and experience.)

Date	Comment
	SOME FUNDAMENTAL REFERENCES KNIGHTON, D. 1998. Fluvial forms and processes. Edward Arnold, London. LEOPOLD, LUNA B. 2006. A View of the river. Harvard University Press; New Ed edition. ISBN 0-674-01845-1. LEOPOLD, L.., WOLMAN, M. G. and MILLER, J.P. 1964. Fluvial processes in geomorphology. JULIEN, PIERRE 2005. Stream restoration and environmental river mechanics. Intl. J. River Basin Management vol. 3, No. 3, pp. 191-202. IAHR & INBO. MOUNT, JEFFERY F. 1995. California Rivers and Streams: the Conflict Between fluvial Process and Land Use. RAPP, C. and ABBE, T. 2003. A framework for delineating channel migration zones. Department of Ecology. State of Washington. ROSGEN, D.L. 1996. Applied fluvial geomorphology. Wildland Hydrology, Pagosa Springs, CO. WOHL, E. E. 2001. Virtual Rivers: lessons from the mountain rivers of the Colorado Front Range. Yale University Press, 210 pp. WOHL, E. 2004. Disconnected rivers: linking rivers to landscapes. Yale University Press, New Haven, Connecticut. Traci Sylte 9/8/12
09/11/2012 ***Michael Burnside***	**We don't seem to be on your mailing list and thus have not received any of the documents that were apparently sent to other members of the public at todays meeting. We would appreciate it if you would include us in future mailings as well as send those to us that were given to the public for todays meeting. Thanks!** **Mike Burnside**
09/11/2012 ***Michael Burnside***	Attached is a report Fred Stewart just sent to me. It appears that Maclay Bridge Alliance paid for it to rebut the letter I wrote regarding current bridge's effects on the river environment. I will send you a detailed response in the future but wanted you to see it in case you were not on Fred's mailing list. I gave it a cursory read and notice with some satisfaction that over all she confirms my (as well as the County's) findings on the current bridge's effects on the river, although she makes some conclusory statements with which I disagree and which are not well founded. For example, she is of course misinformed in stating the current bridge has stood for 75 years and that is somehow evidence the bridge has functioned well. She does not appear to know the checkered history of the used bridge parts that make up the current structure. As you may know, there is evidence in county records that the bridge was replaced for unknown reasons in 1922; perhaps again in 1935; and it is well documented it washed out (apparently entirely) in 1948. There is also some evidence the east section of the bridge washed out in the early 1960's, as the County's FAQ document and the 1994 EA confirmed. Thus the current location can't be termed a "stable" location.

Date	Comment
	Her statement that in full context my concerns can only be resolved by eliminating the bridge and road and making all use Kona Ranch or Buckhouse is of course absurd. I never suggested any such thing. She appears to be using it as a way to brush past my point that we ought to recognize and at least try to minimize the current bridge's effects on the river environment in any future rehabilitation or replacement option. Her conclusory statement that "...the existing location will be shown to be the lowest impact location for a crossing in this area..." is, like the current bridge, not well supported. She does not indicate the basis for this statement and I believe it is highly arguable and would hope an honest and comprehensive review of the different locations will show the South Avenue location is a much more stable stretch of river. For example, the South Ave. crossing is above most of the influence of constriction of the "levee" of the road; it is in a straight section of the river that does not appear to be meandering; and it is above the influence of the large island which is complicating the flow around the current site. Mike Burnside
09/13/2012 ***Fred Stewart***	Jeff, I tried to get you by phone but apparently all lines are busy, and your name isn't recognized on the option to leave you a message. So, I'll try this. I would like to talk with you very briefly about the Major Rehab option you mentioned in the planning team meeting last Tuesday. My number is 406-541-3733. Thanks. Fred Stewart
09/13/2012 ***Don St. Peter***	

Date	Comment

Target Range School Board
Target Range School
4095 South Avenue West
Missoula, MT 59804

September 13, 2012

Dear Board Members,

I know your first concern is the welfare and safety of Target Range School children on the school grounds as well as on their way to and from school. Thus I hope you are following the discussion and reports that are resulting from the Maclay Bridge Planning Study being conducted by the Montana Department of Transportation and Missoula County. There is a statement that should be of considerable concern to the School Board, as well as to the students' parents, in the Maclay Bridge Planning Study's Existing and Projected Conditions Report, p. 26:

> *Since the 2011 Bridge Inspection Report was prepared, there has been further analysis of the bridge that resulted in the posted load limit being reduced from 14 tons to 11 tons. This reduction was based on analysis by MDT engineers. The two primary vehicles impacted by this reduction are school buses and fire trucks. School buses are generally within the 11 ton limit, as they weigh approximately 19,000 pounds when empty and 22,000 pounds when loaded. Fully loaded school buses are near or at the 11 tons limit. School buses are thus allowed across the bridge, as long as they do not exceed the posted 15 mph speed limit. (emphasis added)*

The fact that a loaded school bus is right at or perhaps at times over the posted load limit of the bridge is of major concern in and of itself. However, I have observed that very seldom does a slower moving vehicle like a school bus cross Maclay Bridge by itself. There is usually a string of cars following it and they all cross together. Thus the cumulative weight of a loaded school bus along with a following convoy of other vehicles would certainly far exceed the weight limit and would not provide any factor of safety.

Are you also aware the bridge has a number of structural risks and unknowns that state and county engineers have identified? These are listed in a May 12, 2011 Missoula County informational document, Maclay Bridge Project Frequently Asked Questions, and are included below:

> *1. What are the limitations of and/or problems with Maclay Bridge?*
>
> *Maclay Bridge is considered functionally obsolete and fracture critical according to a*

Date	Comment

2011 Montana Department of Transportation Bridge Inventory. A fracture critical bridge contains a deteriorating design element that will cause the entire structure to fail. In this case, two trusses on the main span are the fracture critical design element. If one of the trusses should fail, the remaining truss cannot support the load or the shape of the entire structure and it would collapse. Modern bridge design incorporates redundancy in structural elements to avoid total bridge failure in the event of one element failing.

In addition to the design deficiencies, this bridge's piers are located in the river channel on unknown materials. The east approach to the original bridge was washed out by flooding in 1963, and since then the channel has been altered with the deposition of material upstream of the bridge. Changing the shape of the channel changes stream flow. Increased water velocities remove material from the stream bed. If too much material is washed away, the piers in the channel will become unstable.

Prior to the current studies, Missoula County and the Montana Department of Transportation contracted in 1992 for a site selection study for potential replacement of the old bridge. The 1992 study did not result in a decision, however, since funding was no longer available, although a completed and signed Environmental Assessment (EA) was published in April 1994. That EA identified a Preferred Alternative of constructing a two lane replacement bridge at the end of South Avenue. On page 9 of the EA, the following was stated about the existing bridge:

The existing Maclay Bridge is a one lane bridge built in 1935 and structurally modified once in the late 1940's, and again in 1964. Due to structural deficiencies and increased traffic, the bridge's present load limit is posted at ten tons (9,072 kg). This load limit, enforced by the County, does not allow 18,144 kg (20 ton) fire engines to use the bridge, and barely permits school buses to do so. Within the next ten years, continued deterioration of the structure is expected to reduce the allowable load limit to 4,536 kg (five tons), at which point it will be closed to vehicular traffic. Repairing the bridge to raise its allowable loading cannot be accomplished without removing and rebuilding the bridge super structure and replacing its substructure. Such improvement would constitute a total replacement of the bridge.

On page 17 of the 1994 Environmental Assessment, the following deficiencies were also noted:

The following factors contribute to the overall inadequacy of the structure:

- *Major Span. The floor beams and stringers are undersized and will only support a 9,072 kg (ten ton) load. In order to upgrade the capacity of these members, the entire superstructure for this span would need to be removed and replaced*
- *Pony Truss. A portion of the truss has been damaged by overweight loads.*

Date	Comment

- *Foundations. The sandy soil below the existing river piers has been washed away. Rip rap has been placed to protect the piers; however, the foundations may still be susceptible to scour to depths below the footings.*
- *Approaches. Poor roadway alignments and lack of a guardrail at the bridge approaches create safety hazards for all types of traffic.*

The bridge will need to be reconstructed in order to correct these deficiencies. A new bridge will need to meet current floodplain regulations and design standards, neither of which is met by the existing one-lane bridge.(emphasis added)

Some limited temporary bridge repairs were conducted in 2003 to replace a few of the steel supports and the decking, but little was done to address the basic problems. Thus there remain documented problems and uncertainties with the foundation conditions under the old bridge; uncertainties about the bridge's stability during high water and its ability to survive a 100 year flood event; and the strength of the steel in the load bearing members. According to county records, the bridge is made up of a hodgepodge of pieces from far older bridges of uncertain age. It has been repaired (and washed out) a number of times in the past. It is currently in need of additional repairs and maintenance, as shown in the attached photos. However, Missoula County and Montana Department of Transportation do not plan to conduct a thorough analysis of the old bridge's existing issues as part of the current study, even though this study will soon result in conclusions and recommendations to the County Commissioners on whether to keep using the old bridge with minor repairs or to replace it with a modern safe bridge built to today's standards. For more information on the bridge's status and condition, visit **www.Maclaybridge.com**.

A collapse of that old bridge as a bus loaded with Target Range school children crossed it in high water, perhaps with a few vehicles behind it, is too horrible even to imagine. The School Board and parents of school children should demand more information and a thorough analysis by the County and State to assess these risks to our children and the community. With so many unknowns, common sense would dictate a close examination of the existing bridge to determine if the risks of keeping the old bridge are too great, whether repair is even a feasible option, and whether it is time to replace it.

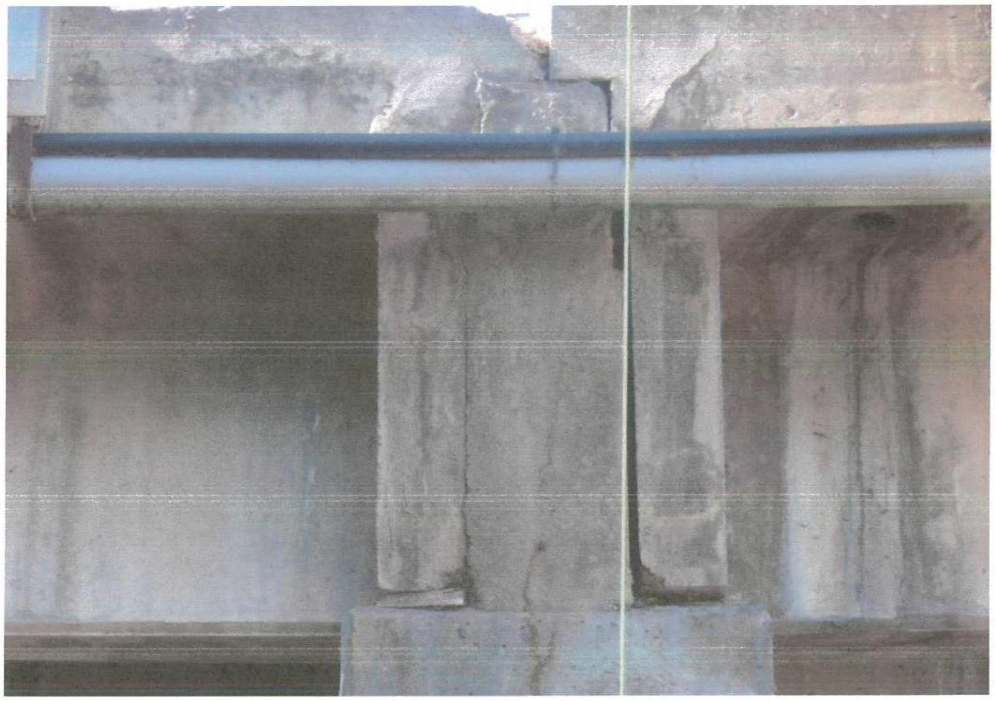
Sincerely,

Don St. Peter
Target Range Resident

Date	Comment



Spalled concrete and exposed rusted rebar in a Maclay Bridge support beam



Broken & corroded concrete, exposed rusted rebar, and misaligned joint in bridge support beams

Date	Comment

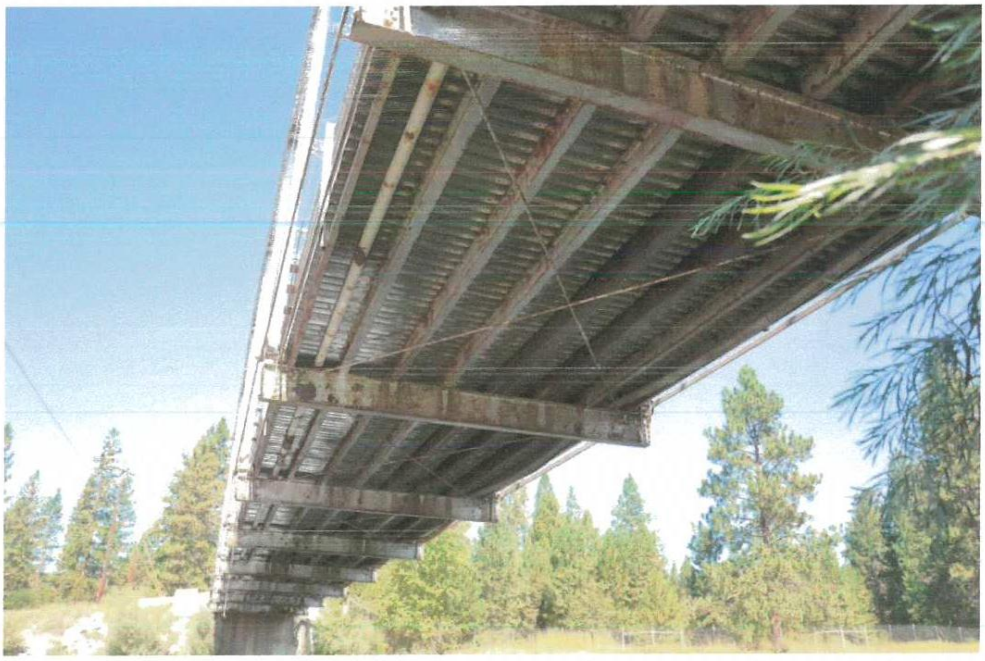


Rusted and pitted steel support beam under the bridge west span with corroded decking bolts



Cracked and corroded concrete in a main bridge support pier

Date	Comment



Rusted and deteriorated west bridge span with various patches to the bridge support beams



Unshielded and exposed high pressure natural gas line on the bridge where it crosses a deteriorated support joint.

Date	Comment
09/14/2012 ***Michael Burnside***	Kent, I believe it was you who mentioned on the phone at the last MDT/County bridge team meeting (11 Sept) that you had located some historic plans that shed light on the possible foundations under the bridge's piers and abutments. I was wondering if it is the same plans Erik and Greg found in county records and sent to me on a CD? There are several versions of the plans, some were undated and unlabeled and showed no subsurface foundation plans. Some were labeled, "Proposed Bridge Crossing, RJ Hale, Eng., July 19, 1948" and showed subsurface bridge design with no pilings. Some were undated and unlabeled but showed a parker truss and pony truss w/subsurface pier and abutment design but no pilings. Some were labeled, "Proposed Bridge Crossing at McClay Bridge Site Abutment Detail, RJ Hale Eng. July 20, 1948 (also signed as approved by County Commissioners on Aug. 9, 1948) and which showed pilings under the piers. And last, some were labeled, "Details of Proposed Maclay Bridge, EC Sharn, County Surveyor" (undated) with pilings but fewer and differently arranged than other plans. There were no plans anywhere labeled, "as built". Erik & Greg also provided me with the attached summary/excerpts from the historic commissioners' journal 1945 to 1964, which helps fill in details about what was constructed, who constructed it, when, and other related factors. One item in the journals of particular note is a letter of resignation signed by county engineer RJ Hale, Sept. 21, 1948, stating the following: "Your letter does not instruct me to take complete charge of the building of the structure and inasmuch as I feel that good engineering practice has not been followed, by your board, in the matter of constructing this bridge and that in all fairness to the engineering profession and myself, it is my earnest desire to be relieved of the engineering responsibility." Thus because the County engineer had strong reservations about the proposed engineering practices and refused to approve them, the County had to hire another engineer, a Charles Dimmick, to oversee the construction of the bridge piers & abutments. The journals also reveal that the bridge work, although begun by contractor HB Berky and Son, did not advance far before it was discontinued on October 20, 1948, "due to pending litigation". On Nov. 12, 1948, the Board of Commissioners approved a Change Order, in "...regard to change of design in pier on the Maclay Bridge site...". No further details were provided. Construction apparently sat idle until April 25, 1951 under a court restraining order when word was received spring floods were scouring the approach around the partially constructed west abutment. On Feb. 5, 1952 a journal entry notes that "abutments were poured some two years ago..." (ie, apparently in 1950) although no additional details as to why, by whom, and county involvement are provided. A series of subsequent journal entries, last one dated June 13, 1952, indicate a state court ordered the restraining order lifted and continued construction of Maclay Bridge. The commissioners expressed concern about the projected cost and budgetary shortfalls (likely similar to today's problems) and decided they and the county surveyor would travel to "...the old Nine Mile Bridge up the Blackfoot River..." to see if parts of it could be salvaged and moved to the Maclay Bridge site and installed there. After a series of journal entries indicating negotiations between the county and litigants and bids taken and rejected, the journal on Sept. 27, 1952 indicates the county advertised again for sealed bids for, "The erection of the abandoned Nine Mile Prairie Bridge site approximately 6 miles Southwest of Missoula Montana." Before a bid offer was selected, the County Attorney advised the Board that the county did not own the partially constructed abutments and piers at the Maclay Bridge site...those were the property of HB Berky, who had begun the work at the site. Berky had apparently never been paid for his work to that point. After being notified of that, the Board decided on October 24, 1952 to select HB Berky's bid: "...in the amount of $19,500.00 be accepted for the moving of the bridge at Nine Mile Prairie and placing on the abutments known as the Maclay Bridge...". This all seems to indicate there were many change orders in modifications, stops and starts, to the construction of the present bridge. Thus it is difficult to believe the old 1948 bridge plans can be relied upon as showing the actual "as built" situation at the existing bridge site, particularly when it is clear many short cuts were taken in the design to save money and some, including the County engineer had major concern about some of those actions. Equally troubling is the fact late in the process, an abandoned bridge system was found and moved from a site up the Blackfoot, and parts or all of it were modified somehow to fit the partially constructed piers and abutments at the Maclay site. No one seems to have records showing the age, history, condition, or type of bridge the Nine Mile Prairie bridge was and why it was abandoned but obviously it was not designed for the present site. Also the fact that the county attorney determined the county did not

Date	Comment
	own the piers and abutments should be of concern since it implies the county may not have had oversight of the entire construction of those facilities. Thus I hope you take all of this into account when deciding what weight to give those old plans that have turned up. Thank you for considering this. Mike Burnside
09/15/2012 ***Maclay Bridge Coalition***	Dear County Commissioners and Montana Department of Transportation officials, Attached is a letter which we have carefully researched and the points of which we discussed with County representatives prior to drafting this letter. Our letter explains in detail the flaws in the petition that was recently submitted to you by the Maclay Bridge Alliance. We hope you will give our letter careful consideration in determining what weight to give the Alliance's petition as well as other allegations made by the Alliance in other settings. We encourage you to use our letter as a basis for your own Statement of Facts or FAQ and hand it out at the next public meeting you are hosting at 6:00 pm Thursday Sept. 27 at Big Sky High School. We believe the citizens of Target Range and Missoula County have heard too much misinformation from the Alliance and need to hear the truth. Sincerely, Maclay Bridge Common Sense Coalition email: MBCSC@maclaybridge.com website: www.Maclaybridge.com

Date	Comment

Montana Department of Transportation
Missoula District
2100 West Broadway
Missoula, MT 59807

September 15, 2012

Missoula County Commissioners
200 West Broadway
Missoula, MT 59802

Re: Advisory Petition to Remove Maclay Bridge as a Priority for HBRRP Funding.

Dear Commissioners and MDT:

We have recently learned that Peggie Morrison, a leader in a group known as the Maclay Bridge Alliance, submitted to you a petition the group has been circulating in Missoula County. The petition's stated goal was to advise you to remove the Maclay Bridge as a priority for funding from the Federal Highway Trust Fund's Highway Bridge Replacement and Rehabilitation Program (HBRRP). By this action, it appears the group would prefer that the Missoula County taxpayers bear the full financial burden of any future Maclay Bridge replacement or repair costs instead of having the costs covered by fuel and other tax dollars in the Federal Highway Trust Fund.

We have examined the petition's "whereas's" and have found them to include incorrect or misleading statements, partial truths, and out of date information. Since the citizens who signed the petition did so based on faulty information, we would hope you will give no weight to the advice in the petition during your consideration of what to do about the existing old bridge.

The following are our detailed analyses and responses to the "whereas's" in the Alliance's Advisory Petition:

> **1. Whereas, Maclay Bridge has been inspected by MDT and county inspectors and found healthy and in good maintenance with a Health Index of 96.39 as of February 9, 2010;**

Fact: This statement is based on information that is far out of date. According to the July 9, 2012 Existing and Projected Conditions Report (prepared for the Montana Department of Transportation), p. 28:

> *The "Health Index" Based on the recent October 31, 2011 bridge inspection, the Maclay Bridge was given a health index of 89.91. Montana's statewide off-system bridge data indicates that 72.9 percent of all off-system bridges have a health index higher than the*

Date	Comment

Maclay Bridge health index. This health index value places the Maclay Bridge near the bottom quartile of all off-system bridges.

Also on p. 28 of that MDT report:

Off-system bridge data statewide suggests that 98.3 percent of all off-system bridges have a sufficiency rating higher than the Maclay Bridge health index.

2. Whereas, Maclay Bridge is a recognized landmark on a rural county road and not part of a state or federal highway system;

Fact: It is true that perhaps ¼ to ½ of Maclay Bridge's four-component structure can be documented as old and for that reason alone it may be eligible to be listed as an historic structure. But many old structures have been removed when it was determined they were public safety hazards or caused unacceptable environmental damage, such as the nearby example of Milltown Dam.

Maclay Bridge is in fact a structural hodgepodge, a patchwork of bridge sections, some of which are reused parts of other old bridges or sections added to repair past damage from floods or vehicles that exceeded the bridge's strength. Some of the bridge parts may date to 1922 or earlier, some may date to 1935, some may be older, and some are as recent as 1994 and 2003. Other parts are of unknown age, origin, and strength. Information from the Commissioners' own historic journals, dated from 1945 to 1964, and bridge plans in the County's archives confirm the bridge's checkered and uncertain past. There is both anecdotal and record evidence that the bridge has washed out and been replaced or required major repairs 5 or 6 times since 1893. The County's Office of Public Works has some of this historic information on file.

3. Whereas, because it is a single lane bridge, Maclay Bridge has a low sufficiency rating based on standards that apply to state and federal highways;

Fact: This is a misleading statement because it implies that the standards shouldn't apply to a county bridge. According to the July 9, 2012 MDT Report, the American Association of State Highway Transportation Officials' (AASHTO) Standards state that single lane bridges are not appropriate for traffic volumes exceeding 50 vehicles per day (vpd). This is true regardless if a bridge is part of a county, state, or federal highway system. In 2011, the MDT reports Maclay Bridge experienced 2360 vpd, which is nearly 50 times higher than the AASHTO standard. This is one of the reasons the bridge was officially classified as Functionally Obsolete. The July 9, 2012 MDT Report, p. 28, states:

This is based on the single-lane width of the bridge being sub-standard for the current traffic volumes, and the sub-standard curves on both approaches to the bridge.

4. Whereas, the average daily traffic has not shown significant increase in 15 years;

Fact: According to MDT Data, the traffic count measured 300 feet west of Maclay Bridge was 2060 vehicles per day (vpd) in 1995 and 2190 vpd in 1996. In 2011, it was 2360 vpd for a net

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increase of up to 300 vpd over that time period, which is about a 15% increase in 15 years. That is a significant increase. MDT has carefully analyzed the past 20 years of traffic data and projects the traffic at the same site will be 3800 vehicles per day (84 % increase over 1995) in 2030 and 4550 vpd (123% increase over 1995) in 2040. It should be noted that 2040 is only 28 years away. It is difficult to believe that a single lane bridge with poor alignments at both ends will be able to handle this amount of traffic without a huge loss of service to the areas west of the river and many accidents and lives lost.

5. Whereas, alternate bridge crossings exist at Highway 93S and Kona Ranch Road;

Fact: This statement misleads people into thinking these alternative Bitterroot River crossings offer the same level of service as a new two lane bridge in Target Range that is placed, for example, at the west end of South Avenue. They do not. Implying these distant bridge crossings are equivalent to a two lane bridge at South Avenue or nearby is not responsive to the needs and concerns of those living west and east of the current bridge. Having to use these other crossings would mean significantly delayed emergency vehicle response times to residences living west of the current bridge, time delays that could mean the difference between life and death or loss of homes and other valuable property. Having these longer travel distances would also add significantly to travel costs and time delays for daily commutes back and forth to work as well. Using these longer routes would also generate more exhaust emissions and impact the environment.

6. Whereas, a replacement bridge will impose significant impact on neighborhoods with respect to human and natural environments;

Fact: This assertion was addressed in the 1994 Environmental Assessment and found to be without merit. Regardless, the County and MDT are currently reassessing this very issue and will issue a report in the near future. In addition, this statement ignores the fact that there are neighborhoods already currently being unnecessarily and significantly impacted by traffic that must divert from its direct route on South Avenue to cross over streets like Humble, Woodlawn, and Clements, to reach North and to cross the current Maclay Bridge. Once there, traffic must divert back south on River Pines Road to reach the Blue Mountain/Obrien Creek junction. At least 6 streets are being impacted by the current situation, 5 more than would be required if a South Avenue bridge location was chosen.

In regard to the natural environment, the current bridge location and configuration has caused damage to the river so that currently the channel is not in a natural condition. County engineers have acknowledged this, as explained in the following quote from Missoula County's 2011 Frequently Asked Questions public information document:

"1. What are the limitations of and/or problems with Maclay Bridge?

In addition to the design deficiencies, this bridge's piers are located in the river channel on unknown materials. The east approach to the original bridge was washed out by flooding in 1963, and since then the channel has been altered with

Date	Comment

the deposition of material upstream of the bridge. Changing the shape of the channel changes stream flow. Increased water velocities remove material from the stream bed. If too much material is washed away, the piers in the channel will become unstable."
(http://www.co.missoula.mt.us/road/documents/pdfs/Maclay%20Bridge%20FAQs.pdf)

In other words, the bridge has harmed the river environment; changed its natural course and shape; and in the process led to circumstances that threaten the bridge's own stability and public safety.

Other impacts to the environment result from the extra distance that must be driven compared to a direct South Avenue route. Currently a vehicle must drive an extra half mile to divert to North Avenue from South Avenue, cross the bridge, then return to the route of travel. At a current vehicle count of 2360 vpd, this means there are at minimum an unnecessary 1180 miles being driven each day. This waste of gasoline is also causing extra amounts of exhaust pollution to be vented into the atmosphere.

7. Whereas, a replacement bridge will be a multi-million dollar project with no firm estimate of total project costs, funding source(s) or resident tax impacts;

Fact: This statement is substantially false. While it is true a replacement bridge will be a multi-million dollar project, the funding source is well known and established. The ultimate source is the Federal Highway Trust Fund, which collects money from gasoline, diesel, and tire taxes paid by all motorists. Some of these funds are distributed by the federal government to States and Counties through the Highway Bridge Replacement and Rehabilitation Program (HBRRP) which would be the funding source for any Maclay Bridge replacement. It is premature to calculate total project costs until the best site and bridge designs are chosen. However, the agencies have estimated a range of from $10 million to $20 million.

There would be no resident tax impacts imposed if HBRRP funds are used, as affirmed again by the Missoula County May 12, 2011 Frequently Asked Questions document, which states, "*There are no local funds involved with the project.*" However if Missoula County passes up this opportunity to use federal dollars to replace the bridge and the bridge fails in the future, Missoula County residents will then have to bear the full costs of replacement and at that point there WILL BE significant resident tax impacts. Thus the choice is whether to use up to $20 million in federal dollars to fix a local problem--dollars which will be spent in the local economy potentially helping create jobs and generate income. Or to wait until the bridge inevitably deteriorates or fails and be forced to spend up to $20 million of local tax dollars, with large resident tax impacts, to fix it.

8. Whereas, a replacement bridge will impose upgrade requirements and impacts on area wide infrastructure including streets, roads, schools, hospitals and more;

Fact: This statement is false. There is no evidence and no basis for such an assumption that upgrade requirements will be needed for all of these facilities if a new bridge were placed on South Avenue, other than the section of South Avenue from Clements to a new bridge site. We

Date	Comment
	understand this would be funded under the HBRRP funds. The majority of the traffic on South Avenue heading to Maclay Bridge already passes by Target Range School, Big Sky High School, and Community Hospital. Changing the bridge location from North Avenue to South Avenue will not dramatically change that fact. However moving the bridge site to South Avenue will reduce traffic and the existing impacts to neighborhoods living on Clements, Humble, Woodlawn, North Ave., and River Pines, streets along which many children travel to and from school. Many schools cope safely and easily with traffic passing next to them. These include Porter Middle School on Reserve Street; Hellgate High School on Higgins Ave.; and both Big Sky High School and Target Range School on busy sections of South Ave. The Board of County Commissioners has already gone out of its way to demonstrate responsiveness and willingness to serve Target Range neighborhoods experiencing growth. These efforts include but are not limited to providing a traffic light and reduced speed limits by Target Range School; reduced speed limits from 45 mph to 35 mph throughout the Target Range area; 4 way stops where needed; and sidewalks and pedestrian paths throughout the Target Range area The Alliance also asserts that a new bridge at South Avenue would attract traffic, both commercial truck traffic and bypass traffic, because of the proposed two-lane bridge configuration. However, the traffic modeling the County and MDT has done to date does not support the assertion there would be more traffic that would be attracted to a two lane bridge in Target Range. The 2012 MDT Existing and Future Conditions report, p. 16, projects there will be major growth in traffic in the Target Range/Big Flat areas due to growth in those areas and regardless of the presence of a new bridge. This growth will make a single lane bridge like the existing one even more of a problem. The majority of commercial traffic going through Missoula is traveling between Interstate 90 and Highway 93 and uses Brooks St./Orange St. or Brooks St./Reserve St. since those are the most direct routes with the capacity and speed limits to accommodate through traffic. A route that goes over a potential bridge at South Ave. could be part of an east-west route for those traveling from Big Flat to the downtown area or points north and south. But if north-south traveling trucks wanted to use it, they would need to go a circuitous route that would take them at least 3 to 4 miles out of their way and through many roadways that have reduced speed limits and difficult turning radiuses to or from the Blue Mountain/Hwy. 93 junction and to or from Reserve Street via a Target Range bridge. Thus there would be no incentive for them to consider such a route. The majority of east-west traffic through the Missoula area primarily relies upon I-90. We have also been informed that past Missoula County studies show a significant portion of traffic along Hwy. 93 S is traveling to the Missoula area as its final destination. The purpose of this traffic is to reach retail stores and services (hospitals, etc.) and thus it would not be seeking any bypass route. If in the remote possibility truck traffic ever became a residential issue in Target Range, the County has the authority to address the issue by declaring the affected county roads a "no truck" route. If increased passenger vehicle traffic resulted beyond that predicted, the County could address this through traffic calming devices such as "pinch points", traffic circles, and traffic

Date	Comment
	lights. In the future, the County and MDT could also better synchronize Reserve's traffic lights and widen Reserve Street to a 6 lane configuration to handle those increased north-south traffic flows that might develop. **9. Whereas, to date the county has failed to undertake a feasibility study to determine need and support for the bridge;** Fact: The County and MDT are currently undertaking a detailed Maclay Bridge Planning Study to assess travel corridors and efficiencies, and to determine the need for a replacement bridge. **10. Whereas, there has been no process for public involvement and input for this project for over 15 years;** Fact: The County and MDT are currently undertaking a process that provides ample opportunity for public involvement and input for this project. It is a distraction and unfair of the Alliance to accuse the Board of not listening to the public and of having secret plans and motives regarding a bypass route tied to a bridge replacement/repair in Target Range. It is troubling that the Alliance's actions and assertions, as most recently exemplified by this petition, serve mainly to protect the interests of those who own valuable property--some with large acreages with possible subdivision potential--at the west end of South Avenue. Unfortunately, the protection of the west end of South Avenue would be at the expense of others who live in Target Range, Big Flat, Obrien Creek, and west of the Bitterroot River, as well as the rest of the residents of Missoula County. In conclusion, we again ask that you give no weight and little consideration to the Alliance's petition as you reach your decision on what to do about the replacement of the old bridge. Sincerely, ***Maclay Bridge Common Sense Coalition*** email: mbcsc@maclaybridge.com website: www.maclaybridge.com
09/16/2012 ***Judy Sutherland***	After reading the data available, for the safety of all, please build a new safe bridge at South Avenue
09/17/2012 ***Anonymous***	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 09/17/2012 19:01:19 Project Commenting On: Maclay Bridge Planning Study Nearest Town/City to Project: Missoula Comment or Question: I was very concerned because on the Options Under Consideration map possible bridge paths would be cutting through private property. It really gets people upset to suggest these options when this would mean cutting through someones house, yard, or hay field. If there is an easement already planned that doesn't involve cutting into private property and avoids forcing someoneto lose their livelihood why not stick with it. Submitter's IP address: 184.166.66.36 Reference Number = picomment_621185302734375
09/17/2012 ***Anonymous***	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 09/17/2012 19:11:03 Project Commenting On: Maclay Bridge Planning Study Nearest Town/City to Project: Missoula

Date	Comment
	Comment or Question: How much will the land owners be payed for their land that will taken over by the bridge route? Is there any consideration about how that impact their land to have it cut in half? Submitter's IP address: 184.166.66.36 Reference Number = picomment_296905517578125
09/17/2012 ***Anonymous***	A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 09/17/2012 20:43:50 Project Commenting On: Maclay Bridge Planning Study Nearest Town/City to Project: Missoula Project Milepost: Target Range Comment or Question: The Richardson land which would be cut into if Mount Ave was expanded is used for agriculture purposes and it would interfere with their farming business to have the bridge route cut through the land. Submitter's IP address: 184.166.66.36 Reference Number = picomment_55584716796875
09/18/2012 ***Svingen***	**I am Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** RECEIVED SEP 18 2012 Board of County Commissioners € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: I believe it would should place a bridge @ the end of South Name: Lyla Svingen Address: 9600 O'Brien Creek Phone Number:_____ Email Address: Svingen9600@gmail.com
09/20/2012	Jeff,

Date	Comment
Fred Stewart	The Major Rehab alternative that was discussed at you last planning meeting would bring the bridge up to a highway standard load rating, I think it is HL93, but I'm not sure about that. It was stated that the bridge would likely be removed and the work done off site, with the final cost likely exceeding the cost of a new bridge. For several reasons that is not a viable or reasonable rehab alternative, even Lewis and Erik were chuckling when it was mentioned. I asked Frank Muth for his opinion and he said that the bridge could be rehabilitated, on site, to a load limit of 25 tons for a fraction of the cost of a new bridge. A load rating of 25 tons is more than enough for the heaviest piece of fire equipment that Missoula Rural Fire Department Chief Bill Colwell has said he currently uses. A quote from a statement he made in February, "The best level of service in the future for the Big Flat and Target Range area would include a bridge capable of handling a Water Tender type load up to 44,000 lbs." I would consider increasing the load to 25 tons with a useful life of 40-50 years to certainly be a "Major Rehab", and it would also be realistic and viable. I hope you will have enough time before the meeting next week to include this in your presentation. It was also mentioned at the last planning team meeting that the original drawings had been found for the Maclay bridge. How can I get a copy of those drawings for Frank Muth to look at before the meeting next Thursday? Please let me know. Thanks for all your work on this project. Fred
09/21/2012 ***Ken & Lorna Richardson***	We are ~~I am~~ **Concerned about the long term safety and health of the existing Maclay Bridge and want my issues considered in the analysis being conducted by the Montana Department of Transportation and Missoula County.** RECEIVED SEP 21 2012 Board of County Commissioners € I believe the current bridge is a public nuisance and safety hazard relative to drowning and vehicular accidents. € I am concerned about the long-term viability of Maclay Bridge particularly for emergency vehicle access in light of the longstanding weight restrictions. € I believe the current bridge has created an access bottleneck. € I believe the current bridge has negatively affected the river channel over time and should be remedied as an environmental problem. € I am concerned about the scouring that is undercutting the bridge support structure which could result in failure over time. € I have additional concerns and comments: ** Oppose latest options Ruana Family on our property Name: (Ken+Lorna) Richardson + family Address: 4328 + 4404 Mount Ave Phone Number: 406-370-8434 Email Address:
09/24/2012 ***Michael Burnside***	Dear Board Members, County Officials, and MDT representatives, Attached is a brief letter with 3 detailed appendices which I prepared to address some technical issues and misconceptions recently raised by the MB Alliance's consultant. I hope the attached will be informative and useful to you in the continuing analyses of the bridge options. Michael Burnside

Date	Comment

To: Missoula County Commissioners September 24, 2012

Montana Department of Transportation

Ref: Maclay Bridge Alliance consultant letter on problems at Maclay Bridge

Dear Sirs/Madams,

Fred Stewart of the Maclay Bridge Alliance sent me a copy of a memo written by Ms. Traci Sylte, a consultant he retained to respond to a letter I had written to you on July 15 regarding conditions I have observed at the current bridge site. If you recall, my letter raised concerns that scour of the river's bed and banks is taking place due to the bridge location and design and that the east side of the river channel is being blocked by gravel bars and islands forming around the 3 bridge piers, likely due to constriction and backwater effects from the bridge. I have reviewed Ms. Sylte's memo and some of my detailed comments on her memo can be found in Attachment A. The most notable items in Ms. Sylte's memo are:

- Ms. Sylte agrees with me on the major issues I have raised regarding the current site.
- Ms. Sylte incorrectly states that Maclay Bridge has functioned better than similar bridges of its era and has been around for almost 75 years. In fact, Maclay Bridge has washed out and been replaced up to five times in the last 100 or so years (please see Attachment B: Summary of Maclay Bridge Washouts and Rebuilding and Future Flood Potential).
- Ms. Sylte presents, without any supporting data or engineering analysis, two options: 1.) leave Maclay Bridge at its current site as the "lowest impact location" or 2.) remove the entire bridge and River Pines Road and force locals to use Kona or Buckhouse Bridges as a way of resolving any concerns. She does not address the merits of a South Avenue location.

I have also included an Attachment C: Missoula Area Bridge Sites, to provide you an overview of bridge sites and their various configurations in the Missoula area.

I continue to support the County's and MDT's approach to fully analyze the situation; identify the impacts; develop options to avoid, minimize, or eliminate problems; and to base this approach on data, engineering analysis, and feedback from the community. The purpose of my letters to you regarding Maclay Bridge is to underscore my ongoing concerns about 4 things: 1.) the unnecessary environmental impacts on the river; 2.) the risks to public safety from the old bridge; 3.) the unnecessary impacts to 5 streets and neighborhoods in Target Range from the current inefficient travel routes, and 4.) the waste of future county tax dollars if we do not fix the problems now.

Sincerely,

/s/ Michael Burnside

Michael Burnside

Date	Comment

Attachment A: Response to Sylte Comments

The criteria Ms. Sylte includes in her memo for bridge crossings is summarized (in italics) below, followed by my response. Sylte offered these criteria but did not apply them to any of the options MDT and the County are considering:

1. Flood plain capacity and function: Minimize road and crossing footprint within the floodplain and channel migration zone. (I agree: don't construct large abutments into the flood plain and don't build bulky piers with several piers closely spaced and blocking part of the channel, as has been done at the current Maclay Bridge site.)

2. Planform…cross on the most stable and straight river segments that are "sediment transport dominated" rather than "sediment transport limited (depositional)." (I agree: avoid crossing at stream meanders if possible and avoid depositional areas such as those that might exist or be aggravated by piers constructed below a large island where channels converge, as at the current Maclay Bridge site. Instead crossings should be sited where the channel is straight, stable, and sediment transport dominated, such as, for example, at the South Avenue crossing.)

3. Dimension: At least span (i.e. cross without impeding) the bank full or unaltered channel width. (I agree: when you cross a stream, minimize the extent to which you impede its flow or alter its channel. Don't construct abutments or piers that constrict and alter the channel width as has been done at the current site.)

4. Discharge, sediment, and wood transport: accommodate the design discharge and associated bedload and debris without backwater effects. (I agree: The County should design a structure that will survive at least a 100 year flood event and will not create backwater effects. However, a 1988 FEMA study suggests a 100 year flood event might overtop the current bridge deck and destroy the structure. The FEMA study was actually "conservative" in that it did not consider in detail the possible backwater effects created by the current structure nor did it appear to consider in detail documented past peak flows at the site, such as the 1899 or 1948 events.)

5. Gradient: facilitate the natural stable stream gradient through the crossing site. (I agree: don't create a constriction with abutments and piers such as those that exist at the present site since doing so will interfere with the natural stream gradient causing scour and deposition.)

6. Stability: understand, predict trend, and accommodate river instability. (I agree: don't place a bridge at an unstable site on a river where there has been a long history of bridges washing out. Rather, place a crossing where the river is straight and likely more stable.)

7. Substrate and bedforms: provide for the distributions and forms of adjacent river sections. (It is not clear what Ms. Sylte is asserting with this statement, but I presume she is asserting a general principle of adequately designing the bridge to avoid altering natural processes and to which I can agree.)

Date	Comment
	Attachment B: Summary of Maclay Bridge Washouts and Rebuilding and Future Flood Potential On p. 4, item 7 of her memo, Ms. Sylte asserts, "*What I can comment on is that this bridge has lasted a long time, more than 75 years; it has issues common to a lot of undersized bridges on meandering streams; it has also not washed out like so many other bridges of its era have...making one wonder that the site and bridge have functioned together much better than many bridge crossings.*" Ms. Sylte's statement is very wrong in its "facts." If one researches the checkered history of the bridges at the current site, it is evident bridges have washed out at the current site up to 5 times, or once every 20 to 30 years. Needless to say, that's not a very good track record for a bridge site and it certainly does say something about how "well the site and bridge have functioned together", but not what Ms. Sylte implies. Consider the following documented facts: 1. A bridge appears to have first been constructed at the present site in the late 1800's, when, according to anecdotal information presented by the Maclay Bridge Alliance on its website, a bridge was constructed in 1893 to span the river. No mention is made what happened to this bridge but in 1899, the USGS recorded the largest Bitterroot River flow ever measured at the present bridge site of 38,300 cubic feet of water per second, (which by the way appears to be in the range of the flow that FEMA assumed for a 500 year flood event in its 1988 study.) It is likely any bridge existing at the present site washed out during that huge flood event. 2. A subsequent bridge at the Maclay Bridge site may have been constructed around 1922, since the County's archives contain bridge blueprints dated 1922 for a bridge consisting of two Parker trusses to be built at the Maclay Bridge crossing. According to Maclay Bridge Alliance anecdotal information obtained from long time residents, a bridge was washed out at the current site in 1923 when a large snag hit the bridge during a major flood and knocked it into the river. 3. Various county documents such as the 1994 EA and MDT bridge data bases refer to a bridge constructed or reconstructed at the site in 1935, although no details are given and no plans have yet been found in County archives with that date. A 1935 bridge may have been a replacement for one that washed out in the 30's. 4. In 1948, it is well documented the entire Maclay Bridge washed out in a large flood event that was subsequently reported in The Missoulian. No river flow measurements were taken at that time to indicate flow rates. Historic Commissioners Journals from 1945 to 1964 indicate the county began planning for a reconstruction of bridge abutments and pier(s) after the 1948 flood, but various legal and financial problems blocked its construction. The County engineer resigned over bridge design issues and it is not clear what oversight, if any, was given to construction of piers and abutments, which a contractor may have continued to build on his own at the site. This led to an awkward situation later when the County had to admit the contractor owned the abutments and piers, not the County. In 1952 when the legal issues were resolved and construction could advance, the County determined it did not have money to construct a new bridge to place on the piers at the site and searched for an

Date	Comment
	inexpensive used one. According to the historic Commissioner's Journals, an old abandoned truss bridge was finally found "up the Blackfoot" at a place called Ninemile Prairie. No records are known that give the age, condition, or history of that bridge. However the Journals state the old Blackfoot bridge was moved to the site and parts of it used in 1952 to erect parts of the current bridge. Since the bridge did not "fit" the site, a short pony truss was inserted in the middle, between two larger Parker trusses, creating a 3 component truss bridge. This meant constructing a second pier in the east river channel beside the existing one to support the pony truss and east Parker truss. 5. In the 1960's, County records indicate the east Parker truss was damaged due to a "wash out" at the east abutment and/or overloading of the truss. Thus, in 1964 the east truss was replaced with two pre-stressed concrete bridge sections and a third pier was added to the channel, not far from the other two piers. This has led to the current arrangement (from west to east) of a Parker truss of undetermined age and origin put in place in 1952; a pony truss also of undetermined age and origin put in place in 1952; and two pre-stressed concrete spans put in place in 1964, with a total of 3 piers in the east side of the river channel. **Future Flood Potential: Factors That Will Affect the Size of Future Bitterroot River Floods** Since 1899, the Bitterroot Valley, which is the watershed for the Bitterroot River, has undergone substantial changes due to human habitation. These changes will act to increase the potential for rapid rain and snow runoff, creating major river peak flows in the future. Those changes include: • Increased numbers of roads in the mountains which will intercept shallow ground water flows and cause them to flow more quickly to stream channels and into rivers. • Loss of tree cover due to timber harvest, clear cutting, major forest fires, and roads which will mean snow will melt faster on mountain slopes in the spring. • Urbanization and "suburbanization", ie, the construction of driveways, parking lots, paved roads, and roof tops, which will cause more rain and snow melt to flow directly into the rivers instead of infiltrating into the ground water. • A warmer climate which may lead to more extreme storm events as well as more large forest fires. A warmer climate also means winter snows will more rapidly melt in the spring instead of slowly releasing the stored water. The highest recorded flow as measured by the U.S. Geological Survey at the current bridge site was 38,300 cubic feet per second in 1899. At that time, there were few if any man made obstructions along the lower river channel. For example, most of the town of Lolo; the various subdivisions along the Bitterroot River including all of the developments between Lolo and Missoula; Blue Mountain Road; Knife River's levees protecting its gravel pit and workings next to McCauley Butte; and the now-elevated River Pines Rd.(which acts like a levee) did not exist as prominent features until recently. Thus prior to these changes the Bitterroot River could overflow its banks, effectively temporarily storing that water and reducing peak flows that might otherwise reach the current bridge site.

Date	Comment

In addition, the present bridge with its projecting abutment and three piers were not there to further constrict the flow and prevent the flood waters from using all of the flood plain at that point. Thus the flood height for a 100 year flood event might be expected to be even higher today at the present bridge than in the past. In short, as more man-made structures channel the river along its lower section, the height of the flood level is raised.

The dramatic effects of urbanization on flood patterns are well documented. For example, in Mercer Creek near Bellevue, Washington, human development along the stream from 1978 to 1994 caused the maximum measured stream flows to be 2 to 3 times higher than during the period from 1956 to 1977 (Hyndmans' Natural Hazards and Disasters, p. 334 (2003)).

Unfortunately, we have major data gaps in the record for past large flood events in Montana that washed out Bitterroot River bridges and thus we do not know the maximum flow of many past large floods which could aid us in assessing future flood risks to bridges. The following is a data table compiled of all USGS and National Weather Service measurements for maximum stream flows for the lower Bitterroot at the present bridge site. Of particular concern is the lack of measurements for peak flows during known major flood events that washed out the current bridge, such as 1923, 1948, and the 1960's. This lack of data makes it difficult to accurately predict the recurrence intervals and maximum flows for 100 year flood events. Thus engineers may choose to rely on unreliable computer models which do not accurately factor in many of the human-caused changes. The variations in gage height in the table are likely due to a number of variables, including presence or absence of human improvements (constrictions) in the flood plain, degree of vertical bed scour that occurred during the flood, etc.

Combined US Geological Survey and National Weather Service Peak Flows for the Bitterroot River Near Maclay Bridge

Water Year	Date	Gage Height In Feet	Stream Flow In CFS
1899	Jun. 20, 1899	11.55	38,300
1900	May 13, 1900	---	18,200
1901	May 30, 1901	---	18,400
1903	Jun. 05, 1903	---	19,700
1904	May 25, 1904	---	18,300
1974	June 18, 1974	13.40	30,000 (NWS)*
1975	June 20, 1975	11.10	19,900 (NWS)*

Date	Comment

Water Year	Date	Gage Height In Feet	Stream Flow In CFS
1976	May 15, 1976	11.00	19,500 (NWS)*
1982	June 18, 1982	11.00	23,400 (NWS)*
1990	May 31, 1990	8.13	10,200
1991	Jun. 07, 1991	9.76	15,200
1992	May 01, 1992	6.54	6,370
1993	May 22, 1993	8.71	11,800
1994	Apr. 23, 1994	7.22	7,900
1995	Jun. 04, 1995	9.53	14,400
1996	Jun. 10, 1996	11.83	20,300
1997	May 18, 1997	13.11	24,800
1998	May 27, 1998	8.40	10,000
1999	Jun. 04, 1999	10.65	15,700
2000	May 29, 2000	7.60	8,550
2001	May 15, 2001	7.68	8,610
2002	Jun. 01, 2002	10.33	14,900
2003	Jun. 01, 2003	12.65	21,600
2004	Jun. 07, 2004	7.92	8,830
2005	May 20, 2005	7.94	9,100
2006	May 21, 2006	11.24	17,500
2007	Nov. 08, 2006	9.27	12,200
2008	May 21, 2008	11.97	19,600

Date	Comment

Water Year	Date	Gage Height In Feet	Stream Flow In CFS
2009	Jun. 01, 2009	11.38	17,900
2010	Jun. 06, 2010	9.94	13,900
2011	Jun. 09, 2011	11.37	18,600

**indicates data combined from NWS measurements*

Date	Comment

Attachment C: Missoula Area Bridge Sites

Ms. Sylte states that all bridges provide some stream access for the recreating public and that is certainly true. However not all bridges create significant attractions such as large scour holes and sand bars, or offer a truss structure that invites diving as does Maclay Bridge. Therefore it is incorrect to make a broad generalization that "all bridges create recreation sites".

This is supported by a brief survey of Missoula area bridges to observe any with situations similar to Maclay Bridge, ie, with obvious deep swimming holes created by scour, or sand bar conditions around multiple piers. Of the ten bridges surveyed to compare with Maclay Bridge, none had multiple piers placed closely in one part of the channel. Most had streamlined piers designed not to impede the flow, with abutments that did not act to obstruct the stream during high flow. With one exception, none of the ten bridges were associated with a major swimming/diving/sunbathing recreation site. The exception, the East Missoula Bridge over the Clark Fork, does provide access to a large sand and gravel point bar upstream at a natural pre-existing meander in the river that many find an attraction. But the bridge did not create those circumstances, merely provided access to them. Attached are a series of photos of Missoula-area bridges for your information and comparison.



East Missoula Bridge on the Clark Fork looking upstream. Notice the well designed piers and lack of abutments that constrict the flow. The point bar upstream of the bridge on the right is the recreational draw in the area.

Date	Comment



University pedestrian bridge on the Clark Fork looking upstream. Notice the few piers, lack of scour and sandbars, and little evidence of recreation use.



Madison Street Bridge on the Clark Fork looking downstream. The gravel bar on right is partly due to the delta from Rattlesnake Creek which enters the Clark Fork just upstream. Notice the well designed pier and lack of channel constriction.

Date	Comment



Orange Street Bridge on the Clark Fork looking upstream. Again the piers and abutments to not constrict the flow and thus little scour or sand bar development is evident. There is little evidence of recreation use.



Missoula railroad bridge on the Clark Fork looking upstream. The piers are blocky and not streamlined but do not appear to be significantly constricting the flow. No evidence of recreation use.

Date	Comment



California Street pedestrian bridge on the Clark Fork, a suspension bridge with one pier located on a pre-existing island. Again the abutments and piers do not constrict the river flow.



Russell Street Bridge on the Clark Fork from upstream. Again there is minimal pier and abutment constriction of the channel and little evidence of recreation use.

Date	Comment



Reserve Street Bridge on the Clark Fork looking upstream. Again there are minimal piers and abutments constricting the flow and no evidence of scour or sand bar creation due to these structures.



Kona Ranch Bridge on the Clark Fork looking downstream. Again it shows well designed abutments and piers with minimal river constriction, scour, or sand bar development. The only recreation use is at the river access point nearby, constructed by the MTFWP.

Date	Comment



Buckhouse Bridge on the Bitterroot River looking upstream, with a timber-cribbed pier of the old railroad bridge parallel to Buckhouse just visible to the right. There are 3 piers at Buckhouse but they are stream lined and widely spaced and do not appear to be creating a major swimming hole or sandbars.



Maclay Bridge on the Bitterroot River looking downstream. The bridge consists of 4 sections with 3 piers close together in the east channel. The west abutment on the left is a prominence that was constructed into the channel, creating a constriction between it and the 3 large cement piers in the east side of the channel where the sand bars and island have developed. The scour hole extends under the truss bridge section where the diver is preparing to jump.

Date	Comment
	 A view to the west of the Bitterroot River in the vicinity of the proposed West South Avenue bridge crossing. The Bitterroot River is straight and relatively shallow here, with no sand or gravel bar development.
09/25/2012 ***Anonymous***	Bridge Photo…top of structure jumper

Date	Comment
	
09/25/2012 ***Peggie Morrison***	Jeff, I thought "improvement" wasn't going to be used with "options"? See you on Thursday. Peggie
09/25/2012 ***Jeff Key***	The "improvement options under consideration" document clarifies in the text (second paragraph on first page) what improvement options are defined as - including the No Build and various TSM strategies. Jeff

Date	Comment
09/25/2012 ***Anonymous***	
09/25/2012 ***Stacy Hunt***	**Hello -** **I'm a home and business owner live/working on O'Brien Creek, 1.5 miles from the current Maclay Bridge location. I'm concerned about the county's decision making regarding the status of the bridge and replacement/relocation, and I'd like to learn more about the county's plans, and when a decision is expected to be made. I would also like to know how to be involved in the process, as any decision clearly impacts my family, and my business.** **As I understand it from the folks at the Maclay Bridge Common Sense Coalition (http://maclaybridge.com) there are a number of options being considered. Understanding the background and existing recommendations - I've read them all today - the best option would be relocating the bridge to a location where there would be less impact on the river and better traffic quality to/from major roadways.** **There's my six cents. Looking forward to hearing more from you.** **Stacy Hunt** **Confluence Communications** **406.550.9397**
09/26/2012 ***Lewis YellowRobe***	Stacy: I invite you to attend the third informational meeting at Big Sky High School on Thursday, September 27, 2012, at 6 p.m to participate in the planning process. The planning study is expected to be completed by the end of February 2012 with an outcome afterwards.

Date	Comment
	At the Maclay Bridge website, you can find the Environmental Scan, Existing and Projected Conditions Report, Needs and Objectives, and Improvement Options. Two newsletters at this site summarize the planning activities through September 2012. Other documents to view are meeting minutes from the first two informational meetings and two meetings held with the Maclay Bridge Alliance and the Maclay Bridge Common Sense Coalition. Meeting and website information is in the email message below. Please call me at 258-4651 or respond via email if you have questions or comments. Lewis M. YellowRobe Urban Initiatives Office of Planning and Grants
09/26/2012 ***Gary Botchek***	Jeff, I just read the Maclay Birdge Common Sense Coalition's statement on their web site, claiming to bring factual information to those in the area who have been mislead by the Maclay Bridge Alliance. From the start of this process we have pleaded for the county and the state and your organization to put the buzz word engineering terms into words that clearly define their meaning. The reasons for this is created by the fact that throughout the past 15 to 20 years, both private consultants and county and state bridge inspectors have given these terms crediable results that now are being protrayed as negative and unsafe. Functionally Obsolete simply refers to a bridge with primarily one lane. Fracture Critical, as I understand it is a process of defining structural members of a bridge and their conditions. All bridges have a fracture critical definition. The reports I have read give this bridge favorable results in this particular inspection. Finally, the revison of the permitted tonnage requirements being set a 11 tons. Again in my estimation this does not make the bridge unsafe and more over the process by which the bridge was given this reduced weight limit, places two engineers with differing professional views at a point where the differences beg for a factual process that provides crediance to the actual steel structural value as it exists on site. To so anything else provides a playing field that pits one side against another and more importantly gives the governing bodies potentially inacturate information from which to make informed decisions. Thanks, Gary Botchek nlee1946@live.com
09/27/2012 ***Harold Nelson***	I believe safety is the overriding issue that must be addressed. The existing Maclay bridge as is or upgraded cannot allieviate the public safety issue regarding approaches or the river dynamics caused by the supporting piers. There were a lot of comments concerning safety with regard to a new bridge at the end of South Ave. I believe with the right design of the bridge and approach roads and side walks along South Ave to the bridge along with appropriate speed zones those safety issues can be addressed successfully. There were concerns about heavy vehicles using the bridge, that can also be addressed with weight limit restrictions on Blue Mountain and Big Flat Road. One concern I have is the integrity of the steel in the Super Structure of Maclay Bridge if that ends up being the preferred option. I asked that question and the presentor did not have an answer. I would seem to me that steel loses its strength through oxidation and continous flexing over time. Harold Nelson 1880 Whitetail Lane (Big Flat) Missoula, Mt
09/29/2012 ***Gary Botchek***	Shane, Could you tell me who owns the road easements on South Avenue from Reserve to the West end of South Avenue and Clements between South Avenue and 3rd. Thanks, Gary Botchek nee1946@live.com
10/01/2012	Gary

Date	Comment
Shane Stack	Missoula County owns South Ave from the City limits to the west end of South Ave. South Ave. is an Urban Route from Clements east beyond Reserve. The City limits are located roughly 0.10 miles west of Reserve. The County owns Clements from South Ave to 3rd St. This is also an Urban Route. I hope that helps. Shane Stack (406) 523-5830 sstack@mt.gov
10/01/2012 ***Gary Botchek***	Shane, Thanks for the info...a couple of questions: 1.) Why did the state overlay and resign etc Clements between South Avenue and 7th Street? 2.) If I remember right when I managed the O&M for the school district, didn't I meet with you on potential lane upgrades at 31st and South, and if so why wasn't the county the go to agency? Thanks, Gary
10/01/2012 ***Shane Stack***	Gary, Here are answers to your questions: 1. Both South Ave. and Clements are Urban Routes in the Metropolitan Planning Organization (MPO), and those routes are eligible for Urban Pavement Preservation (UPP) funding. The Montana Department of Transportation (MDT) manages the UPP program. MDT does coordinate with the local agencies when determining which Urban Route will receive the UPP funding. The design typically involves putting back what was there originally, unless there are requests to make some form of striping change. An example would be Higgins just north of the Clark Fork River Bridge where the bike lanes were added, and the driving lanes were narrowed. The UPP program does not provide funding for reconstruction, although on Clements we did have some room for several dig outs. 2. MDT manages the projects and as I stated above the striping that is in place before construction is generally what is placed after construction. The County did receive a copy of your letter, and the County was included in the discussion regarding your requests in the letter. The UPP funding does not cover reconstruction of intersections, and therefore the project could not include any intersection reconstruction improvements. The Long Range Transportation Plan (LRTP) update is underway, and if there are improvements to any roadways in the MPO you believe should happen, you can work through the MPO to make the request to include that project in the LRTP. In short, you will need to let Ann Cundy know that you have a project you would like to include in the LRTP. There is a formal process to include a project in the LRTP, and you still might be able to get a project in this latest version of the LRTP. The plan update is coming to a close, so you may want to contact Ann soon. You can reach Ann at 258-4931. You can also contact the County if there are changes in South Ave. striping you would like to request or any other improvements you would like to see. I hope I am sharing the information you are looking for, if not let me know and we can have a discussion over the phone. Thank you. Shane Stack (406) 523-5830 sstack@mt.gov

Date	Comment
09/27/2012 ***Anonymous***	[redacted]

Maclay Bridge Planning Study — MDT

COMMENT FORM Informational Meeting #3 (September 27, 2012)

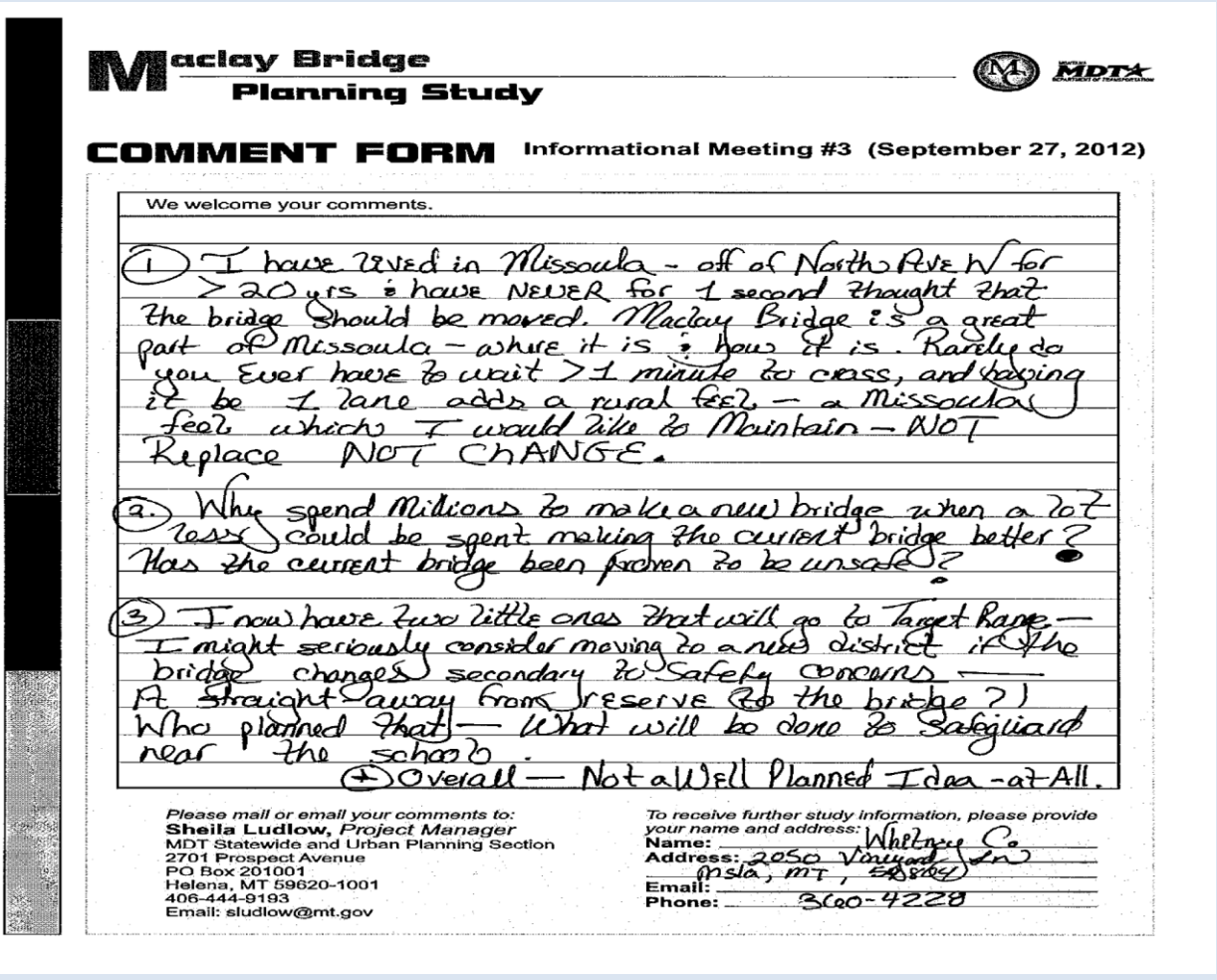
We welcome your comments.

Just as the '94 EA study recommended, The best option continues to be building a new bridge at The South Ave #1 location. I would submit The following rationales for choosing This recommendation!

1) current bridge location creates scour hole That is an extremely dangerous man-made hazard that has already taken human life & damages river
2) current bridge cannot handle necessary loads for some emergency vehicles
3) current bridge could collapse w/ fully loaded school bus
4) current location causes traffic to reroute from south westy gas & polluting
5) current location takes more time for emergency vehicles from fire station & CMC to cross river - would be quicker @ South Ave.
6) South is already main artery through target range w/ school, hospital, and fire house. Makes sense & is more efficient to have bridge on main artery.
7) have federal $ to build new bridge, unless it we don't use federal $ & current bridge fails, would need to use county $.
8) new bridge would create local jobs
9) South Ave location would save gas $, provide deterrent, eliminate risk, eliminate major county liability, & increase response time for emergency vehicles residing west side of river
10) bridge @ South would preserve rural nature of Target Range by eliminating traffic That uses Prv. neighborhoods to access current bridge

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: _____
Address: _____
_____
Email: _____
Phone: _____

Date	Comment
09/27/2012 ***Whitney C.***	

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

(1) I have lived in Missoula - off of North Ave W for >20 yrs & have NEVER for 1 second thought that the bridge should be moved. Maclay Bridge is a great part of Missoula - where it is & how it is. Rarely do you Ever have to wait >1 minute to cross, and keeping it be 1 lane adds a rural feel - a Missoula feel which I would like to Maintain - NOT Replace NOT CHANGE.

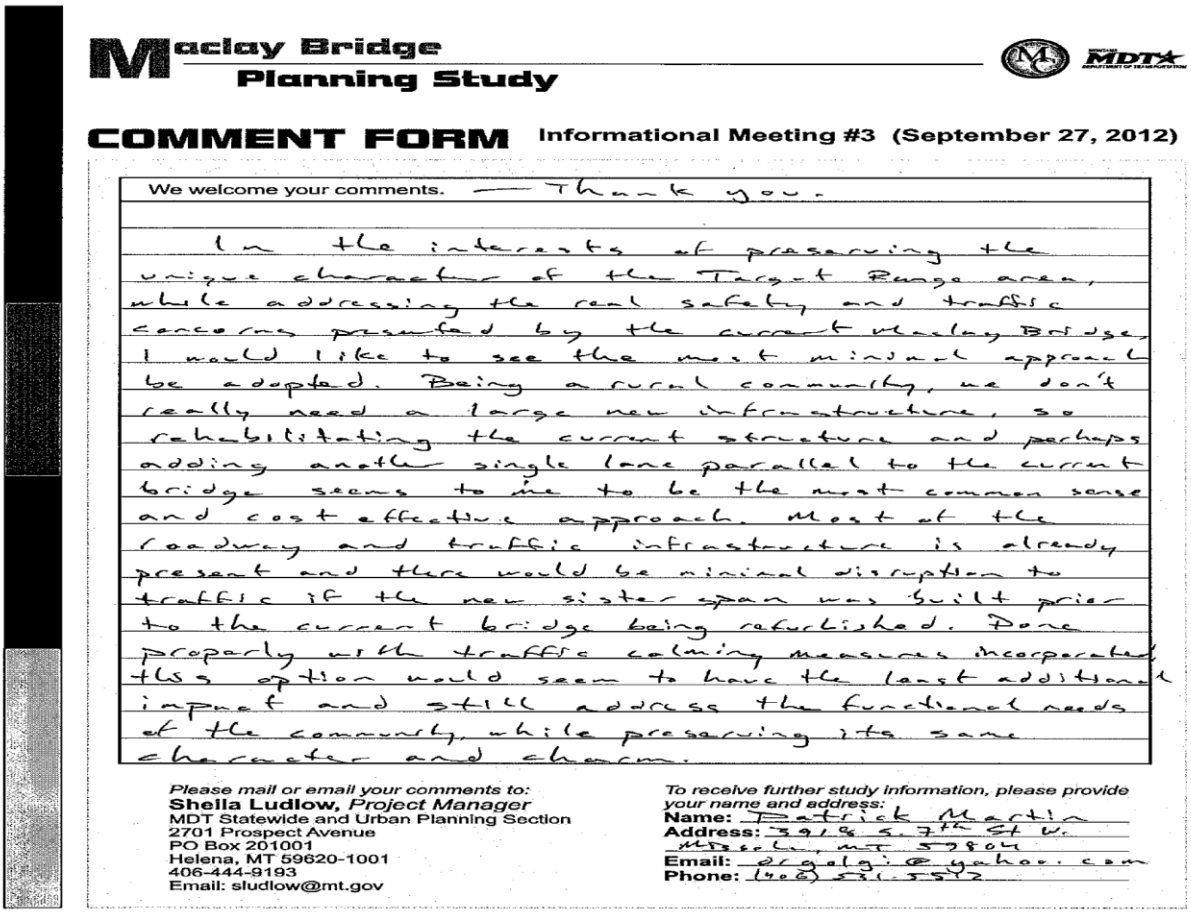
(2) Why spend Millions to make a new bridge when a lot less could be spent making the current bridge better? Has the current bridge been proven to be unsafe?

(3) I now have two little ones that will go to Target Range - I might seriously consider moving to a new district if the bridge changes secondary to safety concerns - A straight away from reserve to the bridge?! Who planned that? - What will be done to Safeguard near the school?

(+) Overall - Not a Well Planned Idea - at All.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: Whitney C.
Address: 2050 Vineyard Ln Msla, MT, 59804
Email:
Phone: 360-4228

Date	Comment
09/27/2012 ***Patrick Martin***	

Maclay Bridge Planning Study

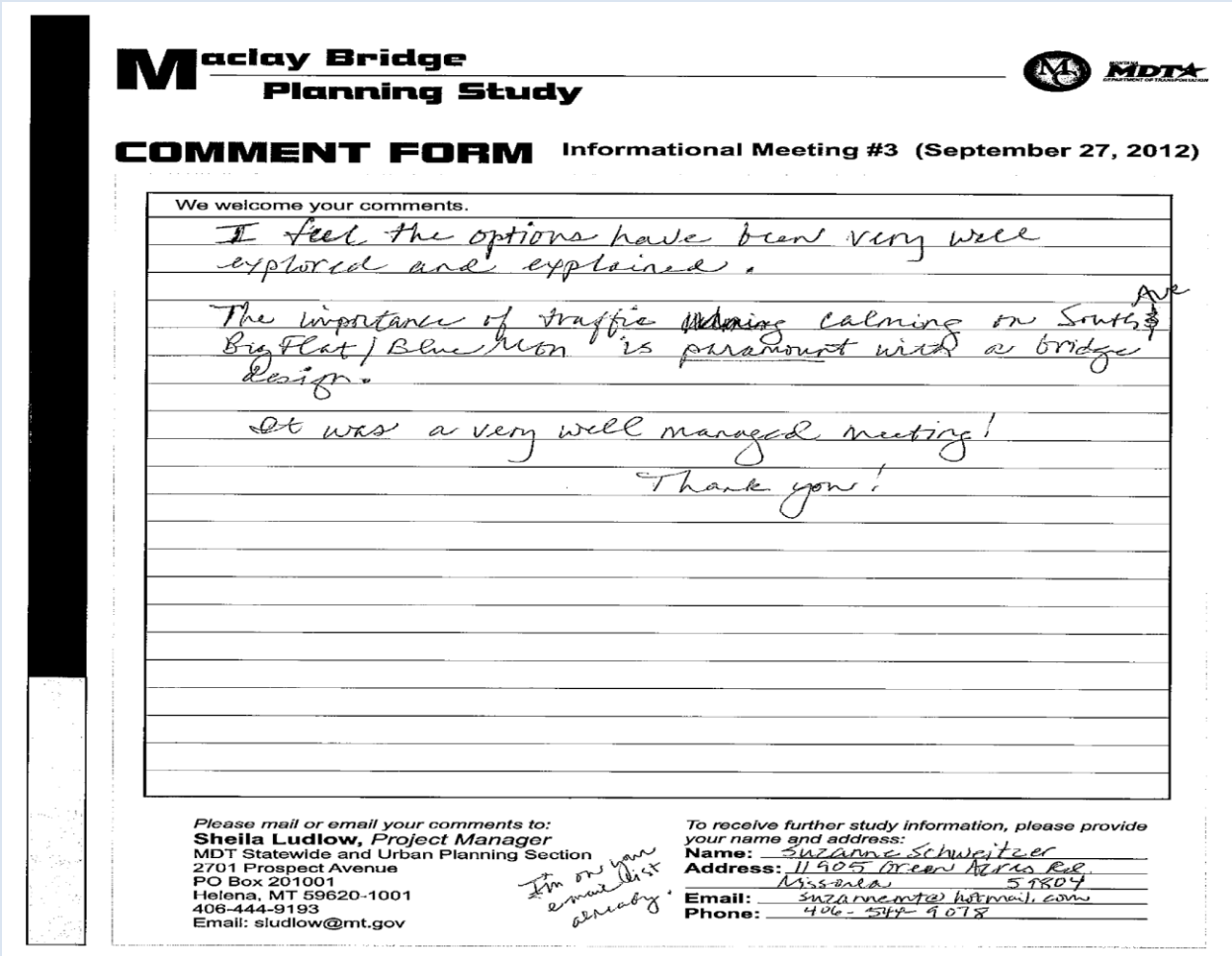
COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments. — Thank you.

In the interests of preserving the unique character of the Target Range area, while addressing the real safety and traffic concerns presented by the current Maclay Bridge, I would like to see the most minimal approach be adopted. Being a rural community, we don't really need a large new infrastructure, so rehabilitating the current structure and perhaps adding another single lane parallel to the current bridge seems to me to be the most common sense and cost effective approach. Most of the roadway and traffic infrastructure is already present and there would be minimal disruption to traffic if the new sister span was built prior to the current bridge being refurbished. Done properly with traffic calming measures incorporated this option would seem to have the least additional impact and still address the functional needs of the community, while preserving its same character and charm.

Please mail or email your comments to:
Shella Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: Patrick Martin
Address: 3918 S. 7th St W.
Missoula, MT 59804
Email: progalg@yahoo.com
Phone: (406) 531-5512

Date	Comment
09/27/2012 ***Susan Schwietzer***	

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

I feel the options have been very well explored and explained.

The importance of traffic calming on South 3rd Ave Big Flat / Blue Mtn is paramount with a bridge design.

It was a very well managed meeting!

Thank you!

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

I'm on your email list already.

To receive further study information, please provide your name and address:
Name: Suzanne Schweitzer
Address: 11905 Green Acres Rd
Missoula 59804
Email: suzannemt@hotmail.com
Phone: 406-544-9078

Date	Comment
09/27/2012 ***Anonymous***	[redacted]

Maclay Bridge Planning Study — MDT

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

I live on the West Side of the Bitterroot River. We need Access to the East Side.
I support the a new Bridge and Retaining the Maclay Bridge, Maintained to the End of its Useful Life. The new Bridge doesn't have to Be like the Kona Bridge. Property Values Will Be Effected By Reduced Access. Increased Emergency Response time. Safety is important. We Should Not give up the option of Funding, or Prioritizing for Replacement of Both or State Owned. I don't Feel that the Target Range Home owner (CRHOA) Represents the Interest of all the Residents on the West Side of the River as they Claim.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: _____
Address: _____
_____
Email: _____
Phone: _____

Date	Comment
09/27/2012 ***Susan Schweitzer***	**Maclay Bridge** Needs and Objectives Comments Sept. 27, 2012 Suzanne Schweitzer 11905 Green Acres Rd. Missoula, MT 59804 Need Number 3: Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the area. I feel Big Flat/Blue Mtn.Rd. in itself is a recreational "site". It's a favorite of all type of bicyclists. It's well-known as the most scenic part of the Missoula Marathon and runners and walkers are frequently seen on all areas of the road. My concern with a Kona Ranch-style bridge is that it will not only increase traffic, but will encourage even larger trucks to use the road. I think Missoula needs, and would benefit more, from keeping this rural area scenic, instead of turning it into another commercial highway. I'm concerned that, as we try to keep up with "progress" and growth, we'll be losing a part of historical, rural, and scenic Missoula that we can't reclaim. Need Number 4: I wholeheartedly agree with the objective to "recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events". Regardless of the outcome of the bridge decision (though I favor a one-lane bridge), I feel very strongly about the importance of leaving Maclay Bridge intact as a part of Missoula's history and to be used by bicyclists and pedestrians, Thanks for listening. Sincerely, Suzanne Schweitzer Suzanne Schweitzer
09/27/2012 ***Bob Schweitzer***	

Date	Comment
	Maclay Bridge NEEDS & OBJECTIVES COMMENTS My Name is Bob Schweitzer I live at 11905 Greenacres Road My home is west of the Bitterroot River, adjacent to Big Flat Road, about 4 miles from Maclay Bridge. I would like to comment about these NEEDS AND OBJECTIVES. 1. The introductory paragraph of the draft report talks about 'local and regional' use of the bridge. My assumption is that 'local' refers to neighborhood users, ie, those that live in Target Range or Big Flat areas, including O'Brien Creek. So, "Who are regional users?" The word "Regional" is used several times in this report, but there is no explanation. It is a term that could be interpreted as a door left open for a by-pass in spite of denials that there is any intent to do that. 2. Need number 1: "Improve the safety and operation of the river crossing and connecting roadway network." This is a commendable goal, but Montana Department of Transportation has only recently assessed crash trends at this location and prescribed remedies. Since those remedies have yet to be implemented, it would seem that a large part this need may have already been met. 3. Need number 2: "Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area." One objective for this need is: "Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River. Again, we see the term 'regional', but another key word is recreational lands. I would like to point out that 'regional users' have two other nearby bridges to accommodate recreational access. Certainly, the few minutes lost in using Buckhouse or Kona Ranch Bridges does not inhibit recreation. If recreation is driving the need for access, that purpose imposes neither a sense of urgency nor the need for large capital investment to enhance a short-cut to an area served by two other nearby bridges. Opening an alternate corridor into this area will jeopardize recreational values west of the river by channeling higher speed, higher volume traffic onto rural roads ill-suited for such purposes. 4. Need number 3: "Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area." An objective for this need is "Provide reasonable access to recreational sites in the study area." Surely, the existing Maclay Bridge, plus two existing high capacity bridges, satisfies that need. Another objective is "Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options." The Target Range Neighborhood Plan did consider the bridge and potential replacements. The best solution for neighborhood goals was continued maintenance and support of the existing bridge, which happens to be eligible for the National Historic Register. Any other option appears to be contrary to the Neighborhood Plan. Therefore, I submit to you that in-place rehabilitation of the existing Maclay Bridge best accomplishes these objectives, while accommodating the recognized needs of this Study and the Target Range Neighborhood Plan. Thank you, Bob Schweitzer
09/28/2012 ***Michael Burnside***	Jeff, First I would like to thank you, MDT, and Missoula County for conducting a successful informational meeting last night on Maclay Bridge. We realize this process has not been any easier for you or the agency people than it has been for us at the Coalition and we do appreciate all of the hard work to get through this. We at the Coalition still have reservations on whether this corridor analysis process "at 10,000 feet elevation", as you describe it, is appropriate for a situation with so many project-level issues like this one, however, and we are concerned the inadequacies of this "pre-NEPA process" are feeding the public confusion and discontent. The informational meeting went well and the format provided an orderly way for both sides to speak. Thus it had some balance not present in previous meetings and may have helped this meeting's tone to be less strident and confrontational. A few suggestions for future meetings: perhaps in future you might consider giving each commenter/questioner 4 or 5 minutes instead of 3 minutes since most comments seemed to fall in that timeframe; also, the electronic timer was obviously not working properly and some were allowed more time than others so perhaps a low-tech stop watch or clock

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	should be used for backup in the future. The main point of this memo is to ask that you formally clarify and correct the record in one regard. You stated that the 1994 environmental assessment was never completed. Your statement on this carries with it some authority and implies that the 1994 EA was somehow deficient or lacking in content. I do not believe it is and will explain why below. The 1994 EA involved a comprehensive analysis and extensive public involvement. I know this because I participated in that process from the beginning to the end. The EA was reviewed and approved for circulation as a document that complied with the Council on Environmental Quality's National Environmental Policy Act (NEPA) requirements for environmental assessments (codified at 40 CFR 1500). This is certified on the 1994 EA's signature page (please see first attachment). That is, the EA was formally accepted and signed by an official for Missoula County on April 7, 1994 and an official for the Montana Department of Transportation on April 6, 1994. It was "...reviewed for content and Approved for Circulation by D.C. Lewis..." for the Federal Highway Administration (FHA) on April 7, 1994. The FHA, as the lead federal agency, is responsible for ensuring the NEPA regulations are complied with. Therefore the 1994 EA is complete and complied with the controlling federal regulation at 40 CFR 1508.9, where the requirements for an environmental assessment are stated (see second attachment). What was not completed, however, was the next document required by the NEPA process, a document separate from an EA entitled a, "Finding of No Significant Impact" (FONSI). A FONSI statement is defined and controlled by federal regulations at 40 CFR 1508.13 (again see second attachment). In a FONSI, the responsible Federal agency briefly states the reasons why an action will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared. The FONSI normally would incorporate the completed EA by reference, or a summary of the EA, and would also cite any other environmental analyses that might relate to the project. Once both the FONSI and the EA are completed, they are referred to together as the "Environmental Document" (see 40 CFR 1508.10 in second attachment). The entire CEQ regulations at 40 CFR Part 1500 is available on line at: http://ceq.hss.doe.gov/nepa/regs/ceq/toc_ceq.htm if you care to review them. Since there are those who wish to downplay the credibility, completeness, and results of the 1994 EA, your statement gives them support and a basis upon which to attack it. However, the 1994 EA was complete and the county, state, and federal agencies can choose to reference, supplement, or amend it if and when they issue a FONSI in the future. We therefore ask that you correct the record in that regard and issue a clarification to the public. If you are uncertain about my interpretation of this, please check with the Federal Highway Administration's legal counsel. I look forward to your reply to this. Thank you. Michael Burnside
09/29/2012 ***Michael Burnside***	Erik & Jeff, A few more questions occurred to several of us after the 27th September public meeting that we would like to pose to the engineers working on the Maclay Bridge study. These relate to the content of the Needs and Objectives statement and the Existing and Projected Conditions report you are working on. 1. Members of the Maclay Bridge Alliance have asserted to Coalition members and to the public that if a two lane bridge is built at a South Avenue crossing, it will attract a major increase in vehicle traffic, including commercial truck traffic. At the 27 September public meeting, an Alliance member stated it plainly as, "If you build it, they will come". Meaning apparently that there will be unintended consequences from any improvement option that installs a two lane bridge. The Alliance believes to the south, traffic may be drawn off Hwy 93 from the Bitterroot valley to travel 3 to 4 miles out of its way on Blue Mountain Road north to cross at a South Avenue bridge to reach Reserve. Similarly the Alliance states traffic will be drawn from the west from Mullen & Big Flat, or even Frenchtown, to cross at South Avenue to reach Missoula. The Alliance also claims there would be traffic flows from the Missoula area traveling south and west over a South Avenue bridge to reach the Bitterroot Valley or Mullen Rd. areas. We are skeptical about the Alliance's assertions since it doesn't make sense to us for traffic to travel so far out of its way, but we'd like to get your response to them. Do you at present have any modeling information on this specific issue the Alliance has focused on as one of its most important concerns? Is there any evidence to support their claim that a South Avenue bridge would establish a new east-

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	west or north-south travel corridor? Do you intend to model this in the future, perhaps after screening has reduced the number of bridge options? 2. What information do you have on the present use of Big Flat and Blue Mountain Rds. or Kona Ranch Bridge by trucks? Do you intend to monitor or model truck traffic? Could the County or State ban truck traffic on those roads if it becomes a problem in the future? 3. The Kona Ranch Bridge is the next crossing downstream from Maclay Bridge to which the Alliance often points as an example of what a South Ave. two lane bridge might be like. Do you have any data that was gathered after the Kona Ranch bridge was built that would show whether the bridge attracted more traffic than was predicted prior to it being built? In other words, after you built it (the Kona Ranch bridge), did they (more traffic than expected) come? Is traffic use of Kona Ranch bridge increasing, and if so at what rate? Is this faster than expected? Is any of its traffic possibly "bypass" use? 4. The Alliance has also mentioned safety concerns about a new two lane bridge at South Avenue. What is the past accident rate at or near Kona Ranch bridge? Is it increasing or decreasing? Please consider these questions as you continue to advance the study process. It would be helpful if you could respond via email with the answers or a reference to documents that help answer the questions. I will also call you to discuss them. Since it is clear some in Target Range view these questions as the most critical in a bridge decision, we at the Coalition would like to convey any information you can share to the public via our website. Thanks. Mike Burnside
10/01/2012 ***Gary Botchek***	Gentlemen: From the very onset of this project I was deeply concerned about the scope of work that this planning study would encompass. In fact, I wrote to Mr. Reardon outlining the concerns as they related to the major shifts in traffic movement and hence traffic volumes should a South Avenue bridge become a reality. Mr. Reardon's November 30, 2011 response to my concerns led me to believe that the traffic concerns that might result from a South Avenue bridge, quoting "The planning study will look at traffic patterns for roadways in the surrounding area affected by any potential improvements this study might recommend. This would include South Avenue, S 3rd Street, Clements, Blue Mountain and Big Flat Road as well as other local roads in the area." I assumed that would also include some overview of cost estimates associated with marked impacts to the roadways in question. This however appears to be outside the scope of work for this planning study based on a discussion with Jeff Keys. The recent planning study open house has a segment of the residents who support a new bridge at the end of South Avenue, using the potential federal funding for the new bridge as one justification for this option. These folks seem to believe that the available funding is all encompassing and covers the impacts that this option would create and further supported by a concern if the county does not take advantage of this funding then future funding will fall to the county taxpayers. In my professional opinion the cost of the bridge and possibly the corresponding construction necessary to tie the bridge into the existing roadways serving both ends of the bridge, only reveals part of the expense associated with a South Avenue Bridge option. The following impacts to South Avenue are real and need to be given the same cost assessment and included in the cost of a new bridge option. These impacts rest primarily with South Avenue, since now all of the traffic crossing a new bridge option is on South Avenue and not afforded the traffic options associated with the existing bridge. Impacts, starting with the narrow roadway between the east end of a South Avenue bridge and Humble Road. This segment has R.O.W issues involving many residences that are built close to the existing roadway, including extensive irrigation ditches ties to the Missoula Irrigation Ditch Company. Finally this segment has a considerable difference in grade from the east end of the bridge proper to the

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	natural grade of the ground leading to Humble Road. From Humble Road to Clements, the houses are very close to the existing R.O.W on the north side of South Avenue, with the existing roadway on the south being within 4-5 feet from a major irrigation ditch feeder system and a extensive bikeway/pedestrian trail system. South Avenue now intersects with Clements, a major collector street between S.3rd and South Avenue. This intersection is greatly impacted by one of two entrances to the Target Range School. Presently, this intersection is brought to a standstill at the start and ending of the school day, as roughly 25% of the students are out of district and dropped off and picked up by personal vehicles. This, in conjunction with the vast majority of student walking to and from school using this intersection to cross from north to south to access the school. 40th street abuts the school on the east and is the second access to the school. 40th Street also serves as an access to the Knife River Construction Company. This same roadway will access an approved 140+/- lot subdivision, creating another major intersection with South Avenue less than 500 feet form the Clements intersection. In between Clements and 40th Street on the north side of South Avenue exists four entrances to the Target Range Trailer Court with an estimated 100+/- trailers. The next intersection some 1000 feet east of 40th Street is a private access road serving the College of Technology and Missoula County Publics School's Ag Center. Between this complex and Big Sky High School on the south side of South Avenue exists the partially constructed acreage for the county's regional park complex consisting of several major soccer playing fields, whose proposed access point to South Avenue is Tower or 34th Street. Big Sky High School sits on 30+ acres on the north side of South Avenue, having major traffic impacts to South Avenue at 31st Street and all the way to Reserve Street, morning, at lunch and at dismissal in the afternoon. From 31st Street/Fort Missoula entrance east to the westerly entrance to the Community Hospital Complex on the south side of South Avenue, exists the City-County Softball, Soccer and Rugby Complex. From the west entrance to Community Hospital east to 27th Avenue, encompass Community Hospital and the VIllage Health Care Complex. The remaining usage of the property on the south side of South Avenue to Reserve Street, consists of a 200 unit rental complex and the Rural Fire Station. I believe that the traffic modeling between Big Sky High School and Reserve Street will show that this section of South Avenue is very close to exceeding design loads and traffic configurations. When you add into this equation the South Avenue bridge option, not only will all of South Avenue be greatly impacted based on the corresponding usages either existing or proposed, but the immediate impact to that portion of South Avenue between Big Sky High School and Reserve will be at impasse. Based on my assessment of these usages and their impacts, I would suggest that this planning study be extended to include reasonable estimates of the impacts on this section of South Avenue and the cost of engineering/construction changes necessary to accommodate the increase in traffic resulting from the South Avenue Bridge option. Depending on the complexity of design requirements, this section of South Avenue could exceed 3 million dollars. For that faction of residents/individuals that feel that this planning study for the bridge is all encompassing, I would suggest for them and the County Commissioners that this study area needs to be expanded to include the aforementioned concerns and their associated costs. Respectfully submitted, Gary Botchek 406-241-2838 nlee1946@live.com
10/01/2012 ***Lorna Richardson***	HI, this came today as I requested it after the last meeting Check out the area closely as we sure don't need a bridge on our place. Lorna
10/02/2012 ***Lorna Richardson***	Interesting when the South Ave. bridge access is opposed by mainly those living on South now they can new options would hurt our property. By ours I have said Richardson/'Ruana property. The Spurgin one is the worst possible scenario. Check out the maps. Sent by Lorna Oct. 1, 2012
10/02/2012 ***Erik Dickson***	Mike - Per your e-mail and then subsequent phone call yesterday morning, I can offer the following information: 1. The traffic modeling will be completed after the first level screening of the improvement options under

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	consideration. As I mentioned yesterday, it's just not practical to model all 26 options. 2. I do have some information regarding truck traffic based on 2009 and 2012 traffic surveys that were completed in response to resident concerns about the 1.4 mile improvement project on Big Flat Road that we completed in 2010. While the question at hand there was the traffic speed, the same data collected can be used to determine the vehicle classification. I've attached two files that show the distribution of the traffic that is currently using Big Flat Road. Regarding potential truck restrictions, the only restrictions that a county can impose (that I am aware of) are listed in the Montana Code Annotated as follows: *7-14-2127. Temporary limitation or prohibition of traffic. (1) A board of county commissioners may in its discretion limit or forbid, temporarily, any traffic or class of traffic on the county roads or any part of a county road when it is necessary in order to preserve or repair the roads. (2) A board of county commissioners may temporarily close a county road or bridge or any part of a county road for maintenance or repair if the board determines that the road or bridge is unsafe. This temporary closure is not considered abandonment. The board of county commissioners shall erect signs indicating that the road is closed.* 3. I think it's tough to compare the impact of Kona Bridge to the potential impact of a two lane bridge for a Maclay Bridge replacement. As you know, the newly constructed road (and bridge) was a replacement for the Harper's Bridge Road that was about 4.5 miles down stream and provided access from Mullan Road to Deep Creek and Big Flat. Since there was no road there before, we can't say what impact such a large bridge had on the associated traffic. I've attached what traffic counts I have for Harper's Bridge Road and Kona Ranch Road, both before and after Kona Ranch Road was built in 1985-86. You'll see that the traffic on Harper's Bridge Road varied before and after 1986, but generally does not show a significant drop after the bridge was closed. On the other hand, you'll see that the traffic on Kona Ranch Road grew from 670 in 1987 to 2421 in 2005. I can't say if that traffic is due to development in the Big Flat area, increased popularity or if it was just general traffic increase through normal growth. My opinion is that given the design of the road and bridge with 12 foot travel lanes and 6 foot paved shoulders, there was certainly anticipation of high traffic volumes. 4. I had compared a few road segments in the Big Flat area for accident rates in June when the Alliance had made those same claims. While the accidents reported by MDT at the west end of the bridge are technically at an intersection and an intersection accident rate could be determined, I don't have good data for other intersections for comparison. And, the Maclay Bridge alignment certainly doesn't compare to the Kona Bridge alignment, so I won't compare the MDT results with Kona. I have accident rates by road segment for Kona Ranch Road between Mullan Road and Big Flat Road, Big Flat Road from Kona Ranch Road to River Pines Road, and River Pines Road from Big Flat Road to Maclay Bridge (attached). The Big Flat Road accident information is broken down to greater detail by section since that area had been questioned for a completely separate reason previously (our 2010 road improvement project). The information that I used to calculate these rates are based on historic traffic counts that the County has taken and accident information from MDT. I always make the disclaimer that the accident information that I have available is as it comes to me from the MDT Safety Bureau, and as they receive it from MHP. The information that I can access is available by township, range and section, with actual locations within each section on a 0.1 mile grid increment. Those locations are then plotted manually on an aerial photo map to determine accident locations. I've only included the aerial map for the Kona Ranch Road accidents since they are a little easier to see even though I plot the accident locations in pencil. The Big Flat Road and River Pines Road accidents are difficult to see in a scanned image since the trees are so heavy. Summarized the accident rates over a 13 year period are: o Kona Ranch Road = 0.97 accidents/million vehicle miles o Big Flat Road = 1.8 accidents/million vehicle miles o River Pines Road = 5.8 accidents/million vehicle miles I hope this information answers your questions. Please let me know if you have any other questions. Erik

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10/02/2012 ***Michael Burnside***	Erik, 1. Thank you very much for going to the time and effort to gather this information. I understand your point about the modeling and look forward to seeing if it addresses the "by-pass" issue. The data you attach does seems to demonstrate that there is not a present much of what can be termed "commercial truck traffic", eg tractor-trailer 3, 4, or 5 axle rigs, using the Kona Ranch/Big Flat route at present. If I read your table correctly, it appears to be at most a few percent of the traffic count. 2. I am surprised at the limited restrictions on road use you cite that is an option for the County & wonder if the County Attorney might know of other applicable statutes. As I recall we were told by someone at the County that such limitations could be applied to county (not state) roads, but would have to check past notes to see where that came from. 3. I agree that it's hard to view Kona Ranch bridge as an analogy for a new two lane bridge at South Ave. but we thought it was worth investigating to see what could be learned. Given the growth in the Big Flat area as well as increased recreation use south of the river, those are both likely factors in changes in use of the bridge, as well as the pulp mill's operation and closure. Do you have any data on Kona Ranch Road & Bridge use from 1999 to present? I suppose it would have to be modeled to see how much of that Kona Ranch Bridge traffic is traffic traveling to and from Mullen Road to Hwy 93. I am not sure what the Harpers Bridge Road traffic information tell us. That bridge was such a hazard for so long as a narrow single lane wooden structure with no guard rails, I can tell you from personal experience, it was pretty scary to drive over and thus I don't think that bridge served as a draw or contributed much traffic to roads southwest of the river. 4. Regarding safety, at 0.97 accidents/million miles, that seems to be a pretty safe stretch of road given the volume and so it seems one could conclude building a two lane bridge doesn't appear to contribute significantly to accidents. Again, thank you for the effort you put into this, we appreciate it. Mike
10/02/2012 ***Fred Stewart***	Traci, I suggest sending to the county commissioners and Jeff Key the study consultant. I'm not really planning to send a copy to Mike Burnside, but we can put it on our website, unless you have other suggestions. The email is the quickest way to get your letter to them, and it becomes part of the plan record when you send it to the consultant in charge of the study. Let me know if you need anything else, and we can discuss where else to send it if you want. Thanks. Fred The three co. commissioners: Bill Carey <bcarey@co.missoula.mt.us> Jean Curtiss <jcurtiss@co.missoula.mt.us> mlandquist@co.missoula.mt.us Jeff Key the consultant: jeff.key@rpa-hln.com
10/02/2012 ***Traci Sylte***	Dear County Commissioners, Ms. Ludlow, and Mr. Key, Please see the attachment for a quite necessary response to Mr. Burnside's recent letter that he just sent you on September, 24. I apologize for sending this directly to you (County Commissioners), as I understand it is not the process recommended. However, I am responding in this manner to reach you in the same manner as Mr. Burnside, and there is a need for you to review this attachment in light of technical merit, clarity, and professionlism....and mostly to help your efforts of objectivity and moving a good process forward. Thank you for your time and attention to this, and for your service in general! Best regards,

Date	Comment
	Traci Sylte

To: Missoula County Commissioners **October 2, 2012**

Montana Department of Transportation

Ref: Maclay Bridge Alliance consultant letters on river-related problems at Maclay Bridge

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Dear Sirs/Madams,

This letter provides clarification to Mr. Burnside's September 24, 2012 letter in response to my previous letter focusing on the need for a comprehensive fluvial investigation. I apologize for adding yet another letter to the mix, but feel that objectivity and professionalism are important features in public disclosures, and I'm very disappointed with Mr. Burnside's response letter relative to such.

1. Mr. Burnside's statements alluding that I claim to be conducting an engineering assessment are false. This is very unfortunate, pointing towards questionable motivations and attempts to distract and mislead, rather than focus on objective professional and technical aspects. I make no claim of conducting any engineering or fluvial geomorphic investigation for any alternative. In fact, I claim that there is a need for such an investigation, and it is the primary focus of my letter. The Maclay Bridge Alliance hired me to review a document and engage my expertise of fluvial geomorphology and environmental river mechanics to address the points made in Mr. Burnside's initial letter – in most professional realms, review and comment on a letter doesn't consist of an engineering design.

   In effort of objectivity and education, I do highlight important engineering and fluvial elements in road-stream crossing designs that everyone engaging in such matters should consider. One of my primary points is: "A thorough fluvial geomorphic assessment (historic and predictive) would be prudent for 'ALL' routes and crossing locations that are currently under consideration." Mr. Burnside does find some other wording that he construes out of context in attempt to make it appear that I'm being exclusionary – which couldn't be further from the truth.

   Below, I include some competent firms that would provide a sound, independent, fluvial geomorphic and hydraulic investigation. Considering the cost of planning and any form of retrofit, new bridge replacement, new bridge location, etc., when working with stream systems, this form of analysis is critical. I think you'll find a reasonable assessment could be conducted somewhere between $15,000 and $30,000 – a small amount, relative to the significance and other planning, design, and implementation costs.

   Of very important note: It appears that Mr. Burnside agrees with me on the critical fluvial geomorphic elements to consider in road-stream crossing designs. Consequently, no matter what is said here, the primary message is that prudent road-stream crossing planning and design warrants comprehensive assessment of the elements mentioned…for the river, for any bridge…for the tax payer's pocket books.

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And finally on this topic, Mr. Burnside's statement that I present only two options for engineering design is completely inaccurate and out of context. What I said was: "In full context, Mr. Burnside's concerns could be resolved by eliminating and removing the Maclay Bridge, not building another crossing, removing the levees, and sending all traffic to cross at either Kona Ranch or Buckhouse Bridges". The point here is that if we really place high priority on river impacts, then it is important to engage a broader context of river needs and functions. This adds more alternatives, not less.

2. In seemingly any effort to discredit and distract, Mr. Burnside found a small opening for which to make a point of subjectivity in my letter that frankly I agree with – historic bridge performance is an important consideration. On the topic, I should not have used a specific time period of 75 years. This value left a heyday for interpretation of maintenance and function within that timeframe and is not what I intended. Using slightly different words… the bridge has been around awhile, and it's important to discuss these merits, the "pros and the cons", as I mentioned.

   It is important to understand why engineers historically chose the bridge location because often there is merit in historic decision making. Maybe this has been disclosed? The bridge in its current location may actually be there for a good reason; perhaps with the smallest relative impact to floodplain; perhaps not; perhaps the chosen location historically had no bearing on anything fluvial. More data is needed.

3. Bridge access, safety, and recreation; Mr. Burnside attempts to discredit what I say here too; please see the post scripts.

Thank you for your time in reading this. I'm very thankful for Mr. Burnside's passion and efforts. He highlights a critical issue and brings important information to the table. I hope the information he provides will be used and become part of a more thorough, independent fluvial investigation to all alternatives and within a larger stream context. I hope others fully recognize that the topic of river impact and function are just one "cog in the wheel" so to speak. Community impacts, rural character, costs, safety, etc. are other critical "cogs".

Sincerely,

/s/ Traci Sylte

Traci Sylte, P.E.
Watermark Consulting, LLC

P.S. The topic of recreational use bears no more significance than a post script here because it is not my primary focus. On the matter, and objectively, Montanans are supported by a State law that allows public access to rivers at road-stream crossings. I mention that recreational issues can be addressed by design, mitigations, and enforcement. Mr. Burnside provides great information supporting one of my points in how different designs can affect recreational access; however, more options exist for your consideration.

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	P.S.S. Relative to mitigation and enforcement, occasional presence of law enforcement officers and issuance of substantive fines are other options. I rarely see enforcement presence, and there appears to be no consequence to loitering and jumping other than the signs say to not do it. For example, signs stating a $500 dollar fee for jumping (with reputation and follow through by enforcement) may decrease frequencies substantively. In addition, fencing can also be quite effective in dissuading or eliminating bridge-jumping and loitering issues without eliminating access. So, again, there is a larger context and more options than what I see being discussed. And, at least in the interim and incorporation of any decision, seemingly simpler, more immediate actions are available. **Firms that can provide a comprehensive and independent fluvial and hydraulic road-stream crossing assessment*** *It is important to distinguish these firms from typical civil engineering firms that often may claim and provide hydraulic expertise, but are not trained in fluvial geomorphology or environmental river mechanics. This field is expanding, as the need for such is becoming more apparent. There may be more firms available in the area than this, but I'm aware of these and confident that any of them could perform well, and most likely for the costs I presented above. I do advise not weighing lowest cost of proposals as the primary selection criteria for this work. There are differences in staffing and experience among these and products may differ depending on the tasks assigned. **River Design Group, Inc. (John Muhlfield)** 5098 Highway 93 S Whitefish, Montana 59937 Phone: 406.862.4927 E-mail: info@riverdesigngroup.com **Great West Engineering (Bill Lloyd)** 2501 Belt View Drive Helena, MT 59601 (406) 449-8627 **West Water Consultants Inc. (Gary Decker)** 1112 Catherine Lane Corvallis, MT 59828-9321 **Oasis Environmental (DeWitt Dominick)** 1 9th St Island Livingston, MT 59047 (406) 222-7600 **Morrison-Maierle (Russ Anderson)** 1 Engineering Place Helena, MT 59602 (406) 442-3050 **Applied Geomorphology (Karen Boyd)** 211 N Grand Avenue # C Bozeman, MT59715-3595
10/03/2012 ***Jeff Key***	Hi Michael – Thanks for the email. I agree that the 1994 EA was completed. My intent was to relay that the NEPA process was incomplete. The EA was completed and approved for circulation, but a decision document was never issued to conclude the NEPA process. If I said otherwise during the meeting then I did indeed mis-speak about this. Ultimately, a new NEPA document will need to be developed to analyze the proposed impacts as a result of the proposed project (whatever that may be). Certainly information from the 1994 EA can be used as a starting point for the new NEPA document, but analysis for the current conditions and environmental requirements will be required. The new NEPA document may or may not take the form of an EA. I have been directed to clarify the status of the 1994 EA and that particular NEPA process in the revisions (on going) to the Existing and Projected Conditions Report. Appropriate language will be added to Section 1.1 to clarify this. Thanks. Jeff
10/04/2012	Sheila Ludlow, Project Manager MDT Statewide and Urban Planning Section

Date	Comment
Gary Garthwait	2701 Prospect Avenue PO Box 201001 Helena, Mt 59620 –1001 Subject: Comment, Maclay Bridge Planning Study I am a 31 year resident of Missoula, a Montana Licensed Civil Engineer, and a frequent user of the Maclay Bridge. During my 40 career, I provided engineering services to many bridge and stream restoration projects. With much interest, I have followed the Maclay Bridge Replacement Project for many years by attending public meetings and carefully listening to our planners and citizens. I have not previously commented on this project being uncertain of my personal opinion. After attending last weeks public meeting at Big Sky High School, I now feel confident in submitting the following comments. My Connection: Although I live in the Rattlesnake area, I have many friends who live on the west side of Maclay Bridge. Typically I cross the bridge weekly and sometimes many times each week. I also use the bridge site for river access for fishing and bird watching. In 1982 I caught my very first trout on a fly at what is now being referred to as “the bridge scour hole”. This was memorable, and others likely have a similar story. The Crossing: I have always looked forward to making the Maclay Bridge crossing. It’s tricky and it’s interesting. I say this sincerely. The bridge looks cool and frequently there are people everywhere. Some are fishing, some swimming, some jumping, and others simply observing. Music is often playing. The parking is random and one needs to apply judgment to safely cross the one lane bridge without meeting a car or hitting a pedestrian. It is not uncommon to see someone backing off the bridge to make room for an oncoming car. The bridge is long and a signaling system between drivers is unclear. After making my crossing and proceeding down the street, in contrast I think, “what a mess”. This is one big accident waiting to happen. It’s a good place to get in car accident, get hurt in the river or drown, and it must drive the neighbors crazy. The accident history, public comments, and personal testimony verify that my assumptions are correct. It’s an interesting crossing but a dangerous situation. Accidents and drownings are common. The Bridge: In my opinion, the main assets of the existing bridge are that it’s old and it’s interesting. These are important assets and they are a big part of why I enjoy this crossing. The down side is that the structure is functionally and structurally obsolete. Past engineering studies point out many structural deficiencies. The bridge also has alignment problems and its support structures negatively affect river flow. Repairing the bridge will not overcome many of its problems. The Maclay Bridge is not a long term solution. Its limited capacity (traffic volume and weight limits) will make it less functional as the community grows and a structural failure could easily make it a community emergency. This crossing is too critical for us to take a “patch the bridge until it fails” approach. The River Morphology: I consider this to be one of the biggest and least addressed issues in the planning study. In my opinion, this may be a golden opportunity to do something “right” for the river. The bridge has negatively impacted the river, and continues to do so. Many of the engineering related issues have developed and will continue to be present because the bridge does not fit the site. It has most likely changed the upstream and downstream river morphology. I believe that replacing the Maclay Bridge will be a great thing to do for the river. Expertise in river morphology, river ecology, and river restoration should be consulted to help the community see the effects of bridge removal and the possibilities of river restoration. Personally, and in some ways, this reminds me of the Mill Town Dam removal. It was historically very significant, visually interesting, and a social hot spot. I always enjoyed my visits there and coincidently, caught my first pike on a fly there. However, removing the dam was the right thing to do for the Clark Fork, and I believe removing the old Maclay Bridge will be the right thing to do for the Bitterroot River. New Bridge Design: I would like to challenge MDT to find design solutions to as many public concerns as possible. A new bridge in this area is a big deal. The proposed locations are adjacent to or near the Blue Mountain Recreation Area, Historic Fort Missoula, and the exciting new parks being planned by Missoula County. The new bridge should be designed in concert with these “people oriented” developments and help “set the tone” for what is to come. In the future, I want to look forward to crossing the new bridge because it’s interesting, friendly to all kinds of users, respectful of the rural setting, and allows the Bitterroot River to flow freely.

Date	Comment
	The Old Bridge: I wonder if public interest in the old bridge and the technical considerations make it possible to reuse parts of the bridge elsewhere. The bridge is cool and it has played an important role in the target range history. Could it, or some its parts be used in the new park or on a trail? An adaptive reuse at a new site may also be possible. For example, I personally enjoy attending concerts at the Bridges near the Jefferson River where an old highway bridge is used as a concert stage. The obsolete mine head frame structure in Butte also serves as a concert stage and is a central feature for their new community park. These are only some ideas that could be considered before the old bridge is scrapped. I appreciate the opportunity to comment on the Maclay Bridge project. It is my opinion that the old bridge should be replaced. It does not fit our needs, is damaging the river, and is dangerous to those who drive over and recreate under it. A new bridge should receive special design considerations. MDT and Missoula County should commit to making a new structure a source of pride for the Target Range Community and "set the tone" for future development here. Another standard bridge, such as the one on Kona Ranch Road, is not the answer. Sincerely Gary Garthwait 1820 Elison Lane Missoula, MT 406-207-6054 cc: jcurtis@co.missoula.mt.us bcarey@co.missoula.mt.us mlandquist@missoula.mt.us sstack@mt.gov odaniels@gmail.com geri@fstuartfinancial.com
10/04/2012 ***Evan Rosenberg***	Thank you for the opportunity to attend and comment during last week's Maclay Bridge public meeting at Big Sky High School. I very much appreciate learning more about the bridge study. I wanted to follow up on my comments I shared at the meeting in case it would be beneficial to have them in writing. My background is in economics and I approach most decisions from a cost/benefits standpoint. My cost/benefit analysis of the Maclay Bridge options seems to produce a clear result - to relocate the bridge to one of the South Avenue locations. The cost of leaving the bridge at the current location would include the following: 1)The potential cost of human life due to: A) the scour hole created by the bridge creates a serious hazard - one that resulted in the death of a boy just two years ago B) the potential bridge collapse with a fully loaded school bus since a fully loaded school bus is already at the 11 ton weight limit and there are already instances where cars directly following a school bus over the bridge would exceed this weight limit (and this scenario is fairly common that cars would follow a school bus over the bridge) C) additional emergency response time that both fire trucks and ambulances take to weave through the Target Range neighborhood to cross Maclay Bridge (plus some emergency vehicles currently can't cross the existing bridge) - in cases of a fire or medical emergency such as a heart attack by someone on the west side of the river, seconds and minutes are critical; emergency vehicles take longer to weave through Target Range to get across current location of the bridge and could access the west side of the river more quickly with a bridge at South Ave. 2) The financial costs incurred by all users of the bridge in using extra gasoline when driving out of their way to cross the bridge at current location (most users come from South Ave and would save gasoline and therefore money if they didn't have to divert from South Ave 3) The cost to the environment of using the additional gasoline necesary when diverting from South Ave. 4) The negative impact the current bridge is having on the natural flow of the river 5) The cost of a potential lawsuit to Missoula County if someone dies in the scour hole below the bridge since the scour hole appears to be caused by the bridge 6) The cost of a potential lawsuit to the County if the bridge collapses from a school bus in the aforementioned scenario 7) The additional time it takes for those on the west side of the river to get to Community Medical Center in an emergency due to the indirect route taken with the current bridge location and the potential waiting time with a one lane bridge. 8) Fincancial cost of bridge replacement: repairing current bridge would not qualify for federal funding so necessary repairs would be large financial burden on Missoula taxpayers. Also, if bridge eventually fails and is condemned if not replaced now, the cost of repairing and replacing would fall on Missoula County and its taxpayers. Cost of new bridge would be covered by Federal Highway Trust Fund and therefore not a realized cost to Missoula taxpayers.

Date	Comment
	9) Current bridge location does not allow for clear sight lines on either side of the bridge and includes hazardous turns on River Pines Road that have led to a number of car accidents. The benefits of replacing the bridge at South Avenue include: 1) Creating jobs locally with the new bridge construction 2) Can use Federal Highway Trust Funds to replace bridge, which are funds we all pay into from taxes on gasoline and these funds will be used either way to benefit someone so we might as well have our gas tax dollars coming back to our community to benefit us. 3) A bridge at South Ave creates quicker access for fire trucks and ambulances to get west of the river and therefore eliminates the emergency response time issues mentioned earlier. 4) Moving the bridge to South Ave and getting rid of the current bridge will eliminate the scour hole hazard and county liability risk that comes along with it. 5) Moving the bridge to South Ave and getting rid of the current bridge will eliminate the negative impact the current bridge is having on the natural flow of the river. 6) Building a new bridge now will eliminate the risk of future costs incurred by the County and its taxpayers if the current bridge is kept and eventually fails. 7) The more direct route of a South Ave bridge would save Missoula County residents gas money and benefit the environment with less gasoline being used. 8) The more direct route will allow for quicker access to Community Medical Center for those who live west of the river. 9) A South Avenue bridge would be safer with clearer sight lines and less dangerous curves than the current location. Lastly, I know many are concerned about a bridge at South Avenue leading to safety concerns from speeding vehicles if there was a straight shot on South Ave to the bridge directly passing Target Range School. I am a parent of a young daughter that will soon be attending Target Range School and safety is by far my number one concern. However, the issue of speeding and safety can easily be handled by speed limits and other measures if necessary. Plus a mandatory school zone with speed limits of 25 mph will be in effect whenever school is starting and ending. This issue can certainly be dealt with and is not enough to outweigh the enormous benefits of a South Ave bridge location and the huge costs of the current location (and current bridge structure). Respectfully, Evan Rosenberg 4632 Edward Ave
10/05/2012 ***Gerard Berens***	Dear Sheila Ludlow: Re: Maclay Bridge Study I reside at 2085 Edward Court which is very near Maclay Bridge. Our family has lived in this home since 1992. We can see the bridge from our living room and back yard. We like the bridge and wish that it be kept through rehabilitation and timely maintenance. In the past, reports from the state inspectors have strongly recommended specific rehabilitation and maintenance and the work has not been done. In my view it appears that the bridge is being treated with benign neglect. The historic bridge need to be preserved as a traffic calming structure. I note that the City of Missoula expends considerable sums to slow traffic down on many streets. They have reduced the previously 4 lane, main thoroughfare, Broadway, to 2 lanes. The Maclay Bridge fits in with the community's desire to reduce the noise and traffic speeds for the community safety and wellbeing. I note that the Kona Ranch Rd Bridge serves a prototype for a replacement to the Maclay Bridge. Ask the neighbors of the Kona Bridge. They will tell you about high speed and speeding traffic. They will complain about excessive noise and safety concerns. We do not need to import those negative qualities of a modern bridge, which will surely ensue, into the Target Range rural community. Gerard P Berens 2085 Edward Court Missoula, MT 59804 406-542-0167

Date	Comment
10/06/2012 ***Michael Burnside***	Jeff, Upon closer reading of your email, I think one point in your message needs further clarification. I realize this is complicated and don't want to belabor it but its important all have the same understanding of the processes we may be engaged in. You state a "...a decision document was never issued to conclude the NEPA process". Stating it in this fashion blurs the distinction and incorrectly implies the decision is part of the NEPA process. There are 3 steps to the entire process: the EA and the FONSI (the NEPA process) and the decision document (the decision process). Decision documents are issued based on the Federal agency's permitting authority after NEPA is completed, not as a part of NEPA. NEPA is a disclosure process meant to inform and help the federal agency make its decision. A decision document would normally be called a "decision notice" or "decision memo" or, if it accompanies an EIS, a "Record of Decision". A FONSI is not a decision document, it is a part of the NEPA process, and along with the EA, part of the "environmental document", and must precede the decision. Sometimes federal agencies issue the FONSI and decision notice concurrently in a combined "Decision Notice/FONSI" but they are separate entities. In summary, since a decision is issued after the NEPA process is completed by the issuance of an EA/FONSI or EIS and a FONSI was not issued in 1994, no decision was made in 1994. Two of the three steps in the process were missing: the FONSI and the decision. Michael
10/06/2012 ***Michael Burnside***	Jeff, You may already be familiar with this. However, for your information I have attached an example of a situation which shows after an EA was finished, how an agency completed the NEPA process with a FONSI and published the FONSI along with the Decision Notice in one document. The FONSI and the Decision are separate requirements under the law, however. When an EIS is conducted instead of an EA, there is no FONSI completed of course since the fact an EIS is being done admits significant impacts will result. The decision issued after an EIS is referred to as a Record of Decision. Mike

Date	Comment
	Decision Notice & Finding Of No Significant Impact **Indian Creek Road Reconstruction Project** USDA Forest Service Salmon-Challis National Forest North Fork Ranger District Lemhi County, Idaho **I. BACKGROUND** The USDA Forest Service has prepared an Environmental Assessment (EA) for the Indian Creek Road Reconstruction Project. The EA is available for public review in the Supervisor's Office in Salmon, Idaho, at the North Fork Ranger District in North Fork, Idaho, or on the Internet at www.fs.fed.us/r4/sc/projects. The EA documents the environmental analysis that was completed and discloses the environmental effects of the proposed actions and alternatives to those actions and is hereby incorporated by reference. Development of this EA is in accordance with the requirements of the National Environmental Policy Act (NEPA), National Forest Management Act (NFMA) and the Council on Environmental Quality (CEQ) regulations at 40 CFR 1500-1508. The project includes the reconstruction of a new road prism east of the existing washed out section of the Indian Creek road to help restore motorized access on the Indian Creek road to both public and private land within the drainage. The Deciding Official for this project is Terry Hershey, Acting District Ranger. **II. DECISION** This Decision Notice and Finding of No Significant Impact (DN/FONSI) documents my selection of management activities and connected actions for the Indian Creek Road Reconstruction Project as described under Alternative B, in the EA. My decision allows reconstruction of the washed out segment of road on National Forest System lands and clearly indicates my desire to maintain motorized access on the Indian Creek Road. However, in addition to this needed road reconstruction, there are also a number of road bridges on private land and on National Forest lands that will eventually need maintenance or replacement. A bridge on private land is already suspected to be at risk to failure with normal traffic loads. Before I commit public funds to implement the reconstruction project, I will develop an agreement with Lemhi County on overall responsibility and potential cost shares (both on private land and on National Forest System land) for the road from its junction with the Salmon River Road to McConn Creek The Idaho Supreme Court decision, December 27, 2002, did not bring true clarity to this issue. Implementation of my decision is contigent upon the availability of funding for road reconstruction and reaching a negotiated longterm cooperative aggreement with Lemhi County with respect to effective maintenance and reconstruction of the Indian Creek road to assure public access. *Indian Creek Road Reconstruction Project DN/FONSI – page 1 of 15*

Date	Comment
	The maps and engineering drawing attached to this DN identify the location and road reconstruction design for this decision. This decision is tiered to and implements the Salmon National Forest Land and Resource Management Plan (Forest Plan). **Decision Summary** In summary, this decision includes: 1. **Road Reconstruction Design Criteria** • A newly constructed road prism, approximately 1160 feet in length and 14 feet in width, located within 6 feet to 300 feet of Indian Creek. • Approximately 6CCF (hundred cubic feet) of timber ranging from pole to small saw-log size will be removed along the estimated 0.8 acre of road clearing limits. Trees removed will be used on-site as sediment barriers, and in future district fisheries instream restoration projects. • A filter slash windrow will be constructed at the toe of the road fill slope. Felled trees from the right-of-way clearing will be placed against standing trees below the new road to create an anchor point for the slash windrow. Felled trees will be limbed on one or two sides so that there is good ground contact. Limbs and brush will be placed upslope behind the anchor tree to help trap and minimize road sediment delivery to Indian Creek • In locations where there are no standing trees to anchor the slash windrow an alternate physical barrier, such as coir logs or straw waddles, will be installed to trap sediments from the disturbed area. • There also will be approximately 75 cubic meters of bank protection using Class 3 riprap material (11 pounds to 330 pound rocks) to protect approximately 175 feet of streambank in the upper reaches of the road washout. • An estimated 200 cubic yards of borrow material will be removed from the rise in the existing road between the washout and the next stream crossing at the upper end of the project area. This will be used for reconstruction of the new road prism. The cut in the road rise would be approximately 3 feet in depth, 75 feet in length and 24 feet wide. The removal of the fill material will create a small road turnout. • Cut and fill slopes will be seeded with a native seed mix and mulched with a weed-free straw. The actions implemented through this decision will adhere to applicable Forest-wide Standards and Guidelines (Forest Plan, pages IV-6 through IV-79). Additional direction from Regional guides, Forest Service manuals and handbooks, Best Management Practices (BMP), and ID Team specialist reports was also considered in designing the project and is specified in the EA on pages 2-2. The following specific mitigation measures are part of the action alternative: • All new noxious weed infestations associated with implementation will be treated. • Herbicides will be applied for weed control before and after implementation within the project area. *Indian Creek Road Reconstruction Project DN/FONSI – page 2 of 16*

Date	Comment
	• Weed spraying will be delayed on seeded areas until the vegetation has had one full growing season. • All equipment will be cleaned before working off road. • Any fuel will be stored outside of PACFISH/INFISH Riparian Habitat Conservation Areas (RHCA). Containment will be provided. Prior to making this decision I carefully considered consistency with the Forest Plan, relationship to environmental concerns and public comments, and compatibility with county and private landowner access needs. I believe my decision will help to restore motorized throughway on the Indian Creek road to both public and private land within the drainage. I believe my decision will also: 1. Meet the direction of the Idaho Supreme Court Ruling, December 27, 2002. The Idaho Supreme Court ruling determined the Indian Creek Road was a public road, was not abandoned prior to 1963 and reversed the decision of the district court that determined the Indian Creek Road is not a public road. 2. Provide public land access for recreation, hunting, fishing, and firewood gathering. 3. Provide more direct and longer seasonal access to 500 acres of private land in holdings along the Indian Creek Road allowing for more timely seasonal delivery of needed supplies to private landowners and restoring more immediate emergency medical and law enforcement services. 4. Provide Forest Service and county motorized road access for administrative purposes, including wildfire suppression and search and rescue, to National Forest System Lands in upper Indian Creek. 2. **Site-specific Monitoring:** Monitoring will be conducted to ensure that implementation is consistent with Forest Plan standards and guidelines, as well as project design features, mitigation measures and objectives. Specific monitoring requirements identified in the Forest Plan applicable to project implementation include: ✓ Anadromous and resident fish habitat quantity and quality (page V-6) ✓ Compare soil erosion for various forest practices (page V-9) ✓ Ground disturbing activities with potential to alter soil productivity (page V-9) ✓ Changes in water quality due to land management activities (page V-10) In addition, before implementation the project area will be monitored for any potential reproductive activities of all aquatic and terrestrial Endangered Species Act listed species, R4 Regional Forester's sensitive species, and Forest Plan Management Indicator Species. 3. **Determination of whether or not an EIS is necessary:** I have determined that there are no significant impacts associated with this project as documented in Section VII of this decision document, therefore an Environmental Impact Statement will not be prepared (DN/FONSI, pages 10 - 12). *Indian Creek Road Reconstruction Project DN/FONSI – page 3 of 16*

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III. OVERVIEW OF THE DECISION AREA

The Indian Creek Road Reconstruction analysis area is located on the North Fork Ranger District, Salmon-Challis National Forest, approximately 10 miles west of North Fork, Idaho. The proposed project activities are located about three miles north of the Salmon River Road, with a project area legal description of T 24 N, R 20 E, section 6, Boise principal meridian Lemhi County, Idaho. The project area falls within Management Area 4A.

The Forest-wide goals and objectives within the project area are:

- MA 4A (Forest Plan, pages IV-110 to IV-112) emphasizes managing key big game winter range to insure required forage and cover conditions exist to meet big game needs. Roaded natural recreation opportunities can be provided if managed to prevent unacceptable stress to big game animals during the primary use period.

IV. PURPOSE AND NEED

The Purpose and Need for this project is to restore motorized access on the Indian Creek road to both public and private land within the drainage.

The following specific needs have been identified:

1. Meet the direction of the Idaho Supreme Court Ruling, December 27, 2002. The Idaho Supreme Court ruling determined the Indian Creek Road was a public road, was not abandoned prior to 1963 and reversed the decision of the district court that determined the Indian Creek Road is not a public road.
2. Provide public land access for recreation, hunting, fishing, and firewood gathering.
3. Provide more direct and longer seasonal access to 500 acres of private land in holdings along the Indian Creek Road allowing for more timely seasonal delivery of needed supplies to private landowners and restoring more immediate emergency medical and law enforcement services.
4. Provide Forest Service and county motorized road access for administrative purposes, including wildfire suppression and search and rescue, to National Forest System Lands in upper Indian Creek.

V. SUMMARY OF ALTERNATIVES CONSIDERED

In deciding what management actions to implement, I fully considered one "action" alternative and the "no action" alternative. These two alternatives provided a reasonable range of alternatives to consider based upon the issues identified and the scope of the proposal. In addition, five alternatives were considered but not analyzed in detail (EA, pages 2-4 to 2-5). The following discussion summarizes the alternatives considered in detail.

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	Alternative A: Alternative A is the no-action alternative. This alternative is required and serves as a baseline to measure environmental effects if no management changes were implemented. The no-action alternative represents the status quo for the project area. The no-action alternative would not restore motorized access on the Indian Creek road to the public, the private landowners in the drainage and Forest Service administrative use. Indian Creek road would remain washed out at approximately milepost 3.0. Road access to private and public lands above the washout would be provided from the East Fork of Indian Creek road. Natural processes and occurrences would continue. **Alternative B:** This alternative was developed as the Proposed Action to restore motorized access on the Indian Creek road to the public, the private landowners in the drainage, and to Forest Service administrative use. This alternative repairs the Indian Creek road washout by constructing a new road prism east of the washed out section of the Indian Creek road (EA, Figure 2.1, page 2-3). • A newly constructed road prism, approximately 1160 feet in length and 14 feet in width, located within 6 feet to 300 feet of Indian Creek. • Approximately 6CCF (hundred cubic feet) of timber ranging from pole to small saw-log size will be removed along the estimated 0.8 acre of road clearing limits. Trees removed will be used on-site as sediment barriers, and in future district fisheries instream restoration projects. • A filter slash windrow will be constructed at the toe of the road fill slope. Felled trees from the right-of-way clearing will be placed against standing trees below the new road to create an anchor point for the slash windrow. Felled trees will be limbed on one or two sides so that there is good ground contact. Limbs and brush will be placed upslope behind the anchor tree to help trap and minimize road sediment delivery to Indian Creek • In locations where there are no standing trees to anchor the slash windrow an alternate physical barrier, such as coir logs or straw waddles, will be installed to trap sediments from the disturbed area. • There will also be approximately 75 cubic meters of bank protection using Class 3 riprap material (11 pounds to 330 pound rocks) to protect approximately 175 feet of streambank in the upper reaches of the road washout. • An estimated 200 cubic yards of borrow material will be removed from the rise in the existing road between the washout and the next stream crossing at the upper end of the project area. This will be used for reconstruction of the new road prism. The cut in the road rise would be approximately 3 feet in depth, 75 feet in length and 24 feet wide. The removal of the fill material will create a small road turnout. • Cut and fill slopes will be seeded with a native seed mix and mulched with a weed-free straw. The actions implemented through this decision will adhere to applicable Forest-wide Standards and Guidelines (Forest Plan, pages IV-6 through IV-79). Additional direction from Regional guides, Forest Service manuals and handbooks, Best Management Practices (BMP), and ID Team specialist reports was also considered in designing the project and is specified in the EA on pages 2-2. The following specific mitigation measures are part of the action alternative: *Indian Creek Road Reconstruction Project DN/FONSI – page 6 of 16*

Date	Comment
	• All new noxious weed infestations associated with implementation will be treated. • Herbicides will be applied for weed control before and after implementation within the project area. • Weed spraying will be delayed on seeded areas until the vegetation has had one full growing season. • All equipment will be cleaned before working off road. • Any fuel will be stored outside of PACFISH/INFISH Riparian Habitat Conservation Areas (RHCA). Containment will be provided. **Alternatives Considered but Eliminated from Detailed Study** Several alternatives were considered during the planning process, but not analyzed in detail. These are described briefly below, along with the reasons for not considering them further. *Brushy Gulch New Road Construction* This was an alternative raised by the public to construct a new road off the Brushy Gulch road (Forest Service road #041) connecting to the Indian Creek road above the washout. This alternative was eliminated from further consideration as it did not meet the purpose and need of meeting the Idaho Supreme Court Ruling. It would entail the construction of approximately 2.5 miles of road on steep terrain at an estimated expense of $150,000 to $180,000. It would increase road density and would potentially increase road sediment runoff into streams. Depending upon the funding source it could take over 5 years to fund implementation. *Reconstruct road and stream to their original locations before the washout* This alternative was eliminated from further consideration as it entailed an unacceptable amount of resource damage along with a high risk of another road washout in the future. Over the last few years numerous onsite field reviews by Forest Service fish biologists and hydrologists and other Federal and State Agency biologists have concluded that the stream channel and streambanks through the washout area have stabilized to the point where there would be more resource damage caused by relocating the existing stream channel back to the pre 1997 washout location than there would be relocating the road on the hill slope above the existing stream channel. *Relocate first 3 miles of Indian Creek Road* This alternative would look at relocating approximately the first 3 miles of the Indian Creek road up out of the valley bottom and away from Indian Creek. This relocation would construct a road entirely on National Forest System Lands on the east side of Indian Creek This alternative was eliminated from further consideration as it did not meet the purpose and need of meeting the Idaho Supreme Court Ruling. It would construct approximately 3 miles of a parallel road system on steep terrain at an estimated expense of $180,000 to $216,000. It would increase road density and would potentially increase road sediment runoff into streams. Depending upon the funding source it could take over 5 years to fund implementation. *Relocate 1 mile of Indian Creek Road above the Indian Creek Guest Ranch Private Property* This alternative would look at relocating approximately 1 mile of the Indian Creek road up out of the *Indian Creek Road Reconstruction Project DN/FONSI – page 6 of 16*

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valley bottom and away from Indian Creek east of the Indian Creek Guest Ranch. This alternative was eliminated from further consideration as it is outside of the jurisdiction of the Forest Service. It would construct approximately 1 mile of a parallel road system on steep terrain at an estimated expense of $60,000 to $72,000. It would increase road density and would potentially increase road sediment runoff into streams.

Replace the existing wooden bridge immediately down stream of the washout in conjunction with road reconstruction
This alternative would look at replacing the existing wooden bridge immediately down stream of the washout with a new stream crossing. This is Indian Creek stream crossing number five out of six on the Indian Creek road. This crossing is one of five Indian Creek stream crossings that do not meet the Idaho Legal Load Rating for large trucks. Stream crossing number three has approximately half the legal load rating as crossing number five. This alternative was eliminated from further consideration, as crossing number five is not the limiting factor for large truck access on the Indian Creek road. At this time it is unreasonable to replace bridge number five when bridge number three has approximately half of the legal load capacity of bridge number five. Bridge number five will be receiving the appropriate maintenance work to prevent the stream from scouring around the bridge abutment and allow for appropriate motorized use. Also, this alternative to replace bridge number five with a new bridge to Forest Service standards would require raising the road prism and bridge height five to six vertical feet. This new road prism would function as a dike across the natural floodplain. This would cause unreasonable environmental harm. There is a need in the future to assess all stream crossings on the entire Indian Creek road.

VI. RATIONALE FOR THE DECISION

My decision is based upon three principal criteria:

Consistency with Forest Plan goals, objectives, standards and guidelines. The Forest Plan, and the process used to develop it, represents agreements on the management and uses of the Salmon Forest among a wide variety of publics, agencies, American Indian tribes, organizations and individuals. It is a negotiated understanding with the public. I view the achievement of the desired conditions described by the Forest Plan for this area as a decision goal.

I have evaluated the alternatives considered and compared them to Forest Plan goals, objectives, and standards and guidelines for the Indian Creek Road Reconstruction Area. Several considerations pertaining to Forest Plan consistency are reflected in my decision. My decision for the Indian Creek Road Reconstruction activities is supported by the following Forest Plan references and narrative discussions:

Forest Management Goals describe how the Forest will be administered to assure long-term protection and utilization of resources for the people of the United States.

- Be responsive to public and private needs for use of National Forest land (Forest Plan, page IV-3).
- Develop and maintain a Forest Transportation system that provides safe, economical, functional, and environmentally sound access for managing and protecting the Forest resources

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(Forest Plan, page IV-4).

Forest-Wide Direction provides management requirements that set the baseline conditions that must be maintained throughout the Forest in carrying out the Forest Plan.

Table 1.1 Management Requirements

Management Activities	General Direction	Standards & Guidelines
Transportation System Management (L01 & 20) Forest Plan (IV-62 thru 63)	**4. Keep existing roads open to public motorized use unless: (LMP, page IV-84)** A. Financing is not available to maintain the facility or manage the associated use of adjacent lands; B. Use causes unacceptable damage to soil and water resources; C. Use conflicts with other resource objectives for the area; D. They are located in areas closed to motorized use and are not "designated routes" in the Forest Travel Management Direction. E. Use results in unsafe conditions unrelated to weather conditions; or, F. There is little or no public need for them.	a. Use the "R4 Technical Guide to Erosion Control on Timber Sales" as a guide for transportation systems, erosion prevention and control measures.
Local Road Construction and Reconstruction (L11 thru L13) Forest Plan (IV-65)	**4. Construct and reconstruct local roads to provide access for specific resource activities such as campgrounds, trailheads, timber sales, range allotments, mineral leases, etc., with the minimum amount of earthwork.**	a. Construction and reconstruction standards for local roads are: • Travel Speed – Average Les Than 20 MPH • Lanes – Usually single lane except for developed recreation sites • Surface – Varies from asphalt to native surface; majority native surface • Width – Typically 10 thru 14 feet. Turnouts optional depending upon traffic management • Drainage – Dips and culverts
Road Maintenance (L19) Forest Plan (IV-66)	1. Maintain all roads to the following minimum requirements: A. All arterial and open collectors – Level 3 B. All open local roads – Level 2 C. All closed roads – Level 1	a. Level 1 maintenance includes upkeep of drainage structures and vegetation cover necessary to prevent erosion

Desired Future Conditions (DFC) are a description of the Forest, which is expected to result from implementation of the Forest Plan.

- A safe, functional, and environmentally sound transportation system will be developed (Forest Plan, page IV-93).

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Date	Comment
	Relationship to environmental issues and public comments. Organizations and the general public submitted comments that provided insight on the issues associated with this project. I took a hard look at the issues and how they were addressed by each alternative. Public and organization comments helped me identify a reasonable range of alternatives, mitigation measures and design criteria requirements. Overall, comments from scoping and on the proposed action from the 30-day comment period provided me the necessary framework on which to base my decision. One reason I chose to implement Alternative B is that it represents a reasonable resolution of the issues and public comments. A legal notice describing the proposal and seeking public comment was published in the Salmon *Recorder Herald* on April 3, 2003. A scoping letter dated May 8, 2003 was mailed to approximately 150 individuals, organizations and federal, State and local agencies, describing the proposed project and alternatives and requesting input on issues. A joint Forest Service and Lemhi County Commissioners Public meeting/open house was held in Salmon on May 22, 2003. Appropriate governments and government agencies were contacted, including the Shoshone-Bannock Tribes, U.S. Fish and Wildlife Service, NOAA Fisheries, and Idaho Department of Fish and Game. Field trips with representatives of NOAA Fisheries and the US Fish and Wildlife Service were conducted over the past several years. The proposal was described in the Salmon-Challis National Forest quarterly *Schedule of Proposed Actions*, which is mailed to approximately 125 individuals and organizations. The proposal was also posted on the Internet. The District Ranger met with the Lemhi County Commissioners at their May 12, 2003 public meeting and again along with two interdisciplinary team members at their December 22, 2003 meeting. During the County Commissioner meetings, Lemhi County asserted the continuing need to restore public access on the Indian Creek road. A legal notice describing the new project proposal and seeking public comment was published in the Salmon *Recorder Herald* on January 29, 2004. A notice and comment letter dated January 27, 2004 was mailed to 74 individuals, organizations and federal, State and local agencies, describing the new proposed project and alternatives and requesting input on issues. This letter also stated the EA is being completed under revised 36 CFR 215 appeal regulations, which became effective June 4, 2003. All comments received during this 30-Day Notice and Comment period were reviewed and used to determine the issues analyzed in this EA. During the extended scoping period the Forest received 62 written responses. Comments in the letters centered on access and impacts. Three major issues (*water quality, public access and safety, noxious weeds and fish and wildlife*) were identified from the public responses, agency input and field reviews by the ID team. The action alternative design and mitigation is responsive to these issues. Appendix A to the EA provides a response to comments received during the 30-day comment period. **Compatibility with Other Agency and American Indian Tribe Goals** This was another important factor that drove my decision making process. Coordination and cooperation with FWS, NOAA Fisheries, SHPO, Lemhi County, and Shoshone-Bannock Tribe were considered in making my decision. *Indian Creek Road Reconstruction Project DN/FONSI – page 9 of 16*

Date	Comment
	The Forest has been working with Lemhi County and Indian Creek private landowners to design a project that would restore motorized access on the Indian Creek road to the public, the private in holdings in the drainage, and to Forest Service administrative use. Lemhi County Commissioners are supportive of the selected alternative. Prior to public scoping the FWS, NOAA Fisheries, SHPO, Idaho Department of Fish and Game and Shoshone-Bannock Tribe were contacted concerning the project. Biological Evaluations (BEs) and Biological Assessments (BAs) were prepared and Endangered Species Act consultation requirements with the FWS and NOAA Fisheries were met. Design Criteria and mitigation addresses concerns identified by the regulatory agencies and State Fish and Game. SHPO has entered into a Memorandum of Agreement (MOA) with the Forest regarding the management of cultural and historic resources in the project area. Tribal government from the Shoshone-Bannock was invited to sign and concur with the MOA. No specific comments on the Indian Creek Road Reconstruction Project were received from the Tribe. **Summary of Rationale** I decided to implement Alternative B because it best achieves the purpose and need while addressing the major issues and concerns. It will be consistent with Forest Plan goals, management direction and desired future condition for transportation system management and public access to National Forest system lands. This alternative restores public access on the Indian Creek road to public lands and private in holdings for recreation, emergency services, administrative use and resource management. Implementation of the alternative's project design features and mitigation measures will protect aquatic habitat, fishery resource values and native plant communities from potential adverse impacts from sediment delivery to Indian Creek and establishment of noxious weeds on disturbed soil on the project site. My rationale for not selecting Alternative A is that without some kind of management action the Indian Creek road would remain closed as a public and administrative motorized through way for recreation, emergency services, resource management and private inholding access. Alternative A would not meet the purpose and need of the project proposal, nor Forest Plan goals or general direction for transportation system management and access for public motorized use, and the management and protection of forest resources. **VII. Finding Of No Significant Impact** My review of the analysis prepared by the ID Team indicates Alternative B responds to public concerns and is consistent with management direction in the Forest Plan. Provisions of 40 CFR 1508.27(b) indicate environmental significance must be judged in terms of the project context and intensity. I have determined it is not necessary to prepare an environmental impact statement for this project. My rationale includes: **Context** The effects of the proposed project are localized with implications for only the immediate area. Cumulative effects of past management, combined with the current proposal, and reasonably *Indian Creek Road Reconstruction Project DN/FONSI – page 10 of 16*

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foreseeable future actions for each resource are displayed in the EA under each of the resource's analysis. These effects were considered in my determination. The selected alternative is consistent with the management direction and standards and guidelines outlined in the Forest Plan. Therefore, regionally and nationally the Indian Creek Road Reconstruction project is not significant.

Intensity

- *Consideration of both beneficial and adverse impacts:* I considered beneficial and adverse impacts associated with the alternatives as presented in the EA. The overall impact of the selected alternative will have a minor beneficial effect, with no significant adverse impacts. Impacts from the selected alternative are not unique to this project. Previous projects involving similar activities have had non-significant effects. Therefore, I determined that the site specific and cumulative effects of the selected alternative are not significant.

- *Consideration of the effects on public health and safety:* This alternative will not significantly affect public health and safety. Road reconstruction is a common activity within this area of Idaho and local residents and seasonal visitors are accustomed to seeing these types of activities. This project does not involve national defense or security.

- *Consideration of the unique characteristics of the geographic area:* The selected alternative will not effect any unique areas, historic features, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

  There will be no measurable effects to the characteristics of any Inventoried Roadless Areas. There is no measurable effect of this action on the wilderness potential of the area.

  Based on this information, I conclude Alternative B will have no adverse effects on unique resources.

- *The degree to which the effects on the quality of human environment are likely to be highly controversial:* All actions to be implemented are similar in type and intensity to activities that have occurred in the recent past. Based upon my past experience on similar projects, I do not expect the effects of these actions on the quality of the human environment to be highly controversial. Although I anticipate this decision will not be acceptable to all, there is general public support for the selected activities. Therefore, I have determined that the effects as displayed in the EA and supporting documentation in the project file are not likely to be highly controversial.

- *The degree to which effects are highly uncertain or involve unique or unknown risks:* The selected alternative is similar to many past actions across the Forest and region, and its effects are reasonably expected to be similar. The road reconstruction activities involve common engineering practices and contractual requirements that have been used many times on similar sites. Based upon my knowledge of past actions and professional and technical knowledge and experience, I am confident that we understand the effects of these activities on the human environment. There are no unique or unusual characteristics about the area or selected alternative that would indicate an unknown risk to the human environment.

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Date	Comment
	• *The degree to which this action may establish a precedent for future actions with significant effects or represents a decision in principle about future considerations:* The selected alternative is site specific to the Indian Creek Road Reconstruction project area and consistent with the Forest Plan. Therefore, this is not a decision in principle about future considerations and is not likely to establish a precedent for future actions with significant effects. • *Consideration of the action in relation to other actions with individually insignificant but cumulative significant effects:* Cumulative effects analysis by resource area was conducted in the EA (pages 1-9 to 1-10 and in Chapter 3 under each of the resource's analysis. No significant effects were identified as a result of this analysis. Cumulative effects of the selected alternative and other past, ongoing and reasonably foreseeable activities are not expected to be significant due to protective measures developed in the project design features and application of Forest wide standards and guidelines. I have therefore determined that there are no significant cumulative effects associated with this project. • *The degree to which the action may affect listed or eligible historic places:* This project meets federal, state and local laws for protection of historic places (Indian Creek Road Reconstruction project record). The MOA with SHPO and the Tribes provides mitigation measures such that the action will have no significant adverse effect on properties eligible for listing in the National Register of Historic Places or cause loss or destruction of significant scientific, cultural, or historical resources. • *The degree to which the action may affect an endangered species or their habitat:* BAs were prepared for the Indian Creek Road Reconstruction project area and are hereby incorporated into this decision document by reference. The BAs determined that the proposed activities will not jeopardize the continued existence of the nonessential experimental population of gray wolf and will have "no effect" on Canada lynx, bald eagle, bull trout, Snake River spring/summer chinook and Snake River Basin steelhead nor destroy or modify proposed or designated critical habitat for ESA listed fish species. Federally listed threatened and endangered plants are not expected to occur within the project area (Indian Creek Road Reconstruction project record). If any federally proposed or listed animal or plant species are found at a later date or, if any new information relevant to potential effects of the project on these species becomes available, then the project would be stopped and the Section 7 consultation process, as per the Endangered Species Act of 1973, as amended, would be initiated. Due to the above findings and conclusions, I do not believe that Alternative B would have an effect on endangered or threatened species or their habitat. • *Whether the proposed action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment:* Applicable laws and regulations were considered in the EA and project design. The action is consistent with the Forest Plan and meets NEPA disclosure requirements. *Indian Creek Road Reconstruction Project DN/FONSI – page 12 of 15*

Date	Comment
	VIII. FINDINGS REQUIRED BY LAW, REGULATION, AND AGENCY POLICY Numerous laws, regulations and agency directives require that my decision be consistent with their provisions. The following summarizes findings required by major environmental laws: **National Forest Management Act (16 USC 1600 et seq.)** NFMA and accompanying regulations require that several specific findings be documented at the project level. These are: • *Consistency With Forest Plan (16 USC 1604(i)):* The EA discussed the Forest Plan and MA goals and objectives applicable to the Indian Creek Road Reconstruction project's decision area (EA, page 1-7). Based upon my Forest Plan references and discussion in Section VI, pages 7 - 10 of this document, I find the actions and activities described in the selected alternative are consistent with the Forest Plan. I have determined the actions are appropriate and needed to further the management goals, direction and desired future condition for the Forest. • *Sensitive Species:* Federal law and direction applicable to sensitive species include NFMA and the Forest Service Manual (2670). In making my decision, I have reviewed the analysis and projected effects on all sensitive plant and animal species listed as possibly occurring on the Salmon National Forest [EA, pages 3-68 and Biological Evaluation (BE)]. I concur with the findings documented for these species in the Wildlife and Plant BE (project records), summarized here: individuals of the following Regional Forester's Sensitive animals are not expected to be impacted: boreal owl, Columbia spotted frog, flammulated owl, fisher, great gray owl, harlequin duck, northern goshawk, peregrine falcon, spotted bat, three-toed woodpecker, Townsend's big-eared bat, wolverine and sensitive plants are not expected to be impacted: Lemhi penstemon and flexible collomia. Alternative B is not expected to cause a trend toward federal listing of any of these animals or plants, nor is this alternative expected to affect population viability of any of these animals or plants (EA, pages 3-17 and 3-20). The BE determined that the project will have no impact on the sensitive fish species, *westslope cutthroat trout*, or their habitat and will not contribute to a trend towards Federal listing or cause a loss of viability to the population or species (Indian Creek Road Reconstruction Fisheries BA/BE). **Clean Water Act and State Water Quality Standards** The integrity of the decision area's water and riparian features will be maintained as a result of the application of general Forest Plan standard and guidelines (Forest Plan, pages IV-43 to IV-46), Regional standards and BMPs as well as site specific protective design criteria (EA, page 2-2). Increased sediment delivery associated with road use will not be measurable. Watershed risk ratings will not change (EA, pages 3-6 to 3-7). *Indian Creek Road Reconstruction Project DN/FONSI – page 13 of 16*

Date	Comment
	There are no 303(d) water quality limited stream segments or water bodies in the project area. The analysis also indicates that implementation of Alternative B will not produce appreciable effects on water quality or soil productivity. **Endangered Species Act (16 USC 1531 et. seq.)** As required by the Endangered Species Act (ESA), a wildlife BA was completed on January 12, 2004 and a fisheries BA was completed on March 15, 2004 addressing the potential impacts to threatened and endangered species utilizing the project area. The analysis concluded that Alternative B would not jeopardize the continued existence of the nonessential experimental population of wolves and any effects would be negligible or discountable. There would be no effect to Canada lynx and bald eagles. There would be no effect to Snake River spring/summer chinook, Snake River Basin steelhead, bull trout and their spawning and rearing habitat, and is not likely to destroy or modify designated or proposed critical habitat. No federally listed threatened and endangered plants are expected to occur in the project area. The proposed activities are consistent with all requirements of the Lynx Conservation Assessment and Strategy. **National Historic Preservation Act** I have consulted with SHPO pursuant to 36 CFR 800.14 implementing section 106 of the National Historic Preservation Act. Since no significant historic properties were identified, there would be no adverse effects in the project area from the action alternative and no further mitigation measures are needed. The SHPO has agreed with the site significance determination and finding of no effect for the project, February 9, 2004. Section 106 (NHPA) consultation for the project is complete. However, in the event cultural resources are discovered as a result of the project, all ground disturbing activities should cease immediately and the Forest Archaeologist should be notified so that the appropriate mitigation measures may be taken. In addition the Forest has consulted with the Shoshone-Bannock to determine if the project area contains properties of religious and cultural significance. To date, the Tribes have identified no specific uses or localities of concern within the analysis area. Based upon analysis in the Indian Creek Road Reconstruction project record I determined that there are no direct, indirect, or cumulative effects to heritage resources from implementation of Alternative B. **Invasive Species (Executive Order 13012)** This order directs that federal agencies should not authorize any activities that would increase the spread of invasive species. Mitigation included as part of the decision specifies prevention and treatment measures to control weed establishment and spread from project implementation. **Compliance with Other Laws, Regulations and Policies** I have considered the effects of this project on low income and minority populations and concluded that this project is consistent with the intent of the Environmental Justice Act of 1994, (EO 12898). The local community was notified of this project through the public participation process. This project was designed to contribute to the economic well being of regional and local communities by restoring motorized road access on the Indian Creek road to the public, the private landowners in the drainage, and to Forest Service administrative use. *Indian Creek Road Reconstruction Project DN/FONSI – page 14 of 16*

Date	Comment
	IX. APPEAL PROVISIONS AND IMPLEMENTATION This decision is subject to administrative review (appeal) in accordance with 36 CFR 215. Individuals or non-Federal organizations that submitted substantive comments during the comment period specified at 215.6 may appeal this decision. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14. A notice of appeal must be in writing and clearly states that it is a Notice of Appeal being filed in pursuant to 36 CFR 215. The appeal must be filed (regular mail, fax, email, hand delivery, or express delivery) in writing to: Appeal Deciding Officer, William A. Wood, Forest Supervisor, Salmon-Challis National Forest; 50 Hwy. 93 South, Salmon, ID 83467, faxed to (208) 756-5555 or e-mailed to: appeals-intermtn-regional-office@fs.fed.us. The office business hours for those submitting hand-delivered appeals are 7:45am through 4:30pm Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message plain text (.txt), rich text format (.rtf), or Word (.doc). In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification. The Notice of Appeal, including attachments, must be filed with the Appeal Deciding Officer within 45 calendar days of the publication of the legal notice in the *Recorder Herald* newspaper, the newspaper of record. Attachments received after the 45-day appeal period will not be considered. The publication date in the *Recorder Herald*, newspaper of record, is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source. If no appeal is filed within the 45 day time period, implementation of this decision may occur on, but not before, 5 business days from the close of the appeal filing period. If an appeal is received, implementation may not occur for 15 days following the date of the last appeal disposition. Detailed records of the environmental analysis are available on request. For more information contact Terry Hershey, Acting District Ranger, at (208) 865-2700, or Dan Garcia, IDT Leader at (208) 865-2722. /s/ Terry Hershey 12/10/04 TERRY HERSHEY DATE Acting District Ranger The United States Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, sex, religion, age, disability, political beliefs, sexual orientation or marital or familial status. (Not all prohibited bases apply to all programs). Persons with disabilities who require alternative means of communication of program information (Braille, large print, audiotape, etc.) should contact the USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write the USDA, Director, Office of Civil Rights, 326-W, Whitten Building, 1400 Independence Ave, S.W., Washington D.C. 20250, or call (800) 720-5964 (voice and TDD). USDA is an equal employment opportunity provider and employer. *Indian Creek Road Reconstruction Project DN/FONSI – page 16 of 16*
10/09/2012 ***Peggie Morrison***	Jeff, Your comment this morning about brainstorming made me wonder why the middle-of-the-road rehabilitation suggestion that was brought up at the public meeting was not included in the list of 28 options to be screened. Brainstorming is accepting allsuggestions without judgement or criticism. Currently the rehab options are either black or white with no gray middle ground. Hopefully there is still room to add two more options: middle rehab and middle rehab with access. Peggie Morrison
10/12/2012 ***Jeff Key***	Hello Peggie and Fred – My direction from the Planning Team is to forge ahead with the Minor Rehab and Major Rehab options, with and without approach improvements. The Minor Rehab option is the most basic work that can be completed, and represents a minimum investment to attain a minimum lifespan. The Major Rehab is a very broad option, with a large uncertainty. To offer a "mid-range" rehab option implies that we know more than we do. We will likely show a very broad range of cost for the Major Rehab option in order to convey this uncertainty. The range may be between $200,000 to $1,500,000. Since cost won't be considered in the first level screening, it is likely that a "mid-range" rehab option and Major Rehab will screen the same. If the rehabilitation options move to the second level screening, we will need to better understand what

Date	Comment
	that means, what is possible, and the associated costs. That isn't a simple process. Input from Frank Muth would be welcome. Thanks. Jeff
10/13/2012 ***Gary Botchek***	Jeff, I read with interest your thoughts on the range of rehab options for the Maclay Bridge and your sense that there is a real uncertainty as to the cost and the options concerning our "rehab" discussion, which is in response to the Major Rehab option, which requires the bridge to be moved from it's present location and which greatly magnifies the cost, project time and inconvience of this option. You further state that, "to convey this uncertainty...it is likely that a "mid range rehab option and a major rehab option will screen the same." I personally feel that being able to provide the same rehab solution without moving the bridge from it's present location creates a rehab cost that is significantly less than the major rehab option as presented, while providing the same upgrades. Maybe the State feels that there is enough investigation required to apply the term "uncertainty" to the scope of work. However, other than a differing option of a calculation of a structural steel member's value, I would submit that the investigation that Frank Muth conducted in order to upgrade the bridge structure to accept a state of the art deck in place of the old wooden structure, speaks volumes as to the options available to the county at the time of his report. This, in conjunction with the county's own previous 33 page in-house structural investigation by Fred Crisp, County Project Engineer for Bridges (County Surveyor's file 86-2411) , that similarly states that the bridge can be rehabbed to present highway standards, should greatly reduce the "uncertainty" to the "mid-range rehab" option. Based on these thoughts and comparisons I would suggest that these two options are miles apart and hence should not be screened the same. Finally, I would hope that the plan to bring Kent Barnes and Frank Muth together in an engineering discussion about the options available for bridge rehab's without the necessity of removing the bridge from the site would be forth coming and would better define rehab options and perhaps eliminate much of the uncertainty now being projected. Thanks, Gary Botchek nlee1946@live .com
10/16/2012 ***Gary Botchek***	Jeff, I am just checking to see if you have received my recent e-mails dated 10-1-12 (The rest of the story/project) and 10-13-12 (Rehab Options). I would appreciate a heads up as to your receipt of this information. Thanks, Gary
10/16/2012 ***Jeff Key***	Hi Gary - Yes I received those emails. I forwarded your 10-1-12 email to the Planning Team on 10/02/2012, and your 10-13-12 email to them on 10/15/2012, for their consideration. I have also logged them into the on-going public comment matrix for the record. Jeff
10/25/2012 ***Fred Stewart***	Jeff, I'm planning to listen in on the planning team meeting next Tuesday morning. I didn't notice any mention of alternatives in the agenda for the meeting. Looks like you will be focusing on screening issues. Since we can't take part in the discussion, will you mention the status of the intermediate rehab alternative ("Muth Option") so we will know if the planning team has any intention of including it in their screening? Thanks. Fred
10/25/2012	Hi Fred - I am not intending to discuss alternatives on Tuesday. We need Tuesday to go through changes to the first level screening criteria, and also potential second level screening criteria.

Date	Comment
Jeff Key	My direction has been clear that if a rehab option(s) advances through the first level screen, then we will need to better articulate what is possible for rehab, and with more detail, before we progress into the second level of screening. You and talked about this on the phone, and also I responded via email to that effect on October 12 to both yourself and Peggie. I have cc'd the 5 representatives of the MDT and County, and have included your email in the public comment matrix for the record. Thanks. Jeff
10/25/2012 ***Fred Stewart***	Jeff, Thanks for the quick reply. I know we talked about this on the phone and I just wondered if anything else had come up since that conversation. I understand what you are saying about what will happen if a rehab option advances through the first level screen. I'll be listening with interest on Tuesday to the changes to the first level screening criteria. Fred
10/20/2012 ***Michael Burnside***	Thanks, Jeff. I just finished reading through the rest of it and didn't see anything else that caught my eye. Many thanks for incorporating our concerns & comments on the bridge foundations & structure & the effects on the river channel as well as other items. We will continue to be engaged & have representatives at today's & future meetings. Mike
10/20/2012 ***Michael Burnside***	Jeff, During today's planning team meeting, you discussed some of the sub-criteria to be used under the criteria of safety on the bridge and approaches. One of these sub criteria was to "improve substandard elements on the bridge". You mentioned bridge width as one of these elements. However, you did not mention the fact that the current bridge does not meet the standard of Missoula County Floodplain Regulations. As stated on page 34 (Section 4.13.1 Floodplain Considerations) of your Final Existing & Projected Conditions Report, "Missoula County Floodplain Regulations require the low chord of any "new" bridge to be two feet about the 100 year flood elevation. At its present North Avenue location, this would likely necessitate the bridge and associated road grade, to be raised." Shouldn't any option being screened that doesn't improve the existing substandard bridge elevation be given a "no" rating? In discussing the criteria, "Would the option provide an efficient connection with the street network road system in the area?", you stated the current travel route using North Avenue/River Pines is "efficient" and meets this criteria. I question whether this is an appropriate interpretation of the word "efficient". Efficient is defined as, " Achieving maximum productivity with minimum wasted effort or expense." However, the current North Avenue/River Pines requires out-of-direction travel for most users of the bridge, since according to the 1994 EA, most users of the bridge are coming from or going to South Avenue. Thus while the current North Ave/River Pines route might be described as "serviceable" (Fulfilling its function adequately; usable), it can hardly be accurately said to be an efficient connection. Perhaps this criteria needs to be reworded to consider how the options reflect different levels of serviceability, or else you need to better define what you mean by "efficient". Thank you for considering this. Mike Burnside
11/20/2012 ***Linda St. Peter***	Well-done!
11/25/2012	Good morning,

Date	Comment
Peggy Morrison	Has the 2 hour workshop Planning Team meeting been set? Please let me know the details of the meeting. Once againI would like to request a copy of meeting/worship documents. I fully understand that the documents are drafts and not ready for general public consumption. However, I am trying to understand the process and the thoughts that go into creating the final copy. It is very difficult to follow everything that is projected on the screen because it is close to, if not completely unreadable. Erik, Lewis, Shane and Susan can follow the conversation by checking the hard copy in front of each of them. (Documentation which they receive prior to the meeting so that they have time to go over it.) They can refer back to previous pages, write changes on the pages, and end up with a reference document they can use. I do hope you will reconsider your position of only giving us the agenda for each meeting/workshop. Peggie
11/26/2012 ***Sheila Ludlow***	Hi Peggie, I have scheduled a Planning Team workshop for Thursday, November 29th from 9 – 11 a.m. This will be a GoToMeeting with polycom between the MDT Missoula District conference room (upstairs) and MDT Planning Conference Room A (2960 Prospect Ave, Helena). You can attend this meeting at either location. There is no formal agenda as this is a continuation of our discussion on the screening of improvement options. We appreciate your interest in this study and welcome your attendance to listen in on our Planning Team meetings and workshops. The focus of our meetings and workshops is to work through draft materials to develop a product for the public. The public draft of Planning Study materials will be provided to members of the public once the Planning Team has completed developing the product. The MBA, MBCS and any other interest groups are all members of the public and we look forward to your feedback on this deliverable. Thanks, Sheila
11/28/2012 ***Fred Stewart***	Jeff & Lewis, After listening to the discussion of social factors used for the second level of screening, I think you are totally missing important information from the Target Range Neighborhood Plan. The plan was adopted by the Missoula Board of County Commissioners on June 30, 2010, as an amendment to the 2005 Missoula County Growth Policy. As a guide to land management policy and the most recent planning document for this neighborhood, it is very clear about neighborhood characteristics that are important to the area residents. Although residents on the west side of the Bitterroot River are not included in the somewhat arbitrary plan boundaries, a number of those individuals were involved in various committees that worked on the plan. They expressed similar concerns about factors affecting their own area as did residents on the east side of the river. Thus an analysis of impacts of options on the east side will likely apply to resident concerns on the west side of the river as well. I've highlighted sections of the plan that I feel are key elements that relate to the Maclay Bridge study. Examples of screening criteria could be: 1. How well does the option protect the rural character of the neighborhood as identified in the Neighborhood Plan? 2. Does the option mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area? 3. Does the option enhance the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area? 4. To what extent does the option protect those community resources which are critical for maintaining the rural character of the neighborhood? 5. Does the option enhance those neighborhood characteristics identified in the Neighborhood Plan as "Very Important" by residents? I hope you will take the opportunity to seriously consider these comments as you prepare your second level screening criteria at your workshop on Thursday. Please let me know if you have comments or questions. Fred Stewart

Date	Comment
	Target Range Neighborhood Plan *"Rural by Design"* **2.3 Transportation Infrastructure** Streets and roads within the Target Range neighborhood are heavily used by commuters, school-aged children, horse riders, bicyclists, and walkers. Future construction of homes, additional recreational opportunities on city and county parkland and city and county and federal lands adjacent to the Bitterroot and Clark Fork Rivers will result in increased traffic/congestion, more vehicle and vehicle-pedestrian accidents, increased noise, and additional air pollution on roads and trails. *Recommendations to improve transportation infrastructure:* Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area. Transportation alternatives must be undertaken to offset potential negative impacts associated with future development, including expansion of the walking and biking paths to reduce the number of miles traveled to improve air quality. viii **2.7 Land Use / Zoning** The primary land use of Target Range was, and still is, residential properties on one-half to one or more acres, interspersed with agricultural operations, open space, wildlife habitat and vacant lots. Zoning is an important tool to protect community resources that are critical for maintaining the rural character of the neighborhood and provide opportunities to the greater Missoula community. *Recommendations for zoning:* Create rural zoning districts to give local residents greater control over zoning changes; change zoning from two to one home per acre in a limited area; and encourage a variety of land-use tools to permanently protect valuable natural resources that will otherwise be negatively affected by future residential development. *"Rural by Design"* ix

Date	Comment
	## Vision Statement This neighborhood plan brought together a remarkably diverse group of Target Range residents. We discovered that our shared common values and passions united us around a common vision for the neighborhood. First and foremost, people who live in the Target Range area enjoy the rural and semi-rural nature of the area. Nearly 90% of the respondents to the Target Range Homeowners Association Survey (Appendix A) reported preservation of the rural character was very important to them. More than 92% preferred to remain in Missoula County rather than annex into the city of Missoula. In describing what they found most attractive in the area, the rural feeling, open space and views, low-density housing, low noise, proximity to Missoula and its services, and safe, friendly, diverse neighborhoods (in that order) were most important to them. For clarification, the notion of diverse neighborhoods can be illustrated by mentioning the trailer park across the street from the Target Range School, the upscale homes overlooking the Bitterroot River, and everything in between throughout the Target Range area. Residents at all income levels co-exist and welcome diversity and typically continue the legacy of "neighborhood" with newcomers. Other values important to Target Range residents include: 88% of survey respondents stated a desire for preservation of agricultural spaces, 69% would like to see more public parks and open spaces, and 85% are in favor of more walking/bicycle paths. In order of preference, the types of businesses that are supported include: greenhouses, nurseries and small produce farms; small, local, and "Mom and Pop" stores; small, home-based enterprises with low- or no-client visits; small grocery stores; and small restaurants or coffee shops. While most residents fully understand the need for growth, it is fair to say Target Range residents share a concern for the escalated, unchecked growth seen in other areas of Missoula. One of the greatest fears expressed by residents is that the security, safety, rural nature and "neighborhood" atmosphere of the Target Range area could be jeopardized. Rapid growth and expansion can be a hindrance to keeping positive community relations as seen by many examples of Missoula neighborhoods becoming fractured due, at least in part, to rapid development and growth without the chance for people to become acquainted with each other. It is clear from anecdotal examples and private and public discussions about neighborhood planning, that the residents of the Target Range neighborhood want to have their interests acknowledged and protected in the neighborhood planning efforts. The "Rural by Design" slogan developed by the Target Range Homeowners Association (TRHOA) represents the shared vision of residents in the area.

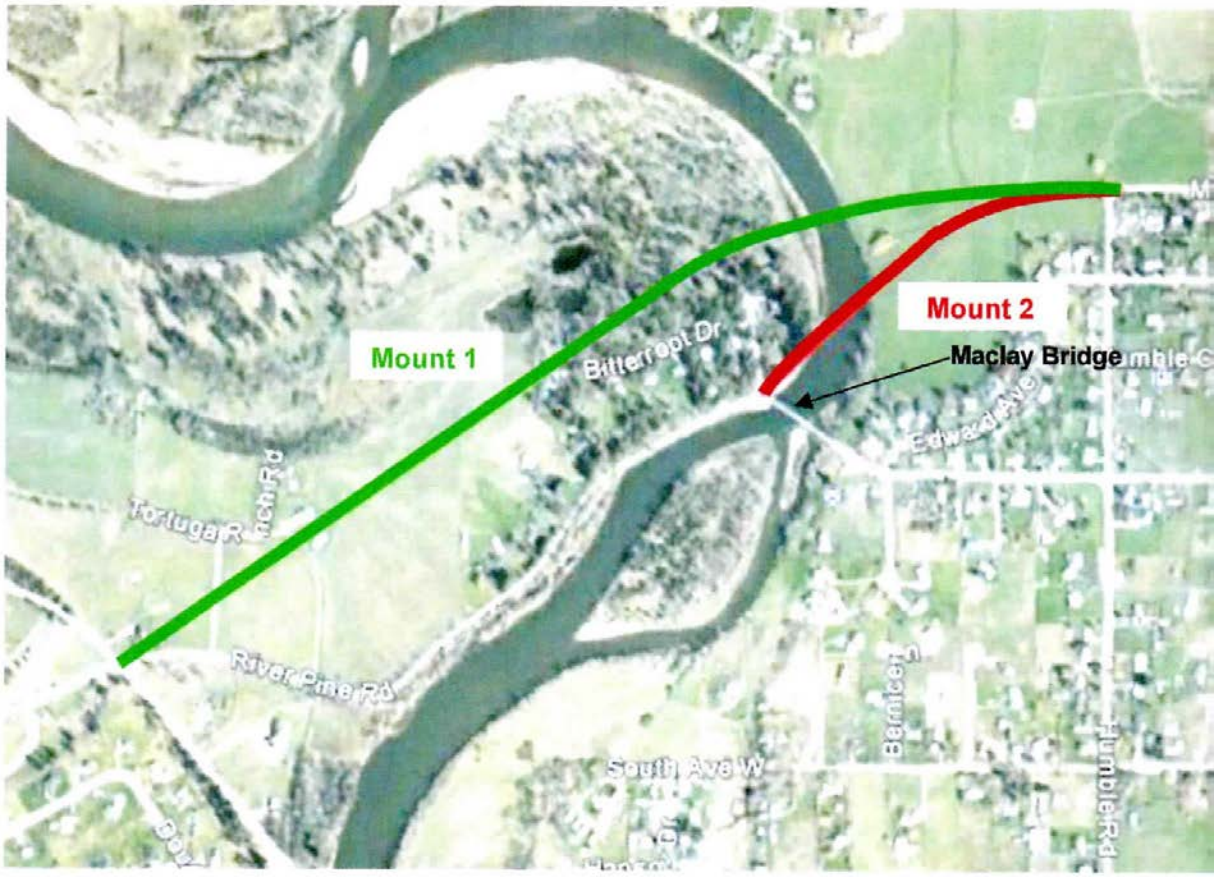
Date	Comment
	2.3 Transportation Infrastructure (motorized and non-motorized) Every effort should be taken to mitigate growth in motorized traffic while enhancing the traditional lifestyle and safety of citizens living within the Target Range area. Transportation alternatives must be undertaken to offset potential negative impacts associated with future development, including efforts to reduce the number of motorized vehicle miles traveled to improve air quality. Current Situation For years the main street arterials into the Target Range area have been South Avenue West, Spurgin Road, South Seventh West, South Third West, and across the Bitterroot River via Maclay Bridge and North Avenue to Clements Road. Clements Road and Tower Street are the primary north-south connecting roads. These streets can be seen on Map 8–Transportation and Trails. Objectives and Goals Without careful planning, future construction of homes and additional recreational opportunities on city/county parkland within the neighborhood and city/county and federal lands adjacent to the Bitterroot and Clark Fork Rivers will result in increased traffic and congestion, more vehicle and vehicle-pedestrian accidents, increased noise, and additional air pollution. In addition to motorized vehicles, the streets and roads within Target Range are heavily used by school-aged children, families, horse riders, and bicyclists. These activities can come into conflict with motorized transportation. This plan presents strategies for resolving and/or mitigating potential conflicts between different road users, many of which can be seen on Map 8. Recommendations and Strategies 1) Speed limits/speed zones: Establish the speed limit within the five major streets within the Target Range area at thirty-five miles per hour. Retain 25 miles per hour as the limit on all streets accessing these arterials. 2) Bike paths: a. Establish bike paths on Tower Street and 33rd Avenue from South Avenue West to South Third Street, South Third Street from Reserve Street to Clements Road, and Spurgin Road from Clements Road to Tower Street. b. Improve the bike path running from Clements Road east on North Avenue to 37th Street. Target Range Neighborhood Plan c. Locate the bike path that runs the length of Clements Road entirely on the west side of the street. Currently, it is located on the east side between Mount Avenue and North Avenue creating two potentially avoidable street crossings along an often-used school and neighborhood route. d. Existing paths and proposed paths can be seen on Map 8–Transportation and Trails. e. Design new bike paths and improve existing bike paths such that they are appropriate for the rural atmosphere of the neighborhood; safety of people and protection of resources should be of primary importance in the design. (In some situations, the addition of curbs and gutters may be important to protect resources from storm water run-off.)

Date	Comment
	Prepared by Neighbors in Target Range community to constructing a new bridge rather than maintaining the Maclay Bridge. This neighborhood plan has not identified a need for a new bridge. 8) Redesign intersections where visual barriers such as high fences or vegetation reduce sight distance and create safety issues. Examples are found at the intersections of Third Street and Clements Road, and South Avenue West and Clements Road. *"Rural by Design"* 39 Human Environment Summary There are two primary objectives of the Target Range Neighborhood Plan. The first is to determine the ability of the area to accommodate the growth of 400 additional homes over the next twenty years as predicted by the UFDA study. In 2008 there were an estimated 1065 dwellings in Target Range, and under existing zoning there is the potential for 655 additional dwellings. Thus, it is possible to meet the UFDA growth projection without changing the zoning to allow higher residential density. Of the 400 new homes predicted, there are already 155 new dwelling parcels with preliminary approval. The second objective is to define and protect those community resources which are critical for maintaining the rural character of the neighborhood, identified by 88% of the residents as "Very Important". We believe the increase in residential dwellings has the potential to negatively impact community resources including: air, surface and ground water, open space, viewsheds, transportation, agricultural soils, irrigation and wildlife habitat. The negative impacts of development are identified throughout the neighborhood plan, primarily in the Natural Resources sections and in the discussion of traffic congestion. The only way the Neighborhood Plan Working Group could find to reconcile the demand for additional housing and potential resource impacts was to recommend a change in zoning that would affect approximately 29 properties and encourage the use of land use tools that would permanently protect resources identified as "at risk." These recommendations are consistent with resident desires as expressed in the neighborhood survey completed in 2008. 62

Date	Comment
	 Conclusion The natural setting of the Target Range neighborhood includes natural resources that are of unique value to both neighborhood residents and the greater Missoula community. We are located at the confluence of two major Montana rivers, the Bitterroot and the Clark Fork. The regionally important and sensitive Missoula aquifer serves as our drinking water supply. Productive agricultural soils underlie almost the entire Target Range neighborhood. We still have an intact and functioning surface water irrigation system supporting pastures, hayfields, livestock production and market gardens on these important soils. The Target Range neighborhood includes natural vegetation and agricultural open space of critical importance to wildlife in the Missoula Valley. The riparian deciduous forests and associated wetlands along the Bitterroot River and Clark Fork River floodplains are part of the regionally important wildlife corridor between the Frenchtown Valley and Bitterroot Valley recognized by Montana Fish Wildlife and Parks as one of four Tier I wildlife habitat conservation areas west of the Continental Divide. Residents of Target Range have a strong desire to protect and maintain the abundant natural resources that contribute to the quality of life both here and in the greater Missoula Valley. As residents we also acknowledge the stewardship responsibility to protect community resources while preparing for residential growth of 400 additional homes predicted over the next 20 years by UFDA. To accomplish both resource protection and residential growth, this neighborhood plan makes numerous recommendations. Implementation of these recommendations in a timely manner will accomplish both the resource protection and development objectives necessary to achieve the common vision for our neighborhood presented in the Vision Statement at the beginning of this plan. Recommendations to change the zoning and encourage the use of land use tools that would permanently protect "at risk" resources must be implemented and reflected as updates to the Missoula County Growth Policy and the Missoula Urban Comprehensive Plan. Continued residential development as reflected in the current Missoula Urban Comprehensive Plan will eventually result in the degradation and/or destruction of resources we need to protect. The choice is becoming clearer every day, either we implement the recommendations in the neighborhood plan or the neighborhood characteristics that 88% of the residents said were "Very Important" will be lost. *"Rural by Design"* 63 •
12/11/2012 ***Bob Schweitzer***	All Maclay Bridge Alliance Supporters, Once again, it is time for a report on the activities of the Maclay Bridge Planning Team. There was a meeting scheduled for today, at 10:30 AM to review the 2nd level screening results after a Planning Team workshop held December 4, wherein screening criteria were discussed. Though we always attend these meetings, the schedule was changed but we did not receive the courtesy of a notification. We arrived at the 10:30 time only to be informed that the meeting had already been held at 9 AM. During the course of their 9 o'clock meeting, the Planning Team eliminated all rehabilitation options. Our assumption is that they are down to the extension of South Avenue with a replacement bridge. The Maclay Bridge controversy has been with us for two years. Maclay Bridge Alliance was formed early in the debate and we have largely advocated for the continued maintenance and preservation of the bridge. It has served this community since 1935 and continues to serve us well in a variety of ways. Our group has never compiled a membership, even though we filed as a Montana corporation. That was necessary to manage funds to pay several consultants in our quest for factual information. We believe an actual count of supporters could provide leverage. At this point in the feasibility process, the existing bridge is in jeopardy. Rehabilitation of the existing bridge is no longer being considered as an improvement option, even though there are a number of valid reasons for doing so. Further, there has been serious discussion about removal of the old bridge. There was no public meeting to address the screening criteria used to eliminate options. A final public meeting to discuss a draft final report was originally scheduled for sometime in December. That has now been postponed until late January, 2013. That meeting will be your final chance to comment on the draft study report before it is sent forward to Missoula County Commissioners for adoption.

Date	Comment
	Bob Schweitzer 544-9066 Active members of MBA have compiled a mission statement. We ask that you read the statement and if you agree with its purpose, please complete the membership application and return it. There are no dues for membership, but we are asking for contact information, and of course, voluntary contributions are welcome. If you prefer, you may return information by an electronic reply. Maclay Bridge Alliance Mission Statement 1. To help the public become accurately informed about plans for Maclay Bridge 2. To encourage transparency in local government decision making regarding the Maclay Bridge 3. To project the impact of this project on all of the Target Range area from Reserve Street to Big Flat, O'Brien Creek, and Blue Mountain. 4. To become a source for accurate, reasonable, and logical information based on facts, knowledge, and experience. Background One afternoon in 2010 a local resident came upon Montana Department of Transportation and Missoula County Public Works employees under the Maclay Bridge examining it. Word spread that "something" was in the wind for Maclay Bridge that folks living in Big Flat, O'Brien Creek, Blue Mountain, and Target Range east of the river knew little or nothing about, even though it could greatly affect their lives and their taxes. Some residents from all of these areas came together with the intention of finding out exactly what the proposal was for Maclay Bridge. What funding would be used initially? What funding would be used to maintain a new bridge, and bring street/roads up to the infrastructure requirements of such a project? Thus the Maclay Bridge Alliance was formed and registered with the State of Montana. Following intensive personal research, consultation with a recognized bridge engineer who has previously refurbished the bridge, and consultation with local hydrologists, and long-time community residents, MBA requested that the Board of County Commissioners conduct a pre-NEPA, feasibility study to look into options regarding the Bridge and to engage the neighborhood (in fact, the entire county) in the decision-making process. MBA began by conducting intensive personal research into existing county bridge records and engineering standards. We consulted with a recognized bridge engineer and a hydrologist. As stated in our Mission Statement, our goal was to get facts before the public, including definitions of engineering terms that were commonly being used out of context. When a pre-NEPA feasibility study was undertaken, we followed each development and reported to the neighborhood and the county. The resulting feasibility study is winding down. The fourth and final public meeting will be in January. The draft final report will be presented to the public for comment. The final results of this advisory, feasibility study are expected to be presented to the County Commissioners in early 2013. Membership for Maclay Bridge Alliance: Membership is open to anyone concerned about the future of Maclay Bridge. If you would like to join us to promote our Mission Statement goals, please send your contact information to Maclay Bridge Alliance, c/o Bob Schweitzer, 11905 Green Acres Road, Missoula, MT 59804. There are no membership dues, but we gladly accept donations to help cover our costs. Check out our website at www.maclaybridge.org.
12/11/2012 ***Michael Burnside***	**Dear Sheila & Lewis,** **The following email message from the MB Alliance was forwarded to us from one of our supporters. We disagree with many of the following email's allegations and realize it contains several factual errors (eg, county records document the current bridge was built not in 1935 but in 1952, after it washed out in 1948). However it concerns us the email alleges you held a planning study team meeting today. If that is true, neither the MB Alliance nor our group, the MBCS Coalition, were informed of this important meeting. That is disappointing to us since many of us**

Date	Comment
	have a direct vested interest and live next to the existing bridge and we have repeatedly and specifically requested notification of these meetings so that we can send a representative. **Was there was a meeting today? When will there will be any future meetings? If you are not the authorized persons to inform the public of meeting schedules, please tell us who we should contact.** **Schweitzer's MBA email message also purports to summarize the decisions representatives of the Missoula County & MDOT study team made in a meeting held today. Judging by summaries of past similar meetings posted on MBA's website, we realize the email message may not be accurately describing the purpose of the meeting and what transpired. However, if a meeting did occur today regarding the screening criteria and elimination of more of the identified alternatives, we would appreciate learning what was discussed and decided. Thank you in advance.** **Mike Burnside** **MBCSC**
1/04/2013 ***Bonnie Jean***	Jeff, Why is this meeting not being held in Target Range? The community would appreciate these meetings to occur in our community and not across town far from our homes. If you need assistance securing a location at either Target Range Elementary School or Big Sky High School I will gladly assist. Thank you, Bonnie Pickering White
1/07/2013 ***Jeff Key***	Bonnie Jean - We did make numerous efforts to hold this meeting in the community, as follows: 1. Our first choice was Big Sky High School. The multi-purpose room is booked through the middle of March into the early evening hours by the drama club. Missoula County Public Schools would not relocate them. Also, the gymnasiums were not available due to sports. 2. Our second choice was Target Range. Kristin inquired with custodial staff as to whether they would work past their normal hours (i.e. overtime past 9 PM). This is a condition of booking events there, and they would not. Kristin then asked the principal and the principal said to look elsewhere. The principal also stated that the facility would not be large enough for the expected crowd. 3. We then had Missoula County Public Schools (Connie Doherty) examine other schools in the area. She looked at Porter Middle School and Hawthorne Elementary School, which have gymnasiums that can accommodate larger groups. These were not available due to youth basketball and other activities. 4. We explored Community Hospital along South Avenue. They did not have the facilities to accommodate this meeting. 5. Our final choices in talking with Missoula County Planning Department and MDT were St. Patrick's Hospital on Broadway (7. 4 miles from bridge), the U of M (7.0 miles from bridge), and the GuestHouse Inn and Suites (3.9 miles from the bridge). All of these can accommodate upwards of 200 people, and both the County and MDT have held large public meetings on other projects at these locations. Accordingly, the GuestHouse Inn and Suites was chosen as it was the closest and they can accommodate 250 people with adequate parking. The entire process of finding the meeting location occurred over a 10-day period before Christmas. Also, we do not hold public meetings on Wednesday's (church night), or Fridays, Saturdays or Sundays. Thus, we are limited to Mondays, Tuesdays and Thursdays. Please let me know if you have any questions. Jeff
1/10/2013	FYI. In case you had missed it, the attached figure is from a document posted on the state & county Maclay Bridge study team's website and shows the alignment of Mount 2, the alternative ranked 3 in the final administrative report to be

Date	Comment
Lorna Richardson	submitted on January 31 (South Ave. 1 and 2 alternatives are ranked highest). This Mount Ave. alternative would essentially move the current traffic pattern from North Avenue to a route along Mount Avenue. Construction of a Mount Ave. alternative would also require the removal of the existing bridge. If the Alliance convinces the Commissioners & the public that the South Avenue alternatives are unacceptable due to, for example, increased traffic in front of TR school (projected in the study as a 17% increase by the year 2040 over a "no change" situation), this Mount Ave. alternative might come into consideration. It's interesting the 1994 EA on p. 13 considered this same Mount alternative, but rated it far lower than the current planning study has done, based in part on effects on residences west of the river and on the fact it would not improve the substandard curve in River Pines Road east of the bridge (South Ave. 1 alternative would fix this curve). I don't think many people who live along Edward Ave. or Mount are aware of this or realize how they could be affected by the conclusions of this state & county study. We need to inform them.  Figure 5: Mount Avenue Alignment Options
1/16/2013 ***Michael Burnside***	Jeff, I just read the latest newsletter. It's very well done, good job. Only thing that might have been added would have been a map showing the final alternative routes. See you on the 31st, Mike
1/17/2013 ***Michael Burnside***	January 17, 2013 Dear County Commissioners and MDOT officials,

Date	Comment
	This letter contains my comments on the recently released Screening Assessment and ranking of possible bridge sites as part of the Maclay Bridge Planning Study. My comments are meant to be constructive in nature. You should know I fully understand the difficulties of these issues and I have high respect for the people who are conducting this study. As you know, the recent planning study has confirmed that South Avenue 1 is the best route, with South Avenue No. 2 the second in the ranking. This further confirms the validity of the 1994 Environmental Assessment (EA), which also identified South Avenue 1 as the Preferred Alternative. What concerns us, however, is that the planning study deviates substantially from the 1994 EA by identifying Mount Ave. 2 as the third ranked alternative. This same Mount Avenue site was considered in the 1994 detailed study but was ranked far down the list of possible sites due to environmental concerns and inefficient traffic patterns, so it's difficult to understand why it is ranked 3rd in the current study. We believe the planning study team made serious errors in its development and weighting of study screening criteria and this caused Mount to incorrectly receive as many points as it did. Specifically, we believe that the screening criteria failed to adequately weight other equally important considerations which would have made it even clearer that South Avenue 1 is by far the best alternative. Some of these are listed in the following: 1. Distribution of travel: The 1994 Environmental Assessment included a detailed analysis of the existing distribution of travel across Maclay Bridge. It showed that 70% of all traffic crossing the existing bridge is ultimately coming from or going to South Avenue. Only 30% is going to or coming from streets other than South Avenue. (This information is displayed on p. 27 of the 1994 EA, Figure 4-3.) This was not mentioned anywhere in the current study. The planning study failed to conduct a new analysis, or to discuss the importance and implications of the 1994 EA and its distribution of travel analysis in evaluating the travel efficiency of the different routes. It is obvious that when most of the traffic is coming from or going to South Avenue, any bridge site which causes out-of-route travel from South Avenue is going to be much less efficient in time and travel costs overall. 2. Impacts due to out-of-route travel: The study did not consider the effects of the unnecessary out-of-route travel on streets and neighborhoods caused by a Mount Avenue site. A Mount Avenue site will cause the most out of route travel of any of the sites carried forward. The economic and environmental effects of this significant unnecessary travel will be extremely high over the life of the bridge. The travel efficiency screening criteria should have been given more weight than some of the other criteria and more careful application. In addition, nowhere in the study have we found a discussion of impacts to Humble Rd. residents resulting from a Mount Ave. 2 site. Impacts to Humble Rd. residents will clearly increase: both portions of Humble Rd. north and south of North Ave. will be impacted by additional bridge traffic. As shown in the 1994 EA traffic distribution study, this additional Humble Road traffic could be 30% of the traffic on South Ave. This was not considered or disclosed in ranking the Mount Ave. alternative. 3. Substandard horizontal alignment: The Existing and Projected Conditions Report, p. 25, Sec. 4.7.1 discloses there are not 2 but 3 substandard curves close to the bridge. Both South Ave. bridge alternatives will address and "fix" all 3 of these curves. Inexplicably, the study does not disclose that Mount Ave. 2 would only address 2 of these curves. The River Pines Road curve would still be substandard and a hazard to public safety. Thus Mount Avenue should have been rated far lower in addressing substandard conditions at the bridge. This is a serious flaw in the study. 4. E-W grid pattern: Mount Ave. 2 is a NE/SW travel route and does not contribute efficiently to an east-west grid. South Avenue is the existing and long-standing main east-west route which carries most of the traffic into Target Range, as well as to the current bridge. It is clear that a bridge on South Ave. would be the only logical route that would fit an east-west grid pattern. Mount Avenue, like North Avenue, is not a through street and thus cannot be made a part of any east-west grid. It dead ends a few blocks east of Clements. 5. Removal of the existing bridge: The existing bridge would not have to be removed with the South Ave. alternatives. Thus it could continue to be used for east-west traffic during the construction of a bridge at South Ave. 1, which would avoid the inconvenience, loss of efficient emergency response, and costs to west side residents of taking other routes in the interim. The existing bridge will have to be removed to construct a Mount Ave. alternative, however, because the latter bridge site is projected to occupy the existing bridge's west abutment. This means the current bridge traffic will be disrupted and have to use a different route during the construction of a Mount Ave. bridge.

Date	Comment
	6. Skew of bridge crossing: Although all of the higher ranked bridge sites will have some skew and not cross the river at an optimum right angle, the Mount Ave. 2 alternative will have a far greater skew than the South Ave. sites. According to figures developed for this study, it would cross the river at a very oblique angle. 7. Traffic increase "in front of school": Logically, one could conclude much of the increase on South near the school would be due to southbound traffic on Clements that previously turned west on North Avenue to get to the bridge instead proceeding south to the Clements/South intersection to turn west on South Ave. and there go to a South Ave. bridge site. If this is the situation, much of the traffic increase would be west of the school on South between Clements and Humble and not in front of the school. Regardless, it is not clear why there was a special criterion established to rank sites according to traffic in front of the school and nor is it clear why it was given equal weight to traffic safety and efficiency everywhere. There are numerous examples of schools in the Missoula area which without major problems have successfully dealt with significant traffic by a school, such as Big Sky High School, Hawthorne, Porter, Hellgate, and Lolo, and these should have been considered. 8. Effects on present land use: South Ave. 1 and 2 would appear to have few effects on the actual use of the parcels of land each requires for the bridge and its approaches. That is, the land affected at South Avenue is not being actively farmed and the right of way would not divide the parcels into large pieces. A Mount Ave. site, however, would have a significant effect on the operation, economics, and income of a working farm family. It would divide Ken and Lorna Richardson's field in two, making it more difficult, costly and dangerous to move farm equipment, to irrigate, cut and bale hay, and to generally work their farm. This might leave them no option but to subdivide their property, with the resulting development of valuable open space and the loss of a significant historic rural lifestyle in Target Range. Please consider these comments as you finalize the study, prepare the executive summary, make recommendations, and ultimately reach a decision after this long and costly process. Sincerely, Michael Burnside
1/17/2013 ***Evan Rosenberg***	To Whom it May Concern: I have reviewed the recently posted final screening assessment for the Maclay Bridge Planning Study as well as the most recent Maclay Bridge Planning Study newsletter. I am pleased to see the study has found the South Avenue 1 option to be the recommended option and the South Avenue 2 option to be the second place option. Given the concerns of the location of the current bridge, South Avenue 1 is the most logical choice for a new bridge location and I commend those who completed the study. However, I do have one concern and that is regarding Mount Avenue 2 as the third ranked option by the planning study. My concern is that Mount Avenue 2 should have never made it past the first level screening process. The second criteria in the first level screening process is connectivity considerations and as the study states this criterion addresses whether or not the option provides "an efficient connection to the existing and/or future road network within the area." This screening gave a "yes" answer for Mount 2 on this criterion, but I do not believe that a Mount Avenue 2 option is an efficient connection to the existing road network as it would take traffic even further off of South Avenue (where most traffic that crosses Maclay Bridge comes from) in order to cross the river and it would deviate from the current grid system as Mount Avenue 2 would be a diagonal travel route going NE/SW that deviates from the existing grid system (and we all know the issues in Missoula with diagonal streets intersecting a grid system). Furthermore, your recent January 2013 Maclay Bridge Planning Study Newsletter even states under the Mount Avenue 2 Option that "this option does not provide an efficient or direct east- west linkage to the major streets within the area." My question is if the Study team states in the newsletter that Mount Avenue 2 does not provide an efficient linkage to the streets in the area then how can it pass the first screening criteria that requires an acceptable option to provide an efficient connection to the existing road network in the area? I ask that you take a closer look at your own conclusion regarding Mount Avenue 2 made in the recent newsletter and reconsider whether Mount Avenue 2 does indeed pass the first level screening criteria. Thanks very much for your consideration of my comment. Evan Rosenberg

Date	Comment
1/17/2013 ***Don St. Peter***	Commissioners and MDOT Study officials: I want to add my comments to those you have already received regarding the Screening Assessment and Newsletter, both recently released. I applaud the Study Group for its work. I know that this was a contentions matter and appreciate their professionalism throughout. I know that I have been critical of some aspects of the study, but I appreciate that the Study group was open to comments from all sides and gave them real consideration. It is telling to me that 2 studies done decades apart by different groups came to the same conclusion, the South Avenue 1 route is the best route for a bridge across the Bitterroot River in the Target Range area. There is no question that the science and engineering support moving this river crossing and building a new bridge at South Avenue. There is no question that the existing bridge has outlived its usefulness. There is no question that building a new bridge with available federal/state gas tax funds would economically benefit our County. The only remaining question is whether the decision makers will withstand the pressure they are going to receive from the Maclay Bridge Alliance to make the only reasonable decision - build a new bridge at South Avenue. The Maclay Bridge Alliance has been well organized for several years and has been effective in delaying the process of replacing Maclay Bridge. However, they do not represent the best interests of the general community. They represent the narrow interests of a few landowners on South Avenue. The comments you will receive from members of the Maclay Bridge Alliance should be viewed with that in mind. With specific regard to the Screening Assessment and Newsletter, I am among those who are puzzled that a Mount Avenue route could even be considered in this process. A river crossing off of Mount Avenue would only cause more delay for emergency responders who will be diverted further away from their bases at Community Hospital and the Rural Fire office on South Avenue. Instead of improving response time, a Mount Avenue route will increase response times. Even your own Newsletter recognizes that a Mount Avenue route would be inefficient. A Mount Avenue route would not remove the liability issues currently existing at Maclay Bridge from the scour hole caused by the skewed bridge alignment. It would only move it slightly down river. A Mount Avenue route would not fix the accident cluster on River Pines Road. A Mount Avenue route would take productive agricultural land out of production in favor of flood plain pasture land at South Avenue. That is a bad tradeoff. I note that the Screening Assessment shows a significant increase in traffic at Target Range School from a South Avenue Route. I am sure that you will hear much about this from the Maclay Bridge Alliance. You should consider that much of that increase in traffic represents traffic that is currently going to and from Target Range School over either Humble or Clements Road from North Avenue. I question whether it actually represents new traffic in the area. Computer models are great but they do not substitute for common sense. While you listen to the Maclay Bridge Alliance decry the horrible increase in traffic in front of Target Range School, you should keep in mind that Missoula has many schools on major streets. All 3 high schools are located on major streets. So are a number of elementary schools, including Russell School, C.S. Porter, St. Joseph School, and Hawthorn. If we are going to adopt a criteria that schools should not be subjected to the traffic on major streets, then we should start talking about moving some existing schools. This argument is simply a smoke screen for the South Avenue landowners' self interest. Thank you for your time and consideration. Don C. St. Peter St. Peter Law Offices, P.C. 2620 Radio Way P.O. Box 17255 Missoula, MT 59808 Telephone 406-728-8282 Facsimile 406-728-8141

News News News News News News News News News News News News News News News News News News News News News News News News News News News News News News News

March 23, 2012

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting to discuss the Maclay Bridge Planning Study – Missoula County

Missoula - The Montana Department of Transportation (MDT), in partnership with Missoula County, have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The first in a series of four informational meetings will be held on Tuesday, April 24, 2012 at the Big Sky High School Multi-Purpose Room, 3100 South Avenue West. The meeting will be an open house format starting with a presentation at 6:00 p.m., followed by a question and answer period. The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.

The Maclay Bridge Planning Study is a pre-NEPA/MEPA study that allows for earlier planning-level coordination with community members, stakeholders, and environmental resource agencies. The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development / environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project.

The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach. The planning study will determine the needs of the Maclay Bridge and connecting roadways, and will identify feasible improvement options to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agencies, and other interested parties.

News

Participation is a very important part of the process, and citizens are encouraged to attend and participate. Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the Maclay Bridge Planning Study. MDT will collect and consider all comments to better understand the potential issues and concerns within the vicinity of the Maclay Bridge.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com

A study website has been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/maclay/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

---------END----------

Project name: Maclay Bridge Planning Study
Missoula County

Informational Meeting

Discuss Maclay Bridge
Planning Study
Missoula County
Tuesday, April 24, 2012 6:00 p.m.
Big Sky High School
Multi-purpose Room
3100 South Avenue W., Missoula, MT

Missoula County, in partnership with the Montana Department of Transportation and Federal Highway Administration (FHWA), have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach. The planning study will determine the needs of the Maclay Bridge and connecting roadways, and will identify feasible improvement options, if any, to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agencies, and other interested parties. The purpose of the meeting is to present the study scope and solicit comments.

The meeting is open to the public and the public is encouraged to attend. Local governments attempt to provide accommodations for any known d isability that may interfere with a person's participation in this meeting. For reasonable accommodations to participate in this meeting, please contact Jeff Key, Robert Peccia & Assocs. Inc, at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment_form.shtml Please ind icate comments are for the Maclay Bridge Planning Study.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

NAME	ADDRESS	EMAIL
Ed Taylor	3920 Sunrise Dr	htpeprman@mtsw.com
Bob Schweitzer	11905 Greenacres	outlaw.43@hotmail.com
Neil V. Breuyn	2400 HANSON DR.	
Becky & John Peters	4610 South Ave W	johnandbeck@yahoo.com
Ken & Karen Madden	4623 South Ave W	Kenm@photoscannorthwest.com
Suzanne Schweitzer	11905 Green Acres Rd	suzannemt@hotmail.com
Cindy Reimers	605 S. 3rd St. W. Msla	Cindy@Sunmountain.com
Judy Olson	1430 TROTTING HORSE LN	bigflat.olson61@gmail.co
Hal Ort	550 Big Flat Rd.	halort@montana.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

15

NAME	ADDRESS	EMAIL
Linn Hoang	2498 Green Birch Ct.	camassonia@gmail.com
Geri Stewart	4675 So Ave. W	
Carrie Taylor	3920 Sun Rose Dr	
Mike Elenskey	3920 Sun Rose Dr.	
Loretta Robinson	1436 Clements Rd	lorettarobinson@netzero.net
LAIRD ROBINSON	1436 CLEMENTS ROAD – MSLA MT.	lgrobinsemsn.com
MARCIA KIRCHER	8061 Grebe Court	R.M.KIRCHER@BRESNAN.NET
JERRY BRADY	9800 Steppin High Love	berta@AOL.COM
Angela Bourquin	4311 W. Central Msla	abourquin@bbnck.k12.mt.us
Steve Oravetz	4840 Spurgin Rd Msla 59807	soravetz@fs.fed.us
Dave Loomis	8155 Mesa Ct. Msla 59804	wizook@gmail
Jean Curtiss	200 W Broadway 59802	
Walt. Maclay	9400 Zeplyr Dr.	walt@wolersystems.com
Lydia "	"	
Sandra Stuckey	4624 South Ave West	55147995@umconnect.umt.edu

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

19

NAME	ADDRESS	EMAIL
Patti Thomas	680 Big Flat Rd Missoula	PattiLynneThomas@msn.com
Scott Bair	" "	"
Bob Kircher	8061 Grebe Ct Mrsla.	RKircher@Bresnan.net
Charles Crowther	4236 Edmond	
Sheila Hoeck	4614 South Ave W	
Mike Hand	" " " "	
Merv & Tolly Eriksson	2499 Ridge Run Rd	mertolson@gmail.com
Michele Landquist	P.O. Box 533, Lolo (BCC)	mlandquist@co.missoula.mt.us
Thomas Peterson	4915 South Ave	
Mitch Ferm	3704 Mount 59804	mferm@bresnan.net
Mary Chandler	4401 South Ave W, 59804	
Sharon Dill	2356 Grape Arbor Ct. 59804	sharondill@bresnan.net
George Kumper	2445 Blue Mtn Rd 59804	
Bob Kaufman	207 Artemas Miss 59803	
Dana Headapohl	4740 South Ave W Missoula	
Willis Curdy	11280 Kona Ranch Rd	wcurdy@bridgemail.com
John Swanson	3725 So. 3rd St. W	
Bob Carter	4299 Spurgin Rd.	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

20

NAME	ADDRESS	EMAIL
Roy Owings	2401 Hanson Dr.	
Frances Owings	2401 Hanson Dr.	
Kris Crawford	7847 Double Tree	
Travis Uptmor Rdr	OPG Missoula County	
ALAN MULKEY	2086 SPURGIN CT.	
JIM MCDONALD	3316 W CENTRAL AVE	
Peggie Harrison	4415 So. Ave. W.	ak_pegm@yahoo.com
GARY BOTCHER	2520 Gunsight Ct.	n/ee1946@live.com
BILL CAREY	199 W. PINE	
DAVID GRAY	OPG Transportation	dgray@co.missoula.mt.us
ERIK DICKSON	COUNTY PUBLIC WORKS	
BILL KOHL	1400 BIG FLAT RD	bill@kohl.myrf.net
Fred + Dell Talarico	11805 Greenacres Rd	drbtalarico@aol
Marilyn Hogan	2444 Riding Ring Rd.	Miss.59804
Michael Chandler	4401 South Ave. West	MHNCHANDLER@Q.COM
JON SCHICK	545 Livingston Ave Missoula	
Jake Booher	955 Clements	JBooher@montana.com
Champ Edmunds	PO Box 1762 59806	
Casey Stuckey	4624 South Ave West	Gingeree1102@aol.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

13

NAME	ADDRESS	EMAIL
Bonnie White	13451 O'Brien Creek Rd. 59804	bonnie-jean19@hotmail.com
John Jacobs	4681 South Ave W 59804	JSREJ@AOL.com
Shannon Jacobs	" "	" "
Katelyn Bykaki	4228 South Ave W 59804	katelyn.bykaki@gmail.com
Sam Mellett	4540 South Ave West 59804	silkesan@hotmail.com
Jeanine Williams	2408 Hanson Drive 59804	N/A
AL Williams	" " " "	N/A
Sue Williams	2408 Hanson dr. Msla 59804	N/A
Silke Sauck	4540 South Ave. West 59804	—
LAURA TAYLOR	3920 Sunrose Dr 59804	
Cristin Zachariasen	4220 South Ave W. 59804	
Sharon Sterbis	4652 South Ave. W. 59804	sterbis@montana.com
Tom Stuckey	4624 South Ave	TSTuckey20@AOL.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #1

11

NAME	ADDRESS	EMAIL
PEGGY + JOE KORONA	2200 HUMBLE RD	PEGESUEMT@GMAIL.COM
FRED STEWART	4675 SOUTH AVE. W.	FRED@FSTEWARTFINANCIAL.COM
DON Loftsgaarden	4400 Spurgin Rd	don@tempesttech.com
John ALONZO	2615 Gunsight Ct -	NONE
Deborah Slicer	9625 Cedar Ridge Road	
+ Steve Cummings		
LARRY MARTIN	4740 SOUTH AVE W	
BYRON OLSON	1430 Trottinghorse Ln.	bigflat@aol.com
Jim Roach	4720 Humble	jimbobmt@gmail.com
Carol Hchaffy	4516 South Ave	carol44c4@aol.com

Maclay Bridge
Planning Study

WELCOME

INFORMATIONAL MEETING #1
APRIL 24, 2012



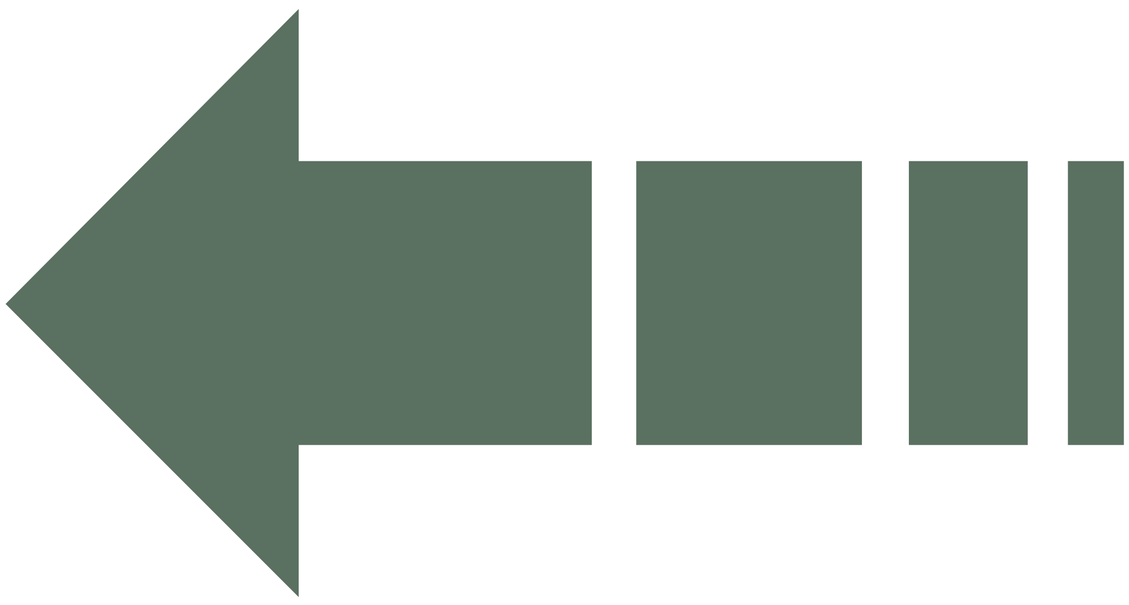


MONTANA
DEPARTMENT OF TRANSPORTATION

Maclay Bridge

Planning Study

INFORMATIONAL MEETING #1



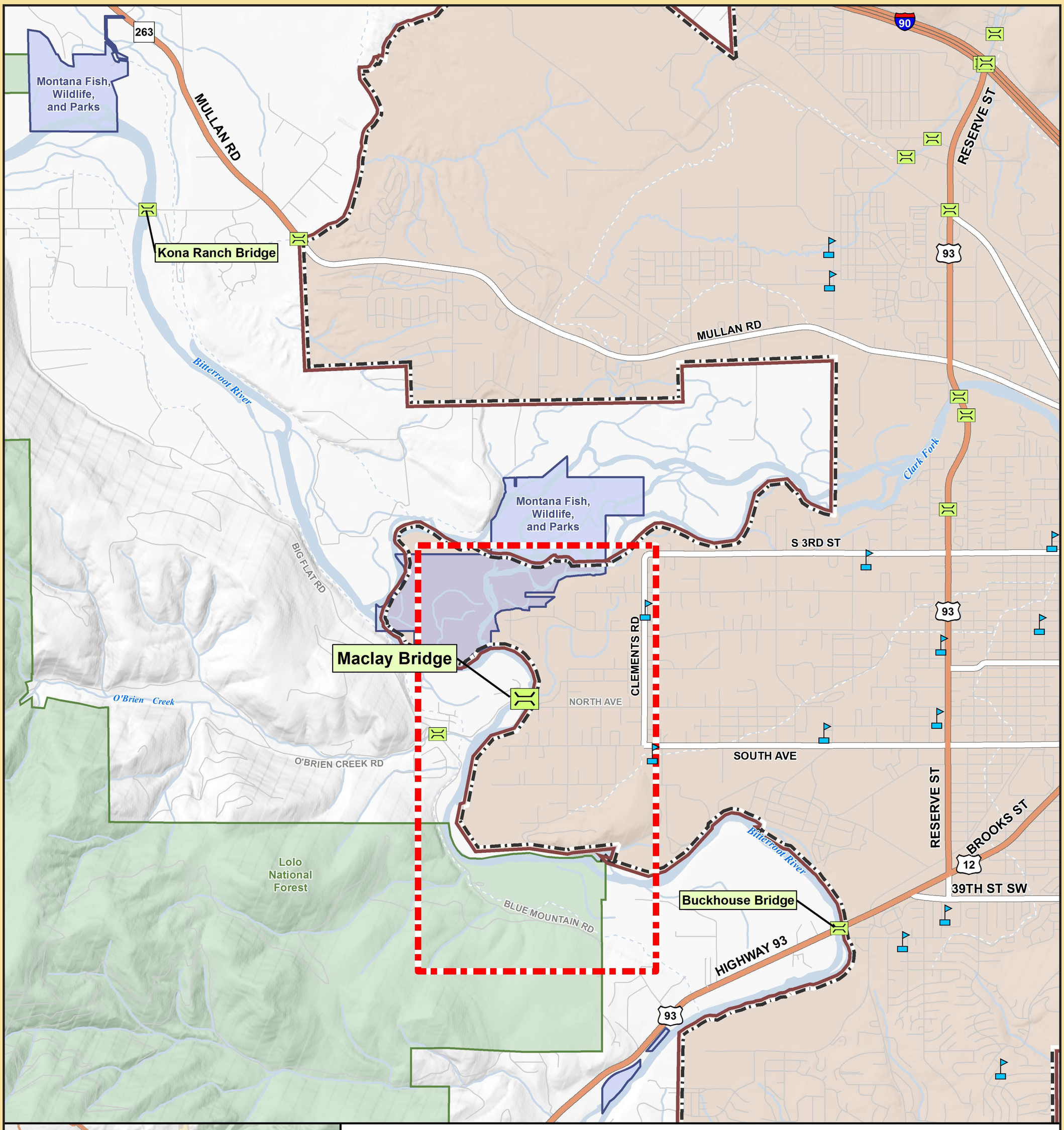
Maclay Bridge

Planning Study

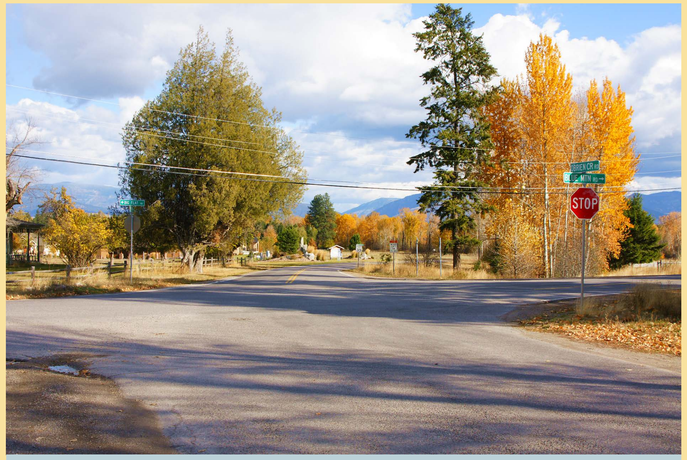
INFORMATIONAL MEETING #1



VICINITY MAP



PHOTOS



LOOKING WEST - INTERSECTION OF
BLUE MOUNTAIN ROAD & RIVER PINES ROAD



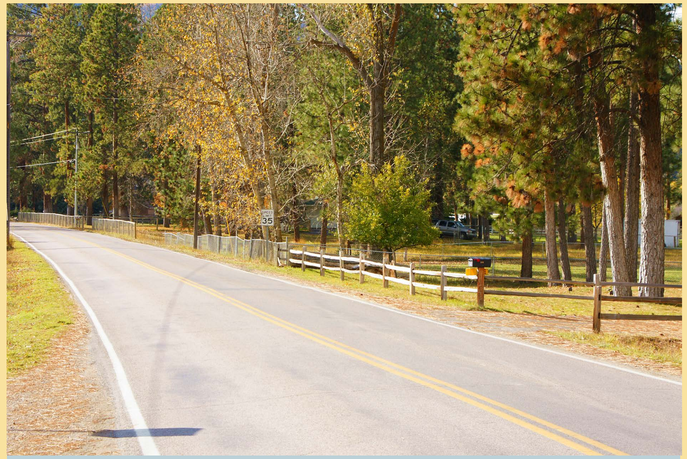
LOOKING SOUTHWEST - VIEW FROM
RIVER BANK



LOOKING NORTHEAST - UPSTREAM
OF BRIDGE



LOOKING EAST - UPSTREAM OF BRIDGE



LOOKING SOUTHWEST - VIEW FROM ROAD



LOOKING SOUTHEAST - ON ALIGNMENT

PHOTOS



LOOKING SOUTHWEST - VIEW FROM RIVER BANK



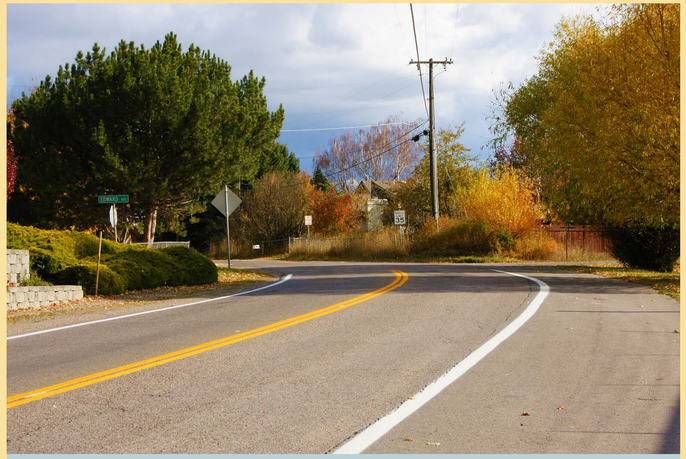
LOOKING EAST UPSTREAM OF BRIDGE



LOOKING WEST - ON ALIGNMENT



LOOKING SOUTHEAST



LOOKING EAST - NORTH AVENUE



LOOKING EAST - UPSTREAM OF BRIDGE

Maclay Bridge
Planning Study

SCHEDULE

WORK TASKS AND DESCRIPTIONS	JAN-12	FEB-12	MAR-12	APR-12	MAY-12	JUNE-12	JULY-12	AUG-12	SEP-12	OCT-12	NOV-12	DEC-12	JAN-13	FEB-13
Task 1: Interactive Project Evaluation (Scope, Schedule & Budget)														
Task 2: Project Management and Accounting														
Task 3: Develop Community and Agency Participation Plan														
Task 4: Develop Existing and Projected Conditions Report														
Task 5: Identify Needs, Issues, Goals, and Screening Criteria														
Task 6: Determine Improvement Options Advanced and Not Advanced														
Task 7: Recommend Improvement Options														
Task 8: Prepare Report														
MEETINGS														
Informational Meetings														
Resource Agency Meeting														
Planning Team Meetings (18 Total)														
Opportunity to Comment														
MISCELLANEOUS DELIVERABLES														
Study Website														
Community and Agency Participation Plan (CAPP)														
Study Newsletters / Flyers														
Press Releases/Advertisements														
Environmental Scan														
Existing and Projected Conditions Report														
List/Description of Transportation Deficiencies														
List of Initial Avoidance Areas, Potential Mitigation Needs & Opportunites														
Summary of Comments/Concerns by Resource Agencies														
List and Description of Corridor Needs, Issues and Goals														
List of Screening Criteria														
List and Description of the Range of Improvement Options														
Documentation of Analysis (Methods and Findings) of Improvements Options														
Documentation of Improvement Options Advanced & Not Advanced														
Package of Improvement Options														
List and Description of Potential Impacts and Mitigation Opportunities														
Statement of Purpose and Need														
Report														
Evaluation of Planning Process														
Meeting Agendas and Minutes														

CURRENT TIME

Comment Period on Draft Document

Maclay Bridge
Planning Study

Pre-NEPA/MEPA Planning Studies

- Not a NEPA/MEPA Study or Environmental Review
- Not a Preliminary Engineering or Final Design Report
- Not a Construction or Maintenance Project
- Not a Right of Way Acquisition Project

MONTANA DEPARTMENT OF TRANSPORTATION

Maclay Bridge

Planning Study

Pre-NEPA/MEPA Planning Studies

- Are based on existing social, economic and environmental data and reports
- Are a “high level scan” of the study area
- Define transportation issues/areas of concern
- Consider social, economic and environmental constraints at an early stage
- Identify and prioritize cost-effective and feasible strategies
- Provide opportunities for early and continuous community involvement

MONTANA DEPARTMENT OF TRANSPORTATION

SIGN-IN SHEET

Informational Meeting #1

NAME	ADDRESS	EMAIL

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #1

We welcome your comments.

Please mail or email your comments to:

Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: _____

Address: _____

_____

Email: _____

Phone: _____

Maclay Bridge Planning Study





Informational Meeting No. 1

April 24th, 2012

Introduction

- Introduction of local officials
- Partners
  - Missoula County
  - MDT
  - FHWA
- Planning team members in attendance
- Consultant team

Outline of this Evening's Meeting

- What is a pre-NEPA/MEPA planning study?
- Study vicinity map
- Study schedule
- Identified stakeholders
- Study tasks
- Next steps & conclusion

Pre-NEPA/MEPA Planning Studies

- Planning studies:
  - Are a “high level scan”
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide opportunities for early and continuous community involvement
- It is not……

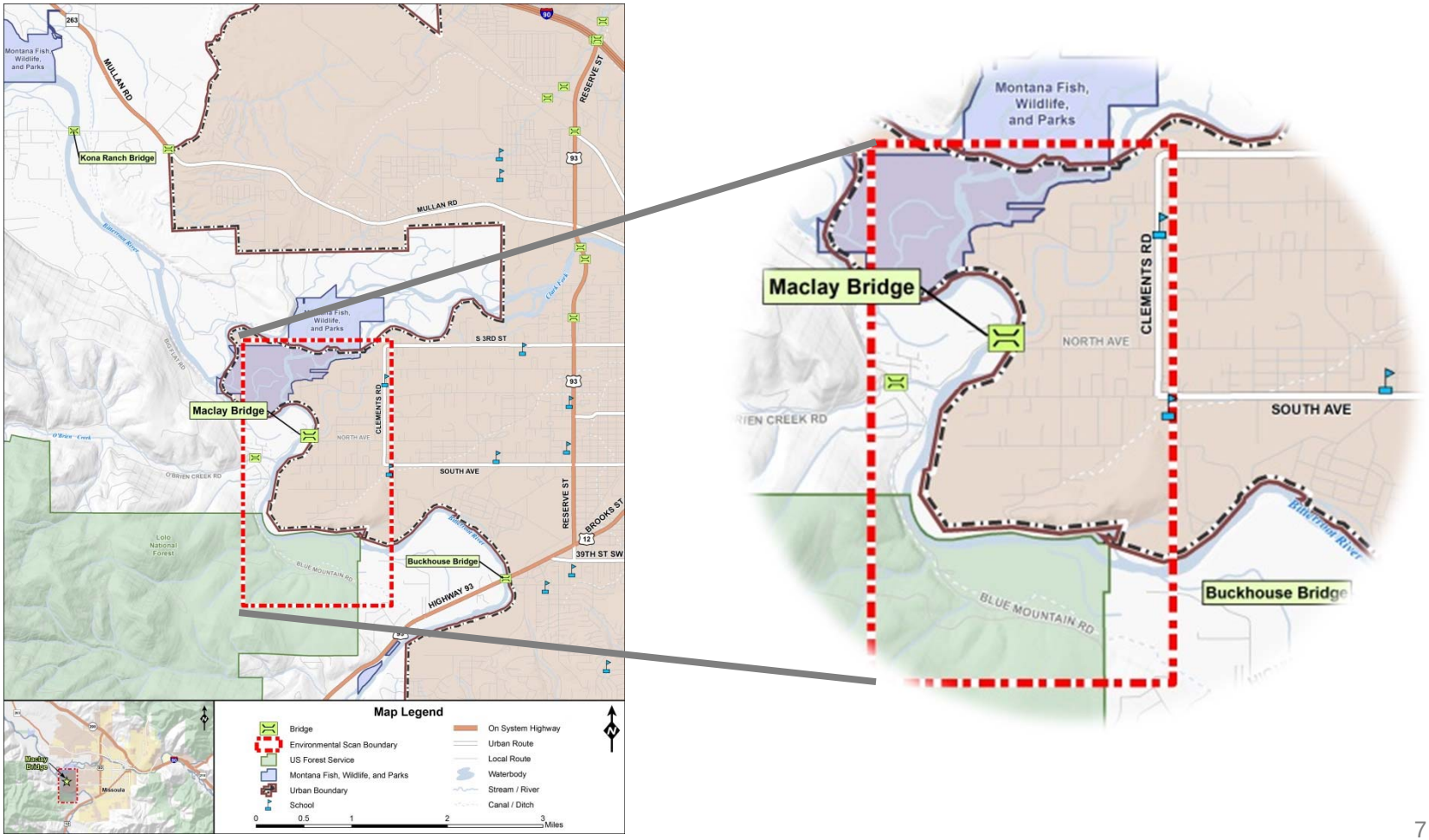
Pre-NEPA/MEPA Planning Studies

- Not a NEPA/MEPA Study or Environmental Review
- Not a Right-of-Way Acquisition Project
- Not a Preliminary Engineering or Final Design Project
- Not a Construction Project
- Not a Maintenance Project

Goals and Purpose

- Engage constituents early!
- Identify needs and objectives
- Identify constraints
- Identify short-range and long-range improvements
- Develop planning level cost estimates
- Develop information and data to be forwarded into the environmental process if a project moves forward from the study

Study Vicinity Map



Study Schedule

- 12-month study period
- Four informational meetings
- Review of Draft Planning Study document
  - January 2013

Involvement Activities

- Four informational meetings
- Outreach to civic groups, stakeholders and land owners as warranted
- Study newsletters
- Website
- Informal meetings

Initial Interested Parties

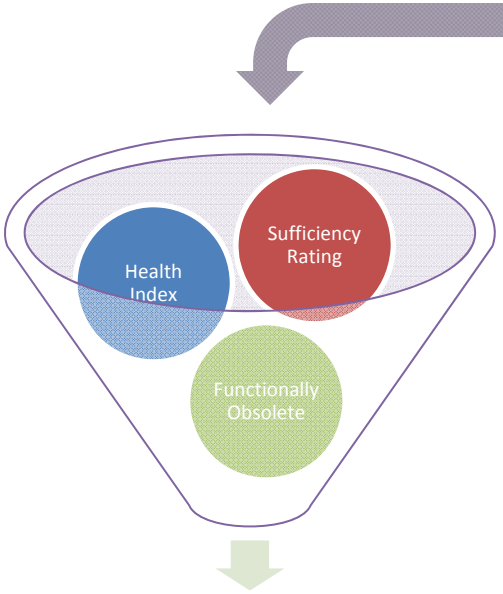
- Missoula County Commission
- Montana Fish, Wildlife, and Parks
- US Forest Service
- Missoula Rural Fire District
- Community Medical Center
- Missoula Emergency Services Incorporated
- Missoula County Public Schools
- Target Range School District #23
- Mountain Home Montana
- Maclay Bridge Alliance
- Target Range Homeowners Association
- Hidden Heights Homeowners Association
- Target Range Water and Sewer District

Key Study Objectives

- Be transparent
- Engage constituents early
- Provide ongoing opportunity for participation
- Make information available on website

Key Study Objectives

- Conveying technical information to a general audience



WHAT DOES IT MEAN?

Montana Department of Transportation

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L32101000+01001

Continue

Page 2 of 14
Form: bms001d
Printing Date : Monday, October 31 2011

Inspection Data

Sufficiency Rating : **41.3**
Health Index : **96.49**
Structure Status : **Func Obs - Elg Repl**

Inspection Due Date : 13 October 2011
(91) Inspection Fequency (months) : **24**
Next Fracture Critical Due Date : **13 Oct 2011**
Fracture Critical Detail : **Steel trusses**

NBI Inspection Data

(90) Date of Last Inspection : 13 October 2009
Last Inspected By : Benjamin Williamson - 99
(90) Inspection Date :
Inspected By :

(58) Deck Rating :	7	(68) Deck Geometry :	3	(36C) Approach Rail Rating :	N	(62) Culvert Rating :	N
(59) Superstructure Rating :	6	(67) Structure Rating :	4	(36A) Bridge Rail Rating :	0	(61) Channel Rating :	7
(60) Substructure Rating :	6	(69) Under Clearance :	N	(36B) Transition Rating :	0	(71) Waterway Adequacy :	8
(72) App Rdwy Align :	3	(41) Posting Status :	P	(36D) End Rail Rating :	0	(113) Scour Critical :	7

Unrepaired Spalls : - 1 m sq
Deck Surfacing Depth : 2.00 in

Inspection Hours

Crew Hours for inspection :	2	Snooper Required :	N
Helper Hours :	2	Snooper Hours for inspection :	-1
Special Crew Hours :	-1	Flagger Hours :	-1
Special Equipment Hours :	1		

Inspection Work Candidates

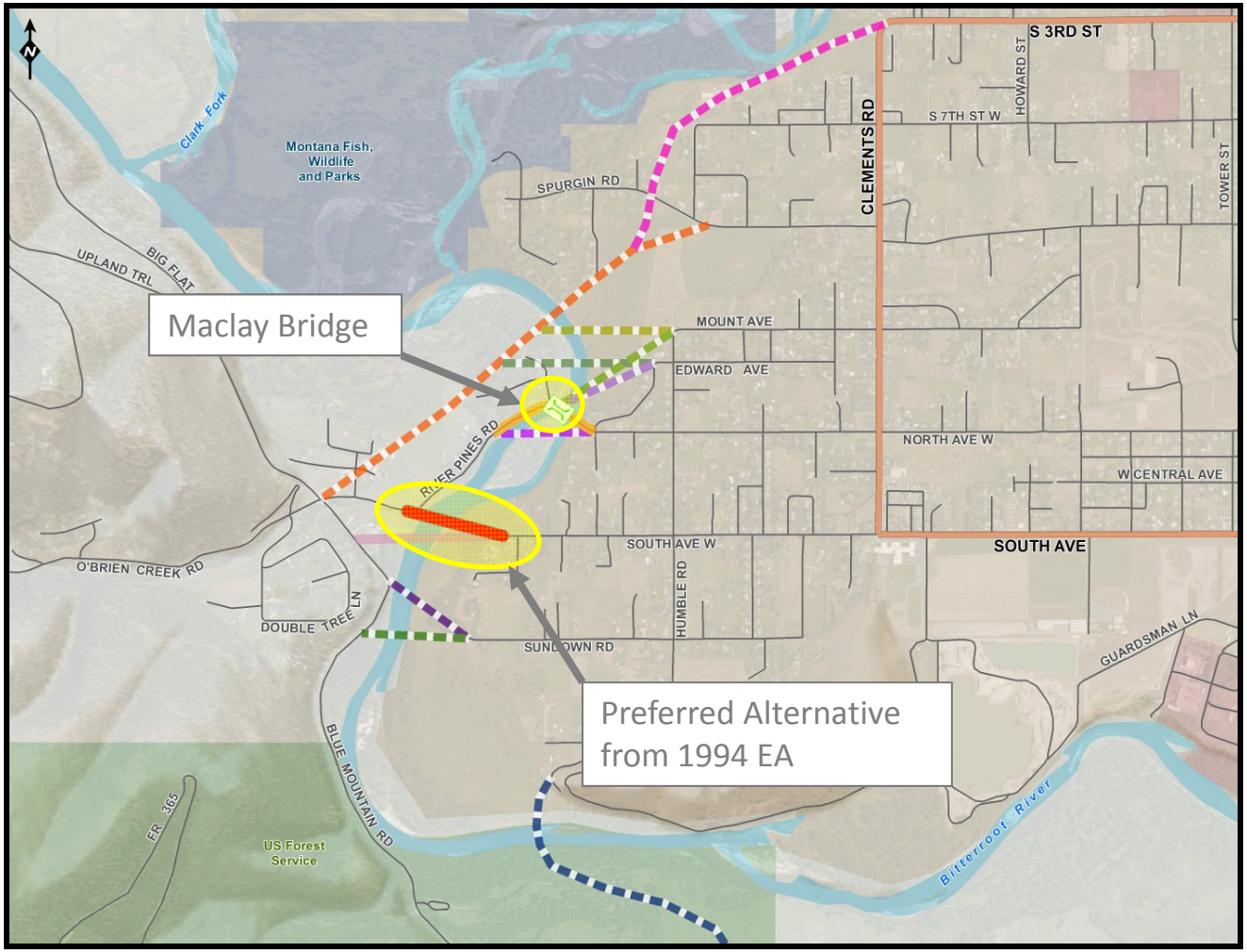
Candidate ID	Date Requested	Status	Priority	Effected Structure Unit	Scope of Work	Action	Covered Condition States
D11-FY2003-000007	20 November 2002	Not Approved	Low	All Spans	311 Moveable Bearing	Rehab Elem	X X X X X

Clean wet soil and moss off of all the bearings and clean nest area on West end of main span 1 truss, see pic..

Still needs maintenance work performed ... 2007.

09' ... still ....

Key Study Input – Environmental Assessment



Key Study Input – Environmental



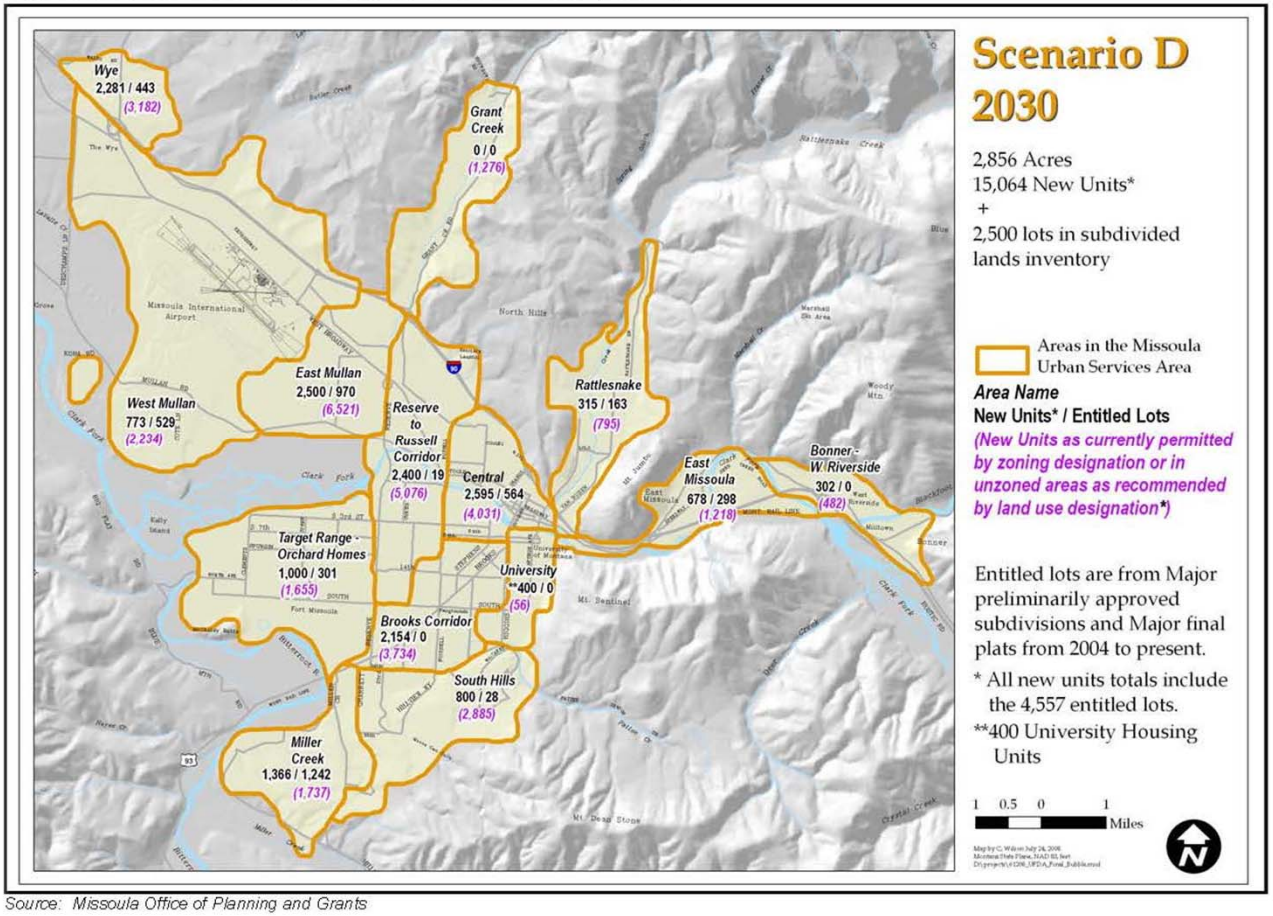






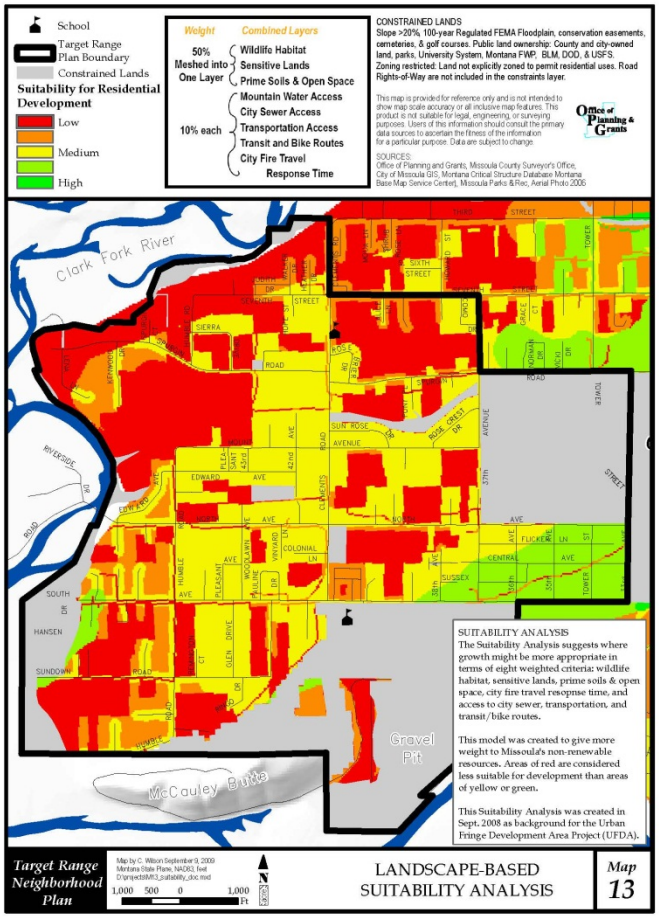
Key Study Input – Area Growth

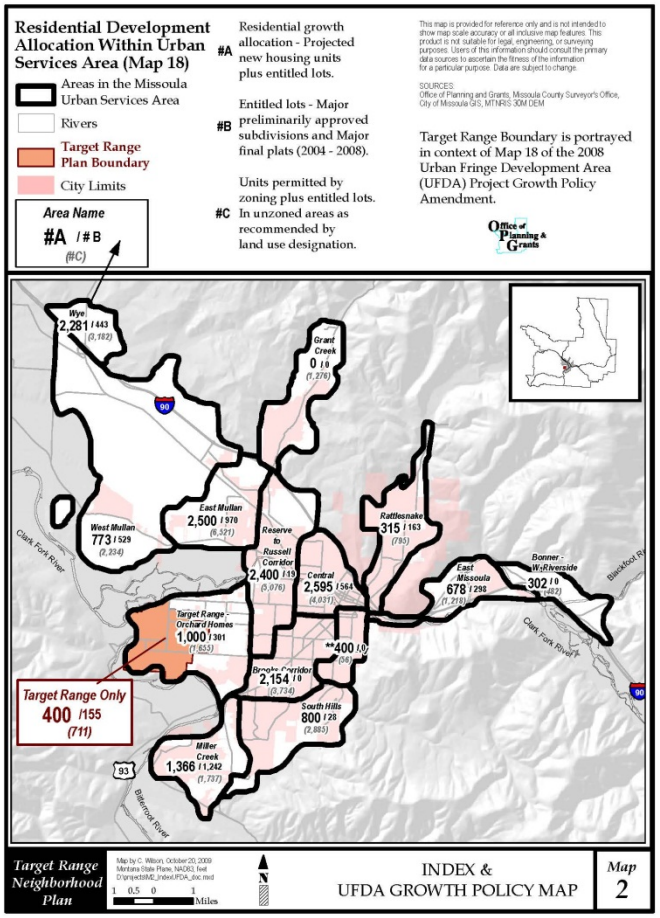
Figure 3-2: Missoula Preferred Growth Scenario (UFDA)



Source: Missoula Office of Planning and Grants

Key Study Input – Neighborhood Planning





Key Study Input – Recreational Area



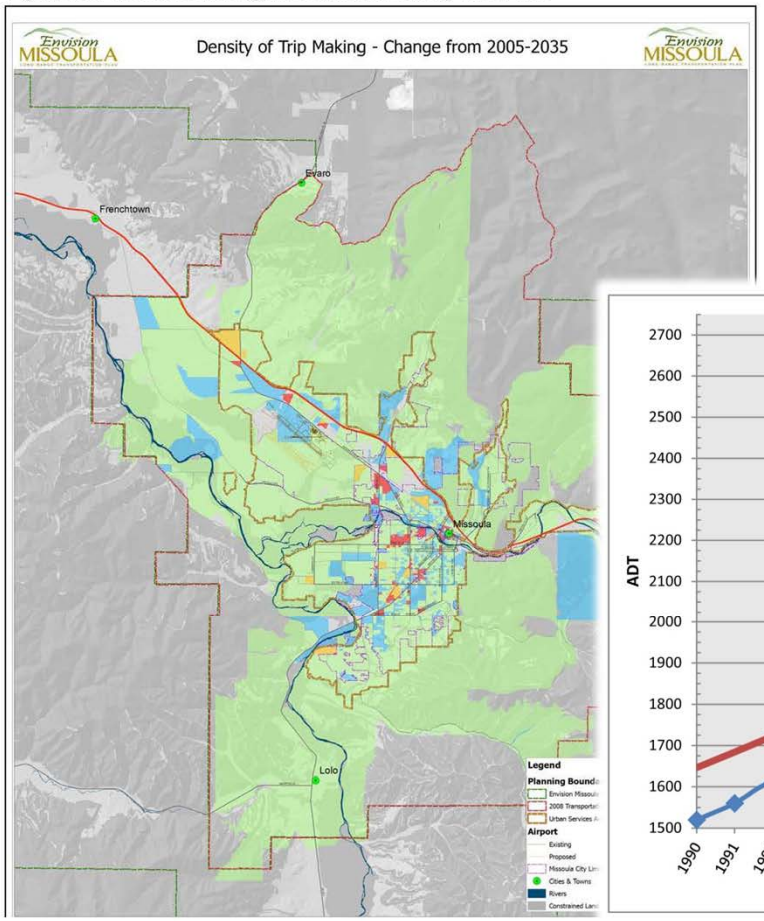




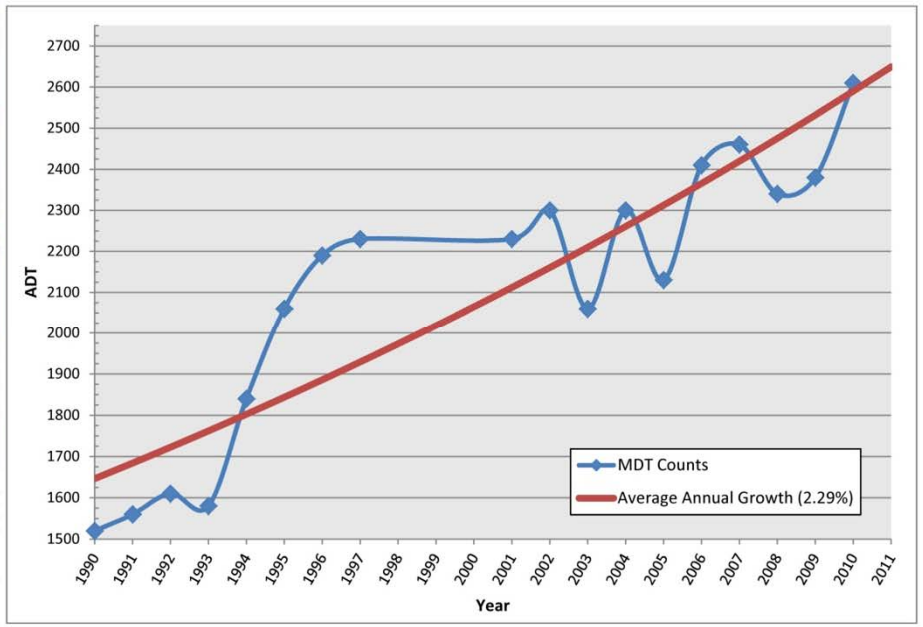


Key Study Input – Traffic Growth

Figure 3-3: Increases in Origin/Destination Density 2005-2035



- 2.29% average annual growth rate (1990-2010)



Study Approach

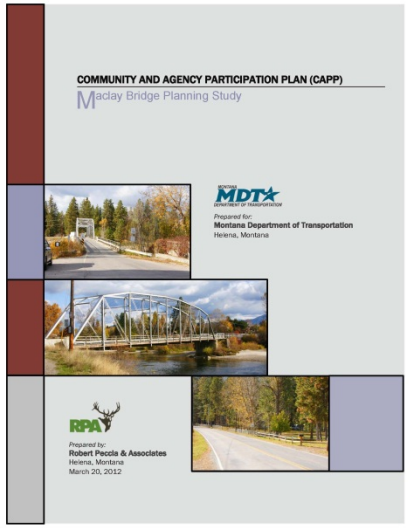
- Major Tasks:
  - Community & Agency Participation Plan / Study Website
  - Environmental Scan & Existing and Projected Conditions Report
  - Identify Needs, Goals, Constraints and Screening Criteria

Study Approach

- Major Tasks (continued):
  - Identify Improvement Options
  - Recommend Improvement Options
  - Prepare Corridor Study Report

Community & Agency Participation Plan / Study Website

- Community & Agency Participation Plan (CAPP)
  - Informational meetings and resource agency consultation sessions
  - Stakeholder outreach
  - Methods to obtain participation
  - Continuous outreach efforts
  - Involvement documentation requirements
- Planning study website



Environmental Scan and "E & P" Report

- Environmental Scan
  - Social
  - Economic
  - Environmental
- Existing and Projected Conditions Report
  - Area demographics
  - Physical characteristics
  - Data collection and analysis
  - Areas of concern and consideration

Identify Needs, Goals, Constraints and Screening Criteria

- Needs & Objectives MUST be based on analysis of existing data and future projections
- Screening criteria follow from the "Needs & Objectives"
- Can be qualitative and/or quantitative

Identify Improvement Options

- This is the step where a possible improvement option(s) advances or not
- Screening criteria that include cost, fundability and construction feasibility will be applied

Identify Improvement Options

- Synthesis of previous work
- Identify improvement options
- Short, mid, long term
- Spot improvements
- Planning level cost estimates
- Identify potential impacts and mitigation opportunities

Prepare Planning Study Report

- Draft Study Report
  - Available to the public
    - Posted on website
    - In conjunction with Informational Meeting 4
  - Typically 3-week review
- Finalize the Study Report

Next Steps

- Continue study coordination and outreach
- Begin development of Environmental Scan & the Existing and Projected Conditions Report
- Identify needs, goals & objectives, constraints and screening criteria
- Identify potential improvement options
- Draft study report

Conclusion

- Questions, answers and/or comments?

Study website: http://www.mdt.mt.gov/pubinvolve/maclay/

Study contacts:

Sheila Ludlow
Montana Department of Transportation
Statewide and Urban Planning Section
PO Box 201001
Helena, Montana 59620-1001

Email: sludlow@mt.gov
Tel: (406) 444-9193

Lewis Yellowrobe
Missoula County
Office of Planning and Grants
435 Ryman Street
Missoula, MT 59802

Email: lyellowrobe@co.missoula.mt.us
Tel: (406) 258-4651

Maclay Bridge Planning Study

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

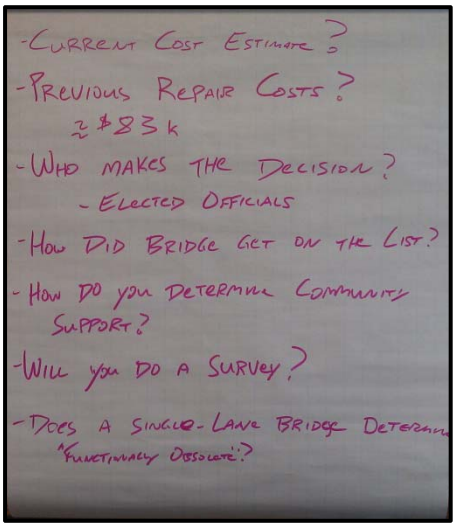
The first Informational meeting for the *Maclay Bridge Planning Study* was held on Tuesday, April 24th, 2012 at Big Sky High School in Missoula. The purpose of the meeting was to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions 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.

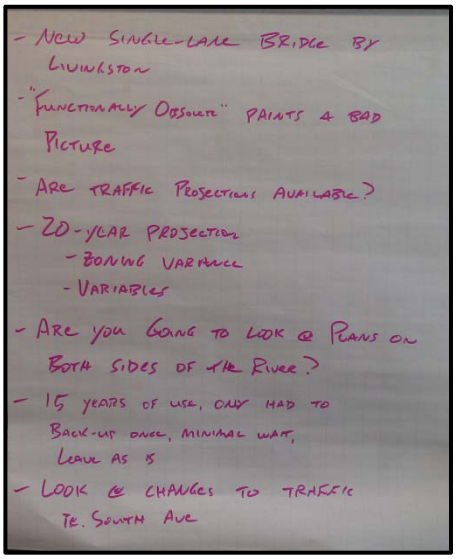
A total of 89 members of the community signed in at the meeting. Others were present who did not sign in, bringing the estimated total attendance to over 100 individuals.

COMMENTS

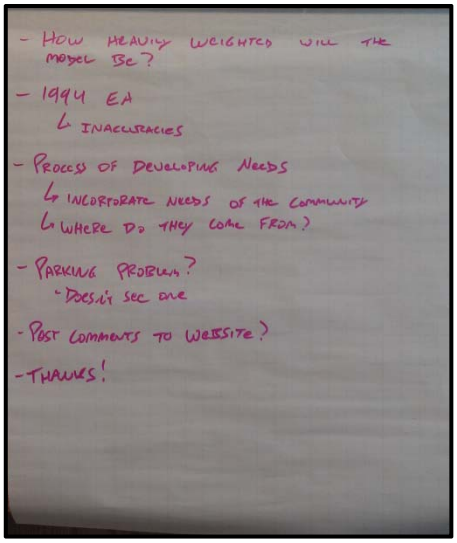
A number of verbal comments were made during the open house and after the presentation. In addition, comment sheets were available for all members of the audience. A summary of the comments received during the meeting is presented below:

- 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.

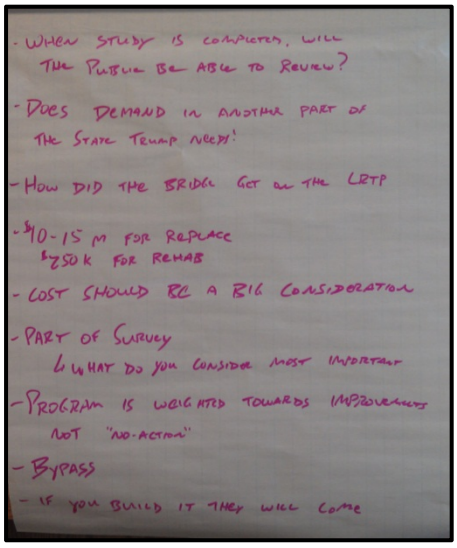




- A new single-lane bridge was recently constructed by Livingston, MT.
    - *Post-meeting clarification: the single-lane bridge built recently near Livingston was a replacement for a county owned bridge and serves about 100 vehicles per day (vpd). The bridge provides access to a small number of residents 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.

News News News News News News News News News News News News News News News News News News News News News News News News News News News News News News News News

July 2, 2012

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting to discuss the Maclay Bridge Planning Study – Missoula County

Missoula – Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. A second informational meeting will be held on Tuesday, July 10, 2012 at the Target Range Elementary School Multi-Purpose Room, 4095 South Avenue West in Missoula. The meeting will be an open-house format starting with a presentation at 6:00 p.m. The purpose of the meeting is to present the initial findings of the existing conditions analysis and environmental scan, and to obtain information from the meeting attendees to identify needs and objectives of the Maclay Bridge and connecting roadways.

The Maclay Bridge Planning Study is a pre-environmental study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project.

The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach. The planning study will determine the needs of the Maclay Bridge and connecting roadways, and will identify feasible improvement options to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agencies, and other interested parties.

Participation is a very important part of the process, and citizens are encouraged to attend and participate. Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the Maclay Bridge Planning Study. MDT will collect and consider all comments to better understand the potential issues and concerns within the vicinity of the Maclay Bridge.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com

A study website has been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/maclay/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

---------END----------

Project name: Maclay Bridge Planning Study
Missoula County

Informational Meeting

Discuss Maclay Bridge
Planning Study
Missoula County
Tuesday, July 10, 2012 6:00 p.m.
Target Range Elem. School
Multi-purpose Room
4095 South Avenue W., Missoula, MT

Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The purpose of the meeting is to present the initial findings of the existing conditions analysis and environmental scan, and to obtain information from the meeting attendees to identify needs and objectives of the Maclay Bridge and connecting roadways. The planning study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project. The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach.

The meeting is open to the public and the public is encouraged to attend. Local governments attempt to provide accommodations for any known disability that may interfere with a person's participation in this meeting. For reasonable accommodations to participate in this meeting, please contact Jeff Key, Robert Peccia & Assocs. Inc, at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment_form.shtml Please indicate comments are for the Maclay Bridge Planning Study.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Chris Kelly	1715 S. Reserve Ste C Msla MT	Chriskelly@hdrinc.com.
ADAM MURRAY	1055 SPURGIN CT.	AMURRAY@QUANTUM.COM
HAROLD A. PALMER	4547 EDWARD MSLA	
Bob Mock	4543 Edward Msla	mountmock@Bresnan.com
Patti Thomas	680 BIG FLAT RD Msla	PattiLynneThomas@msn.com
Gretchen Bottcher	1275 Big Flat Rd.	
LARRY MARTIN	4740 SOUTH AVE W, MSLA	
Charlene Miller	3416 South ave W. Msla	Charlene.miller@bresnan.net
DUSTIN HIROSE	1715 S. RESERVE	dustin.hirose@hdrinc.com
Lorna Richardson	4404 Mount Ave	lmrichardson2@gmail.com
Roger & Jan Stutzman	3840 Spurgin	
GARY BOTTHER	2500 Constant Ct.	nlee1946@live.com
BOB KIRCHER	8061 GREH CT	RKIRCHER@Bresnan.net
DON ST. PETER	4605 BITTERROOT DRIVE	donstpeter@bresnan.net
Thea Koehler	26316 Roderick	theakoehler@yahoo.com
Becky & John Peters	9610 South Ave W.	johnandbeck@yahoo.com
Chris Stevenson	8300 Red Hawk View	STEVENSON_0754@MSN.com
Carol Brett	1065 Spurgin Ct.	cbrett@bresnan.net
LIZ STEVENSON	8300 RED HAWK VIEW	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Delmer Dietz	4680 No. Wormath Rd.	
Bernie White	13451 O'Brien Creek Rd.	
JON + MONICA Weisu	2292 Bald Eagle Close	MONICAweisu@bresnan.net
JODI LESLIE	1275 BIG FLAT RD	
Peggie Morrison	4415 So. Ave. W.	ak_pegm@ayahoo.com
Nancy + Michael Chandler	4401 South Ave W	mbnchandler@q.com
Bob Schweitzer	11905 Greenacres	outlaw.43@hotmail.com
Tom Peterson	4315 South Ave MSLA 59804	
PATRICK O'HERREN	200 W. Broadway	poherren@co.missoula.mt.us
Ed + Laura Taylor	3920 Sunrose Dr. Msla, 59804	htpeprman@msn.com
Dave Andrews	630 Big Flat Rd, Msla, 59804	ANDREWSDE1 @ aol. com.
Marcia KIRCHER	8061 Grebe Court	
DON Loftsgaarden	4400 Spargin Rd	don@tempesttech.com
Michael Brunsfeld	4610 Edward Ave	maclaybridge@gmail.com
Sharon Stebit	4652 South Ave	stebis@montana.com
Kate Pennacchio	23385 Wahupa Lane Huson, MT 59846	kate.pennacchio@gmail.com
Linh Hoang	2498 Grant Brook Ct.	camassonia@gmail.com
FRANK MYTH	3415 BRAHMS WAY	fmyth@mythengrs.com
Susan Kilcrease	MDT	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
CAROL McQUADE	1606 PLEASANT AVE.	mcqcusRUN@gmail.com
Marilyn Coggas	2444 Riding Ring Rd.	
Harold Ott	550 Big Flat Rd.	halott@montana.com
Kim Briggeman	Missoulian	
Katelyn Bykari	4228 South Ave W	katelyn.bykari@gmail.com
Orville Daniels	1510 Riverside Drive	oDANIELS@montana.com
Celia Gallagher	4503 North Ave W. Msla	crithold@gmail.com
Larry Hilliard	4319 North Ave West MSA	
Ryan Vondrak	2225 35TH AVE	728-8129
Dave Loomis	8155 Mesa Ct.	mizook@gmail

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Dana Headapohl	4740 South Ave W	dana@headapohl.com
Jean Curtiss	1419 Howell MSLA Co	Commissioner
Judy Olson	1430 TROTTING HORSE LN MSLA	bigflat.olson61@gmail.com
FRED TALARICO	11805 GREEN ACRES RD MSLA	FRED@TALARICOBLOCKER.C
FRED STEWART	4675 JOHNY AVE W.	FRED@FSTEWARTFINANCIAL
Beri Stewart	"	beri@fstewartfinancial.com
Ann Kuhlavis	132 Roshier Dr	
Willis Cindy	11280 Kona Ranch Rd	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Scott BAIR	680 BIG FLAT RD, MISSOULA 59804	SDBAIR@HOTMAIL.COM
Gordon HARRISON	2212 PAULINE DR	
Suzanne Schwitzer	11905 Green Acres Rd	Suzanne...@hotmail.com
Michele Landquist	200 W. Broadway, Msla	MLandquist@co.missoula.mt.us
DAVE GRAY		dgray@co.missoula.mt.us
Ginny Fay	11455 Greenacres Rd msla 59804	Ginnyfay@montana.com
Liz McMullen	2525 Humble Rd	lizinmoscow@yahoo.com
Connie LaVaute	2002 Humble Rd	
DAN SPENCER	4285 Sundown Rd	daniel.spencer@umontana.edu
Tim CROCKER	2230 Lower CR. RD. MSLA 59804	timothy4@g.com
Laurie Grogan	2230 Lower Crk. Rd. 59804	Laurie...
B. Nielsen	2245 Sunlite Ln	<kelseya.b@gmail.com>
Angela Bourquin	4311 W Central 59804	abourquin@boonekerlberg.com
Jim Rodich	4720 Humble	jimbobmt@gmail.com

Maclay Bridge
Planning Study

WELCOME

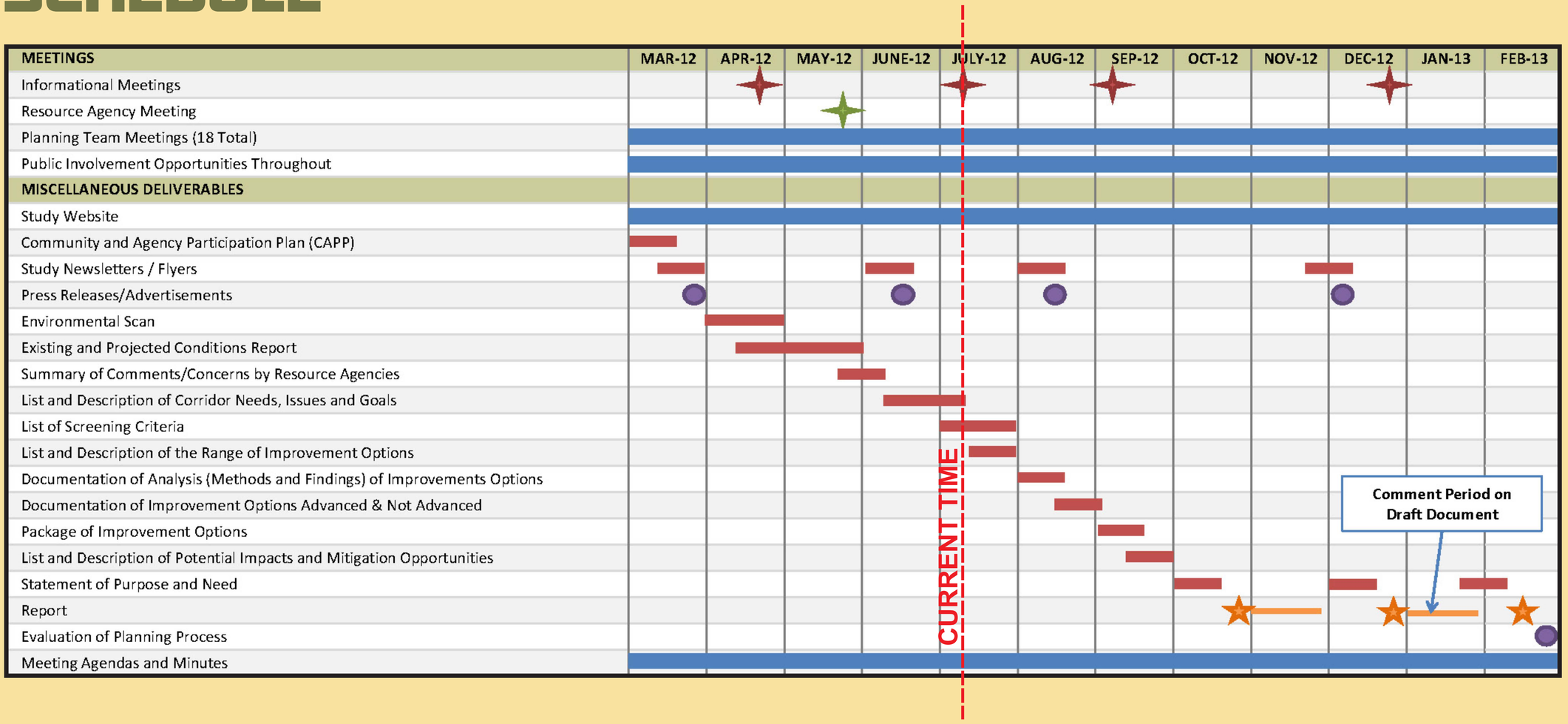
INFORMATIONAL MEETING #2
JULY 10, 2012





MONTANA DEPARTMENT OF TRANSPORTATION

SCHEDULE


MEETINGS
MAR-12
APR-12
MAY-12
JUNE-12
JULY-12
AUG-12
SEP-12
OCT-12
NOV-12
DEC-12
JAN-13
FEB-13
Informational Meetings
Resource Agency Meeting
Planning Team Meetings (18 Total)
Public Involvement Opportunities Throughout
MISCELLANEOUS DELIVERABLES
Study Website
Community and Agency Participation Plan (CAPP)
Study Newsletters / Flyers
Press Releases/Advertisements
Environmental Scan
Existing and Projected Conditions Report
Summary of Comments/Concerns by Resource Agencies
List and Description of Corridor Needs, Issues and Goals
List of Screening Criteria
List and Description of the Range of Improvement Options
Documentation of Analysis (Methods and Findings) of Improvements Options
Documentation of Improvement Options Advanced & Not Advanced
Package of Improvement Options
List and Description of Potential Impacts and Mitigation Opportunities
Statement of Purpose and Need
Report
Evaluation of Planning Process
Meeting Agendas and Minutes
CURRENT TIME
Comment Period on Draft Document

Maclay Bridge

Planning Study

Pre-NEPA/MEPA Planning Studies

- Are based on existing social, economic and environmental data and reports
- Are a “high level scan” of the study area
- Define transportation issues/areas of concern
- Consider social, economic and environmental constraints at an early stage
- Identify and prioritize cost-effective and feasible strategies
- Provide opportunities for early and continuous community involvement

NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

MONTANA DEPARTMENT OF TRANSPORTATION

Maclay Bridge
Planning Study

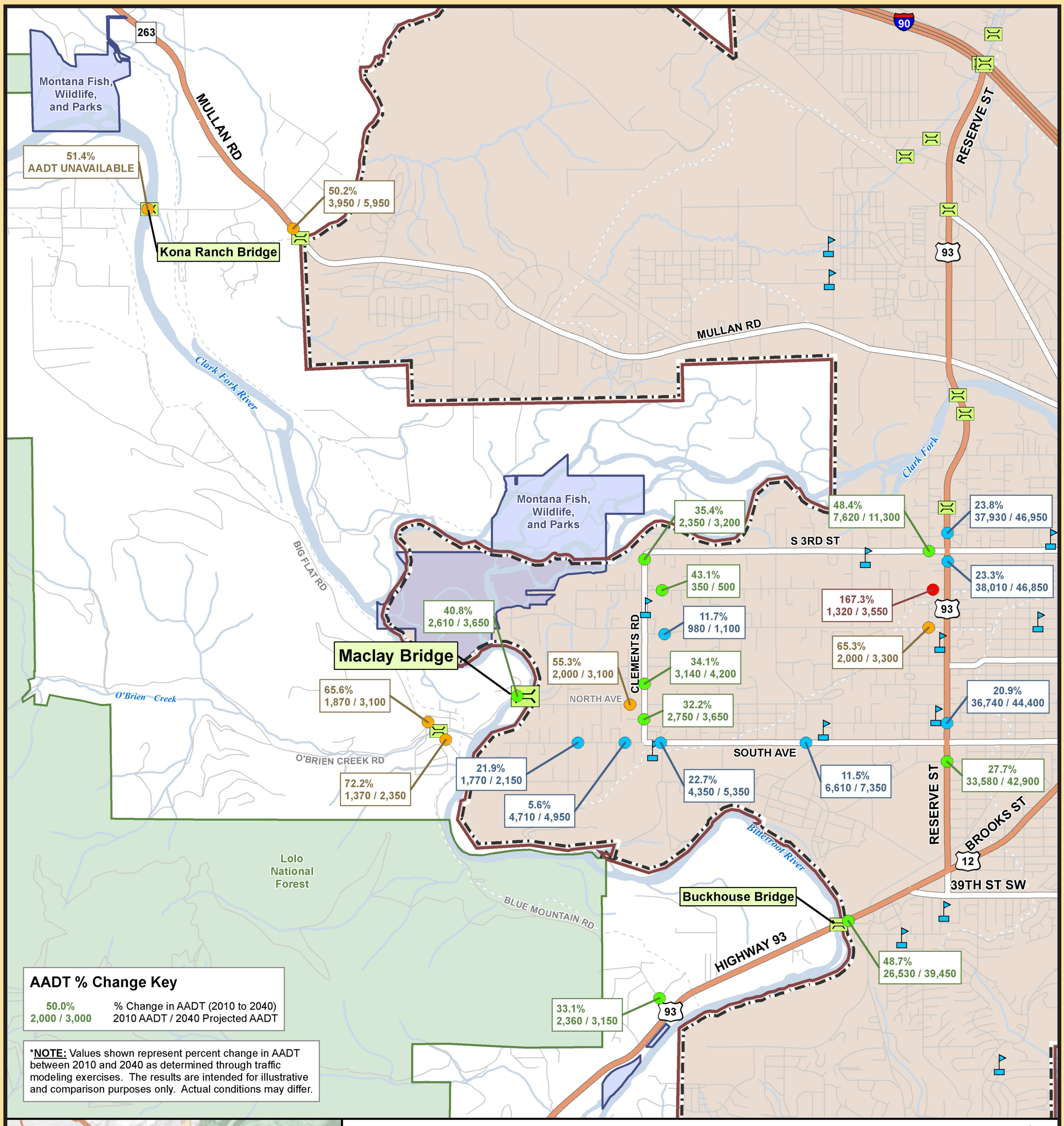
Pre-NEPA/MEPA Planning Studies

- Not a NEPA/MEPA Study or Environmental Review
- Not a Preliminary Engineering or Final Design Report
- Not a Construction or Maintenance Project
- Not a Right of Way Acquisition Project

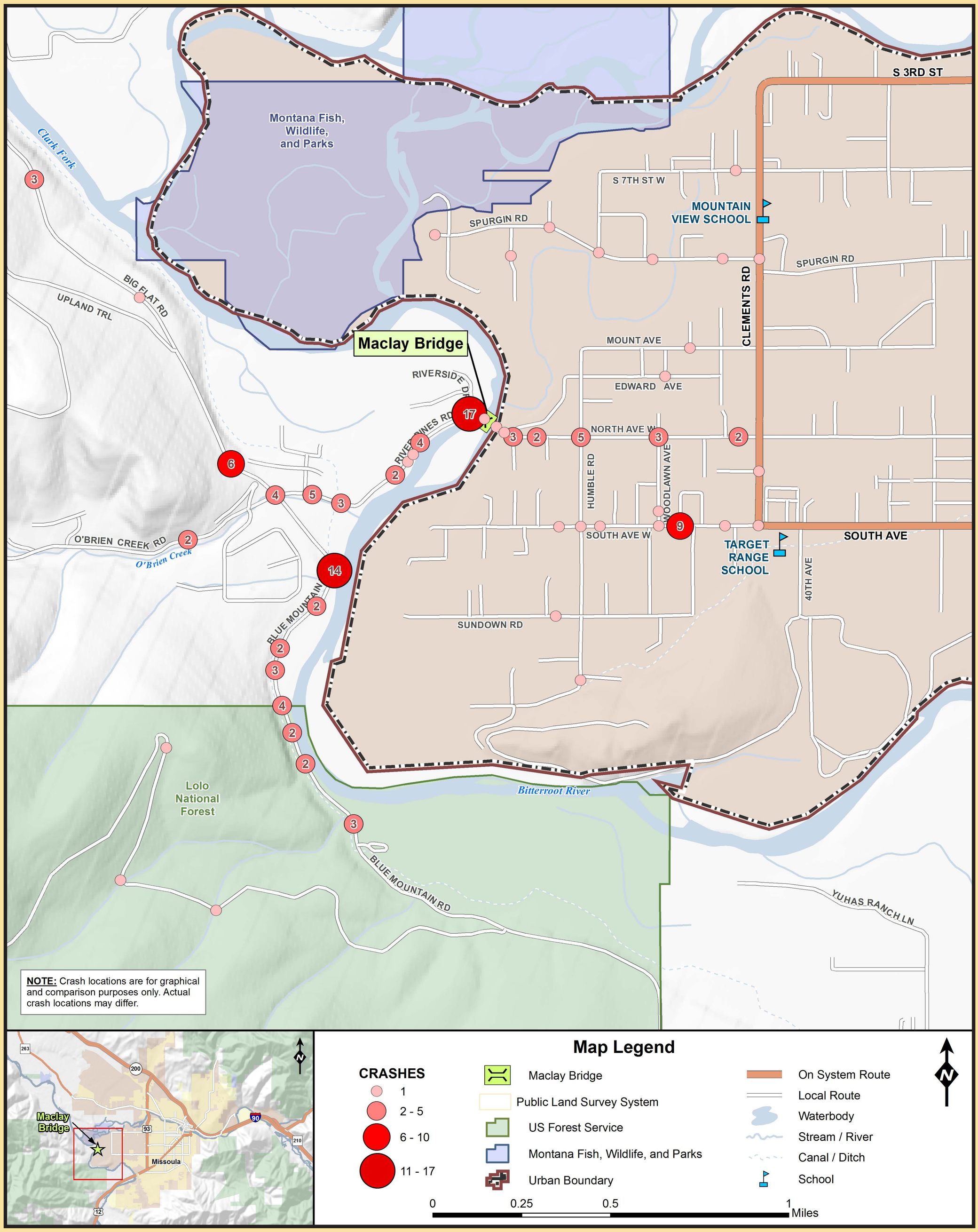
NEPA - National Environmental Policy Act
MEPA - Montana Environmental Policy Act

MONTANA DEPARTMENT OF TRANSPORTATION

TRAFFIC VOLUME GROWTH



CRASH LOCATIONS



Data Period: January 1, 2002 - December 31, 2011

EXISTING CONDITIONS KEY FINDINGS

Transportation System

Traffic Volumes

- Existing and projected traffic volumes exceed the *American Association of State Highway Transportation Officials* (AASHTO) standard for a single-lane bridge.

Safety

- A number of crash trends and areas of concern were identified within the crash analysis area. Specific areas of concern identified are located on the following roadways:

  - Big Flat Road - single vehicle crashes along curve(s)
  - Blue Mountain Road - single vehicle crashes along curve(s)
  - North Avenue - inattentive driving & failure to yield
  - River Pines Drive - single vehicle crashes along curve(s)
  - South Avenue - single vehicle crashes under “dark not lit” conditions

Travel Time

- Travel times between Fire Station 1 and the intersection of Big Flat Road/Blue Mountain Road/O’Brien Creek Road/River Pines Road can be expected to take almost 2 minutes longer by traveling via Buckhouse Bridge and 18.5 minutes longer by traveling via Kona Bridge.

  - Any delay in emergency response travel time, typically measured in seconds, is an important consideration within the planning area.

Horizontal Alignment

- Three curves do not meet current Missoula County or MDT standards.

  - Two of the sub-standard curves lead into and out of each side of the existing bridge.
  - A crash trend has been identified at the west end of the bridge (intersection of River Pines Road & Riverside Drive).

    - Single vehicle crashes due to sharp curvature.
    - Zero fatal, six injury, & fifteen property damage only (PDO) crashes.

EXISTING CONDITIONS KEY FINDINGS

Transportation System

Clear Zones

- Numerous locations have obstacles and/or steep fill slopes within the horizontal clear zone and are unprotected (i.e. no guardrail). Primary concern is located along River Pines Road adjacent to the Bitterroot River, where the top of fill slope is within 2 to 4 feet of the edge of the travel lane.

Bridge

- The existing bridge is “functionally obsolete” due to the approach geometry on both ends of the bridge, and the narrow single lane bridge width.

- Existing and future traffic volumes exceed the *American Association of State Highway Transportation Officials* (AASHTO) standard for a single-lane bridge.

- The existing bridge is “load restricted” due to its present condition, which prevents some vehicles from crossing. It is currently posted at 11 tons, where a new structure would accommodate 25 tons.

- The Maclay Bridge has a Bridge Health Index that suggests its individual components are in good condition.

- There are no bicycle or pedestrian features on the bridge.

Parking

- Parking problems are evident based on numerous resolutions passed by the Missoula County Commission, and numerous “911 calls” to the area.

Widths

- The single lane bridge width of 14 feet does not meet current AASHTO, Missoula County or MDT standards for width given existing and projected traffic volumes.

- Roadway widths on River Pines Road do not have shoulders.

- Bicycle and pedestrian facilities are absent on River Pines Road.

EXISTING CONDITIONS KEY FINDINGS

Environmental Considerations within Environmental Scan Boundary

Prime Farmland

- Areas of prime farmland, farmland of statewide importance, and farmland of local importance are located within the area.

Water Resources

- The Bitterroot River, Clark Fork River, and O'Brien Creek are located within the area. The Bitterroot River and Clark Fork River do not meet water quality standards.
- Irrigation facilities exists within the area.
- Numerous private groundwater wells are in the area, along with on-site wastewater systems.

Wetlands

- Wetlands are located within the area.

Floodplains and Floodway

- FEMA-delineated floodplains exist along the Bitterroot and Clark Fork Rivers, and at the confluence of O'Brien Creek and the Bitterroot River.
- Missoula County would have a "no increase" requirement for the 100-year base flood elevation measured against the existing FEMA base flood elevations. Constriction of the channel with piers and abutments are typical causes of flood elevation increases.

Hazardous Substances

- There are eight underground storage tank (UST) locations.
- There is one leaking underground storage tank (LUST) location.
- There is one petroleum release compensation site.

EXISTING CONDITIONS KEY FINDINGS

Environmental Considerations within Environmental Scan Boundary

Air Quality

- Transportation conformity analysis would be required regardless of funding sources, via the MPO's regional emissions analysis, should an improvement option be forwarded.

Fish and Wildlife

- Five endangered, threatened, proposed, or candidate species are listed for Missoula County. Of the five, the Bull Trout (threatened, critical habitat designated) and the Yellow Billed Cuckoo (candidate species) may likely occur in the area.

- 13 animal species of concern are listed for Missoula County.

Vegetation

- No endangered, threatened, proposed, or candidate plant species are expected to occur within the area.

- One plant species of concern may potentially be found within the area – Toothcup (Rotala ramosior).

Cultural and Archaeological Resources

- Eleven separate cultural resources are known to exist within the area.

- Fourteen 4(f) resources are located within the area. One of the fourteen is also a 6(f) site.

EXISTING CONDITIONS KEY FINDINGS

Other Considerations

Neighborhood residents have expressed concern over:

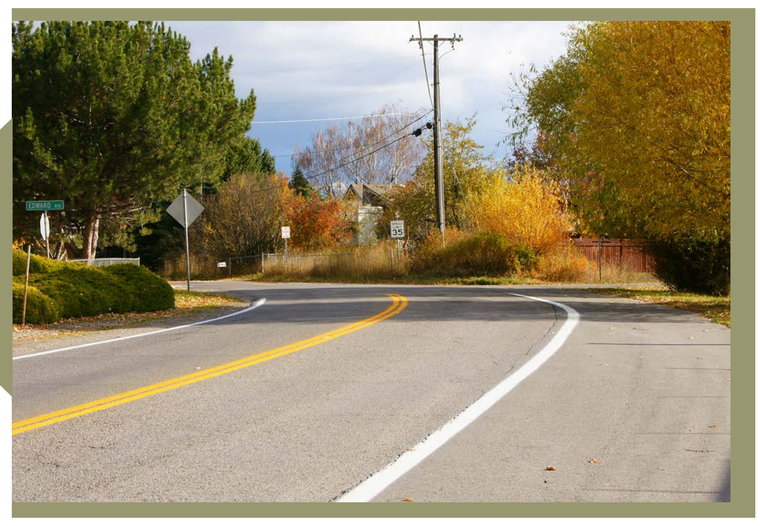
- Speeds being an issue on North Avenue, River Pines Road and South Avenue.
- Traffic Growth through the neighborhood in recent years, and the potential increase in traffic.
- Safety and the potential for increased vehicle crashes.
- Noise impacts due to increasing vehicular traffic through the area.
- Livability and the desire to maintain the rural character of the area and limit traffic growth.
  - The *Target Range Neighborhood Plan* emphasizes the importance of continued County maintenance of the structure to help preserve access for local and Missoula Valley residents seeking recreational opportunities on nearby lands.
  - The *Target Range Neighborhood Plan* does not identify the need for a new bridge.

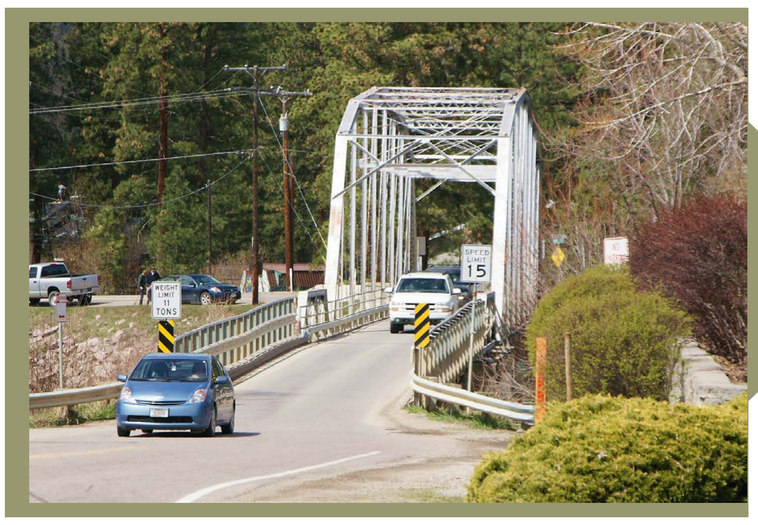
Project Nomination

- Missoula County has nominated the existing Maclay Bridge for replacement using funding from FHWA's *Highway Bridge Replacement and Rehabilitation Program*, pending the outcome of this planning study.

DISCUSSION TOPICS

1 SAFETY

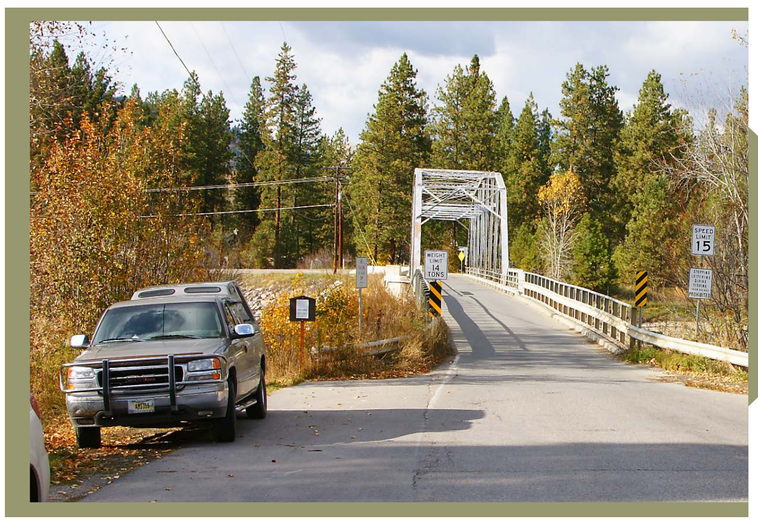




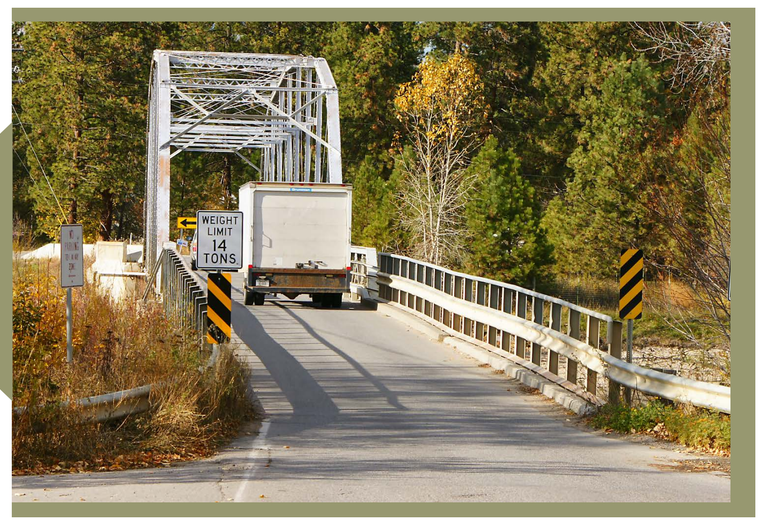
2 TRAFFIC VOLUME GROWTH

3 NON-MOTORIZED TRANSPORTATION





4 PARKING



5 ROADWAY & BRIDGE WIDTHS



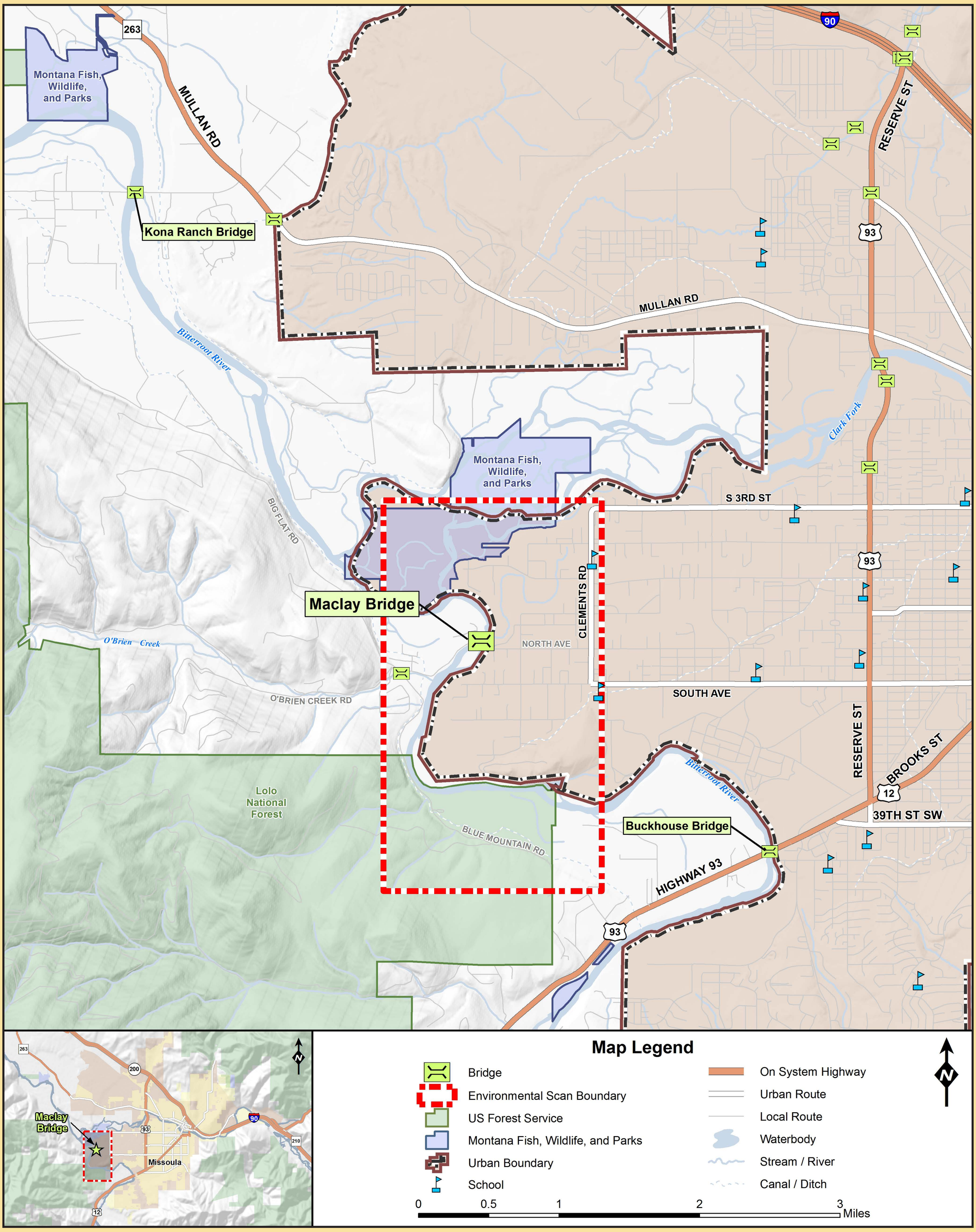
6 SOCIAL



7 ENVIRONMENTAL

Maclay Bridge
Planning Study

VICINITY MAP



Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #2 (July 10, 2012)

We welcome your comments.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: _____
Address: _____
_____
Email: _____
Phone: _____

SIGN-IN SHEET

Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL

Maclay Bridge Planning Study





Informational Meeting No. 2

July 10th, 2012

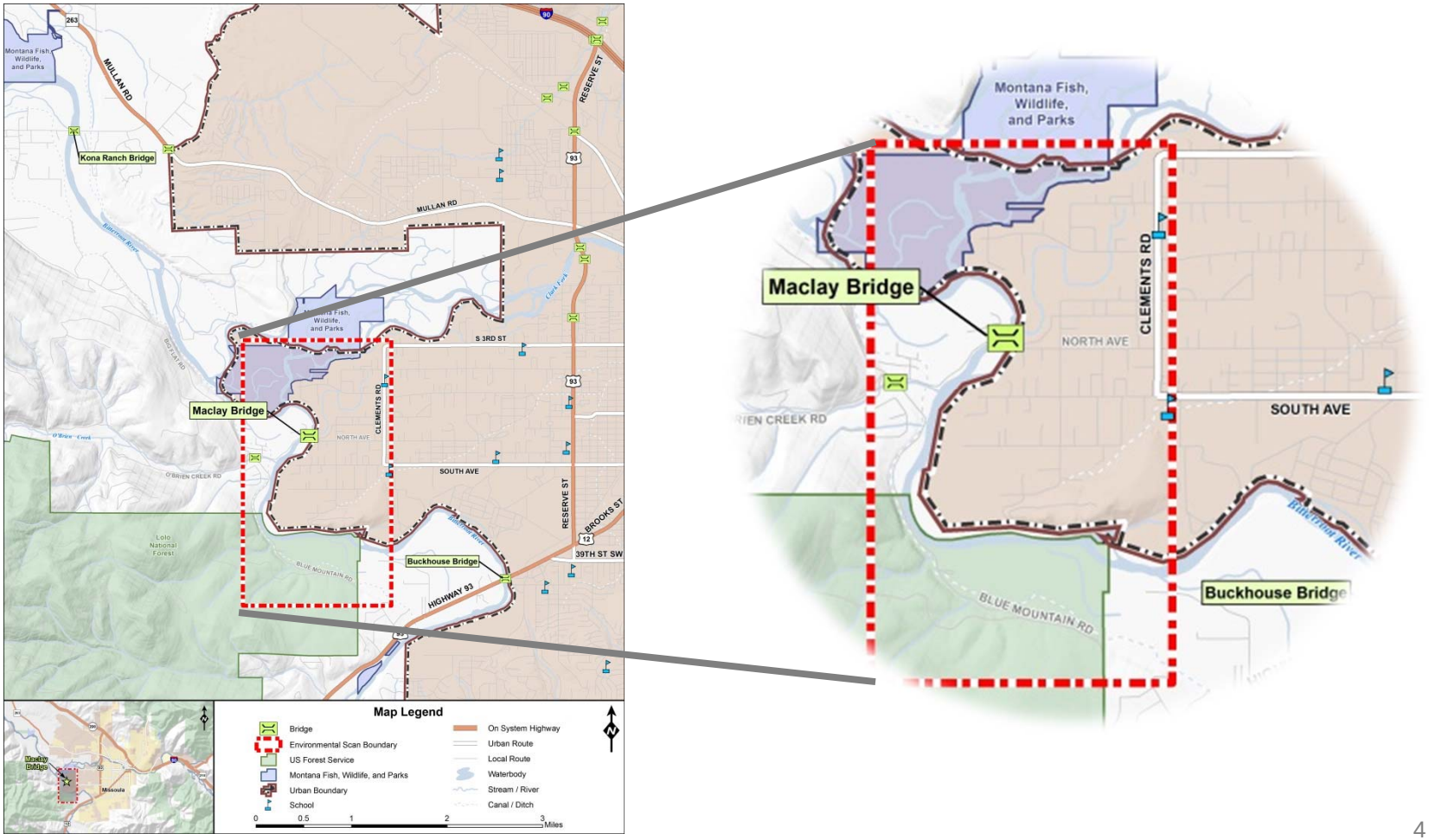
Introduction

- Introduction of local officials
- Partners
  - Missoula County
  - MDT
  - FHWA
- Planning team members in attendance
- Consultant team

Outline of this Evening's Meeting

- Existing and projected conditions in the Maclay Bridge vicinity
- Resource considerations in the environmental scan boundary
- Preliminary areas of concern
- Next steps & conclusion

Study Vicinity Map





Existing & Projected Conditions in the Maclay Bridge Vicinity

Maclay Bridge

- Crosses Bitterroot River 2.75 miles west of Reserve Street
- River Pines and North Avenue are functionally classified as “collector” roadways by Missoula County
- Serves multiple users, including: local residents, landowners west of Bitterroot River, recreationalists, school buses and emergency responders

Physical Characteristics

- Two-lane roadways (North Avenue and River Pines Road)
- One-lane bridge (Maclay Bridge)
- Asphalt surfacing throughout
- Access density of 32.4 access/mile
  - Ten approaches are “public” approaches
  - Thirty-seven are private approaches
- Curved alignment into and out of existing bridge

Traffic Counts

- Ranges from 2,610 vehicles per day (vpd) on River Pines Road to 2,000 vpd on North Avenue (2010 counts)

Street	Location	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
River Pines Rd	300 ft W of Maclay Bridge	2300	2060	2300	2130	2410	2460	(a)	2380	2610	2360
North Ave	300 ft W of Clements Rd	1660	(a)	2010	(a)	2140	(a)	(a)	(a)	2000	(a)

Roadway Geometrics - Curves

- Three horizontal curves do not meet current Missoula County standards

Location		Feature	Value	Standard
North Ave W / Edward Ave Intersection	450' SE of Maclay Bridge	Horizontal Curve	175'	525’
River Pines Rd / Riverside Dr	50' NW of Maclay Bridge	Horizontal Curve	125'	525’
River Pines Rd	2300' SW of Maclay Bridge	Horizontal Curve	125'	525’

- Vertical grades are within the Missoula County Standards (less than 6.0%)
- Stopping sight distance acceptable

Roadway Geometrics – Clear Zone

- Clear zone is the total roadside border area available for safe use by errant vehicles
- This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or recovery area
- Obstacles may be in the clear zone as well
- River Pines Road - just southwest of the existing bridge
  - Top of roadway fill slope is between 2 and 4 feet from the edge of the travel lane
  - Trees and utility poles are found within this area
  - Roadway fill slope in this area is steep and lined with riprap to the river

Roadway Geometrics - Widths

- Determined from field measurements
  - Surface width, lane width, shoulder width, and number of lanes

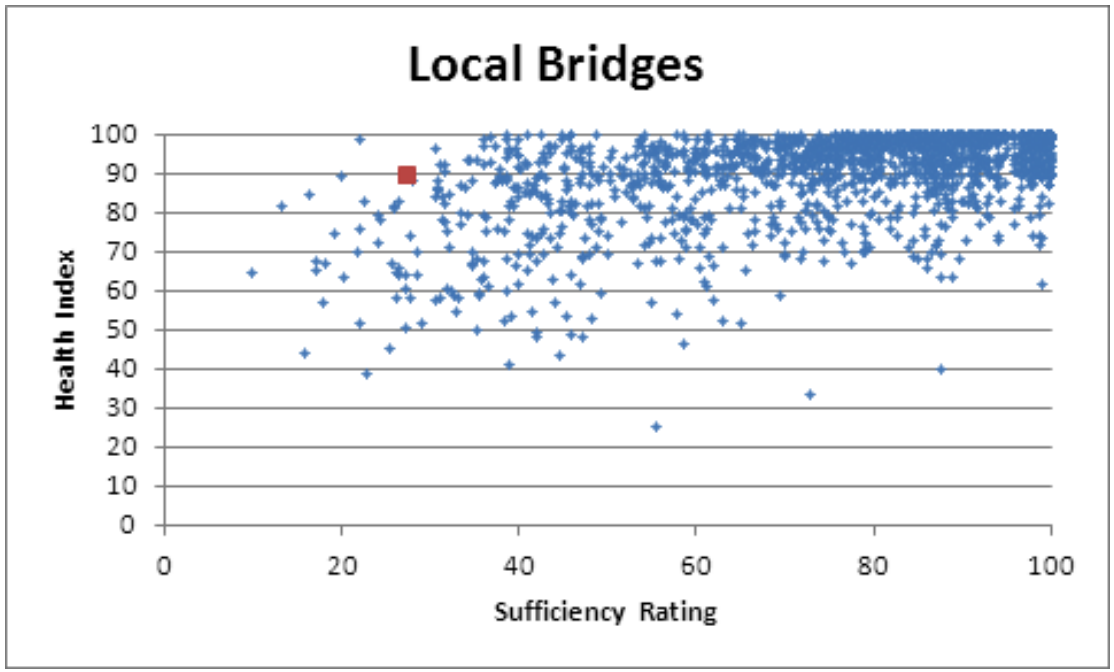
Location		Lanes	Surface Width (ft)	Lane Width (ft)	Shoulder Width (ft)
North Ave W	Clements Rd to Maclay Bridge	2	31	11	1 (north) / 8 (south)
Maclay Bridge	On Bridge	1	14	14	0
River Pines Rd	Maclay Bridge to Blue Mountain Road	2	22	11	0

Widths Are Of Interest

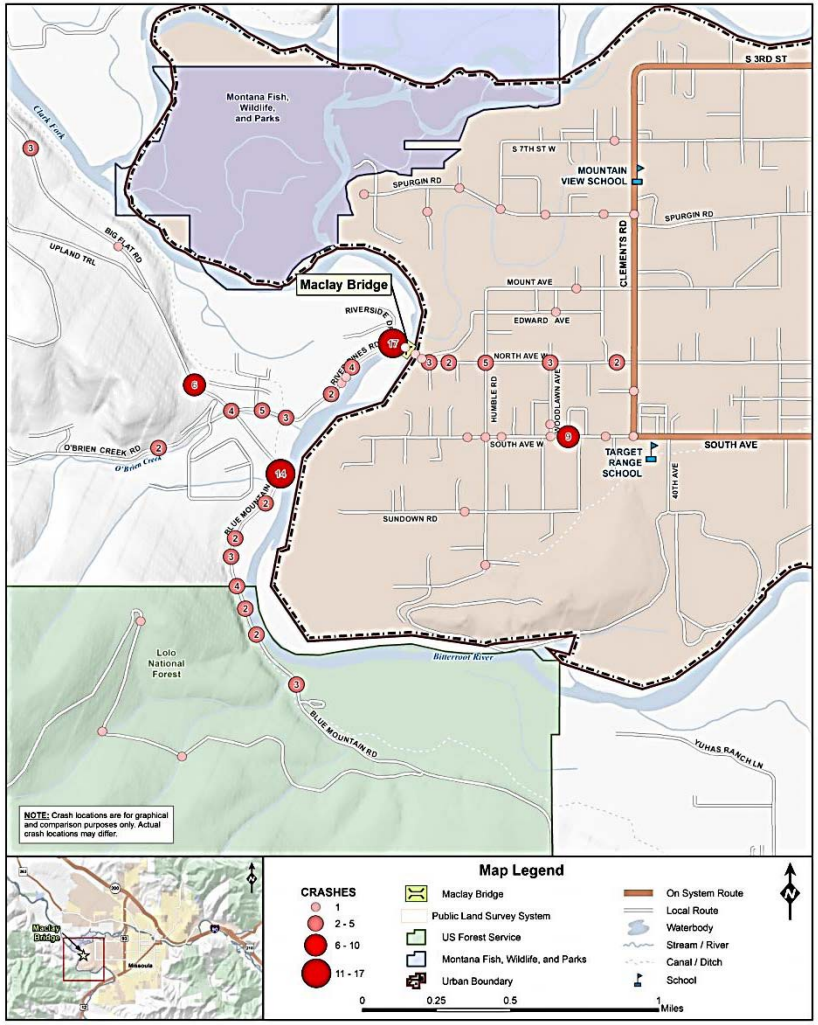
Bridge Crossing

- Rated as functionally obsolete, but not structurally deficient
- Sufficiency rating (SR)

  = 27.3
- Health Index = 89.91
  - Ranks near the bottom quartile of all off-system bridges



Safety (Reported Crashes)



Future Traffic Volumes

- Two Methods Available
- Average Annual Growth Rate (AAGR)
  - 20 years ahead – look 20 years back…..
- *TransCad* Travel Demand Model
  - Based on adopted planning documents (land use/zoning/growth policy) and existing transportation system

Future Traffic Volumes - *TransCad*

- *TransCad* model based on adopted planning documents
- Incorporates land use in Target Range Neighborhood Plan and areas to the west of Bitterroot River
- Typically preferred for areas with MPO's
- Results:
  - River Pines Road: 2,610 vpd (2010) to 3,650 vpd (2040)
  - North Avenue: 2,000 vpd (2010) to 3,100 vpd (2040)
  - Compared to AAGR: River Pines Rd 4,550/North Ave 2,350



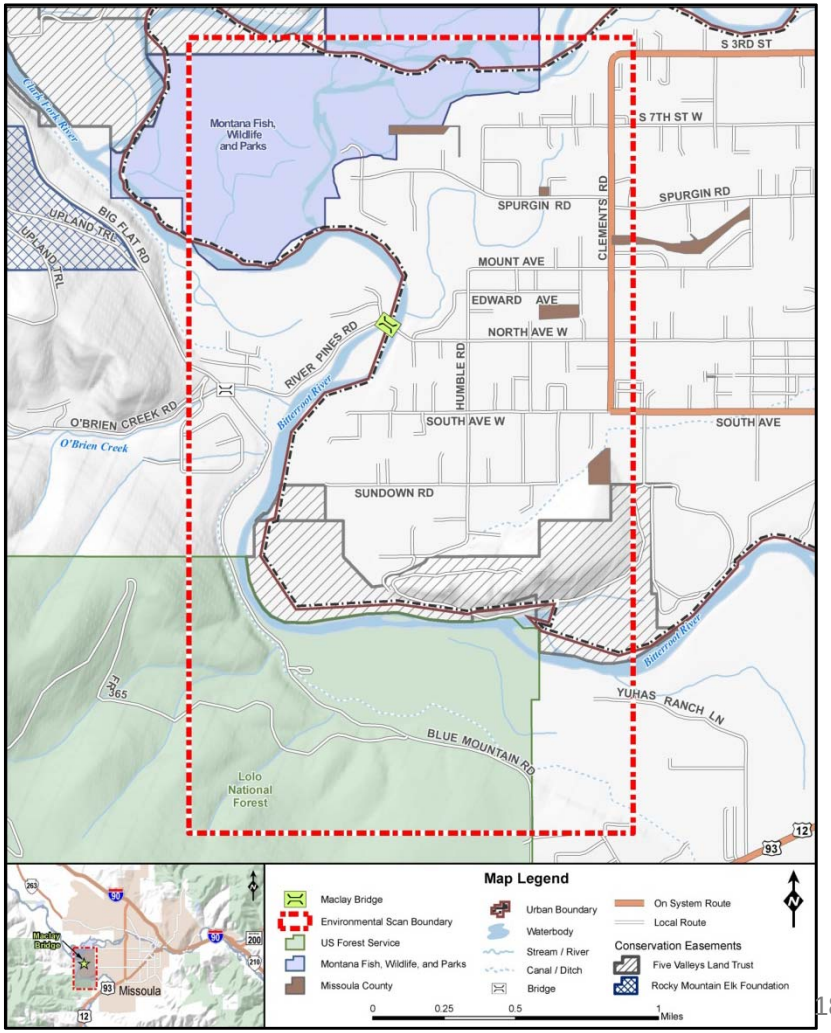
Resource Considerations in the Environmental Scan Area

Environmental Resources

- Geographic Setting
- Land Ownership/Management
- Land Use
- Geological Resources
- Soils and Prime Farmland
- Water Resources
- Wetlands
- Floodplains and Floodways
- Hazardous Materials
- Air Quality
- Noise
- Visual Resources
- Biological Resources
- Vegetation
- Cultural and Archaeological Resources
- Demographics

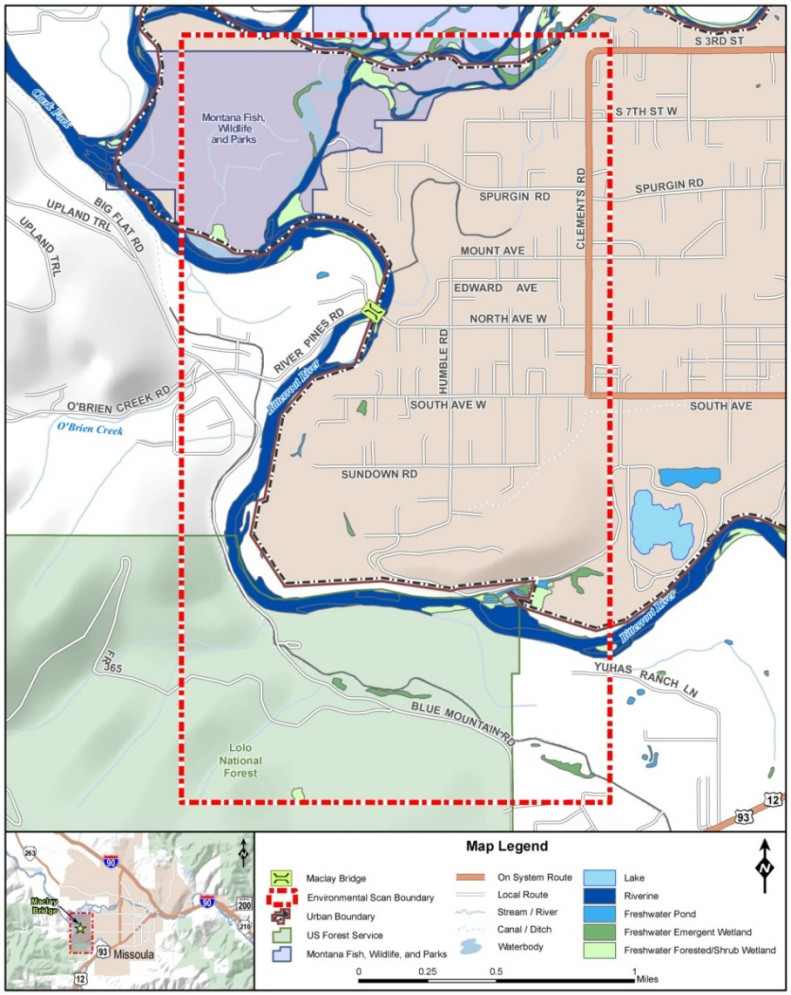
Land Ownership/Management

- Predominately privately owned land
- Public land in environmental scan boundary includes:
  - MFWP – Kelly Island Fishing Access Site
  - Isolated Missoula County-owned parcels
  - Lolo National Forest
- Five Valleys Land Trust – Conservation Easement



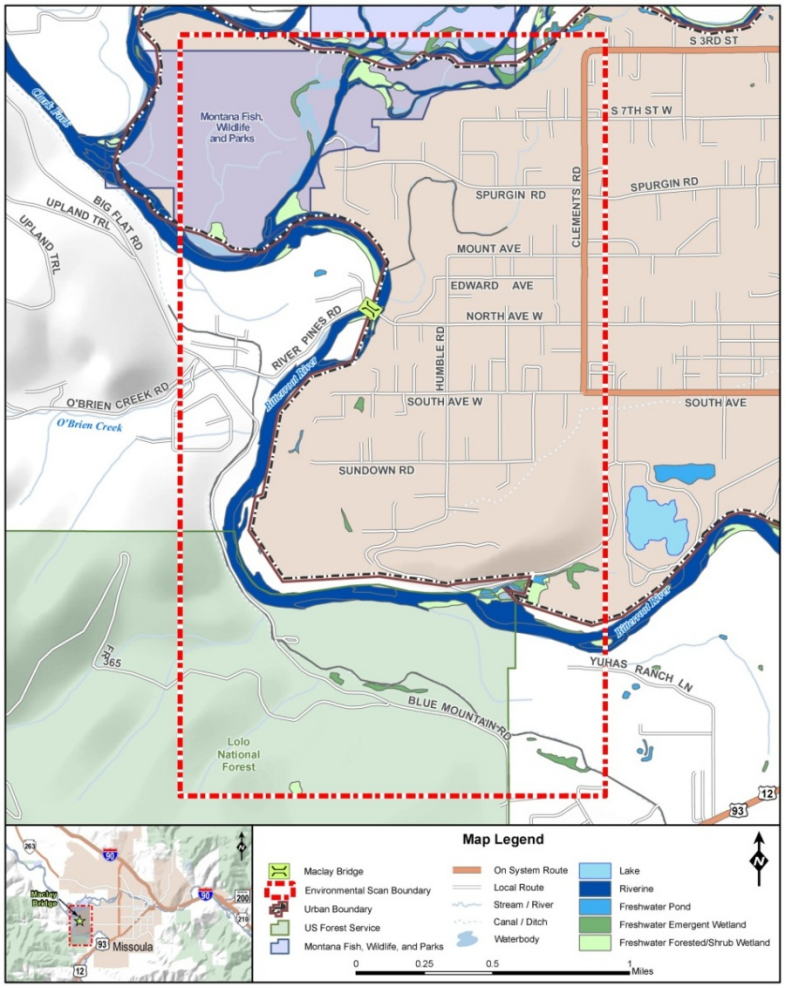
Water Resources

- Three predominant surface waters:
  - Bitterroot River
  - Clark Fork River
  - O'Brien Creek
- Bitterroot and Clark Fork Rivers are classified as impaired and are section 303(d) listed waterbodies



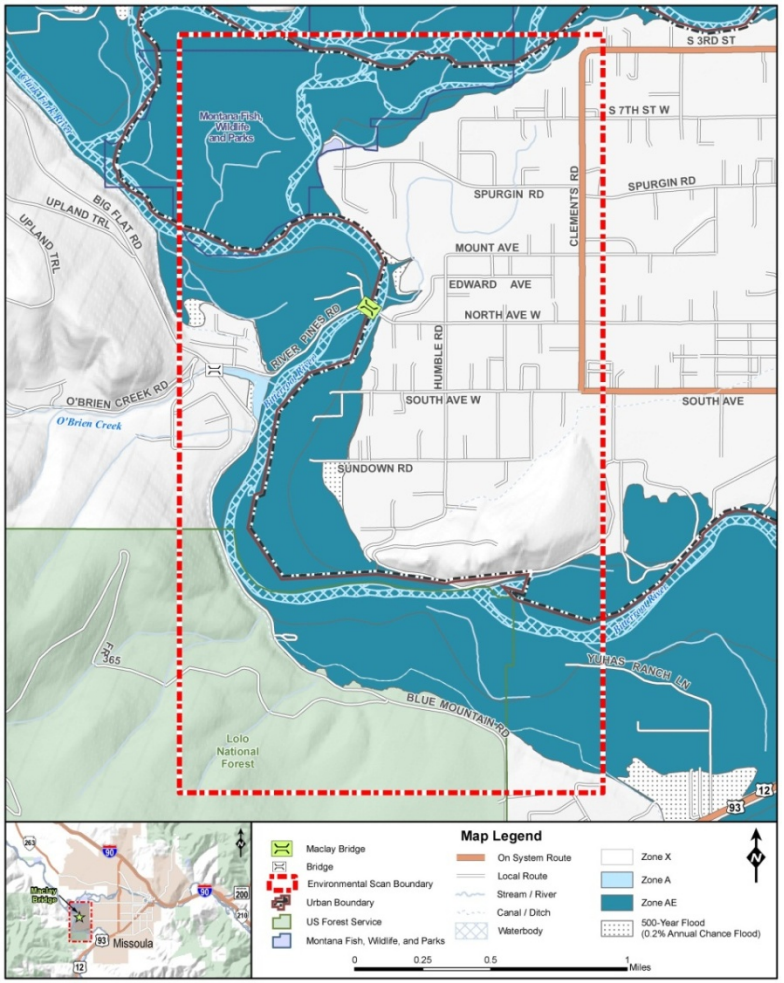
Wetlands

- National Wetland Inventory (NWI) - based on aerial photo interpretation
- NWI definition much broader than regulatory definition (COE)
- If a project, or projects, advance, a wetland impact evaluation would be required



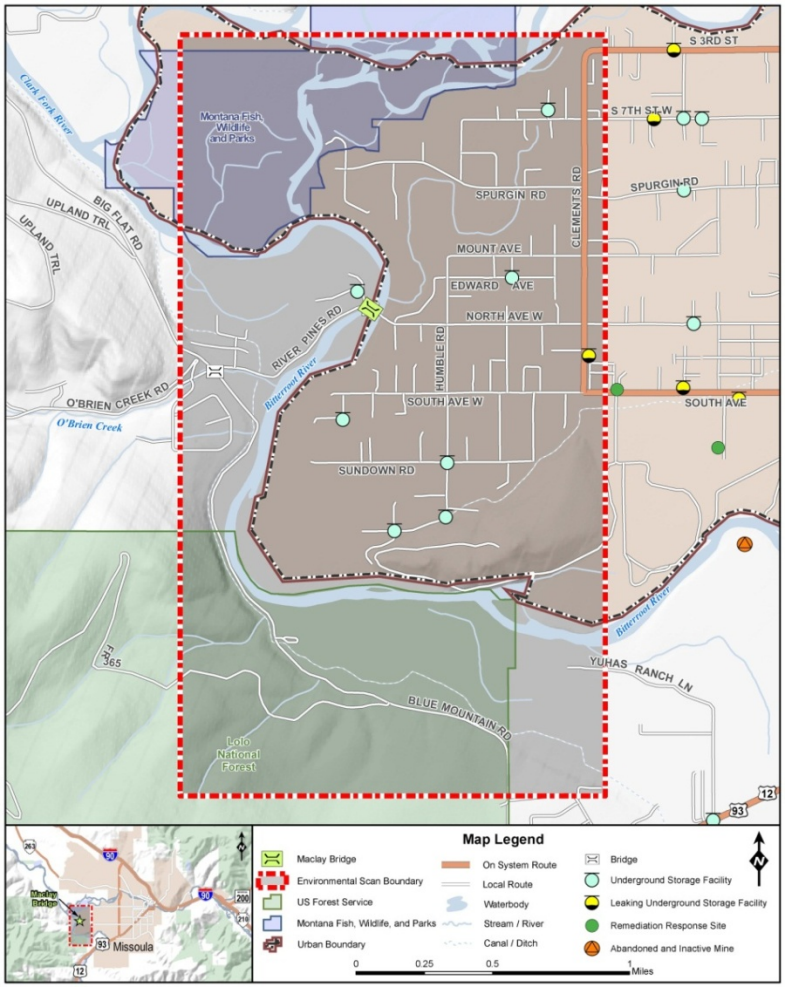
Floodplains and Floodways

- 100 – Year Flood (base flood for floodplain management programs)
- Most of the study corridor
  - Zone A (no Base Flood Elevations determined)
  - Zone AE (Base Flood Elevations determined)
  - Zone X (areas of 0.2% annual chance flood)



Hazardous Materials

- NRIS
  - Eight UST locations
  - One LUST locations
  - One petroleum release compensation site



Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility



Biological Resources

- Fish & Wildlife
- Vegetation





Fish and Wildlife
Threatened and Endangered Species

Common Name	USFWS Status	Habitat Requirements
Bull Trout	Threatened, Critical Habitat Designated	Within the Environmental Scan Area, the Bitterroot River, Clark Fork River, and O'Brien Creek are designated as Critical Habitat for bull trout.
Grizzly Bear	Threatened	In Missoula County include the Seeley, Swan, and Jocko Valleys, lower Mission Valley, and portions of the upper Rattlesnake watershed.
Canada Lynx	Threatened, Critical Habitat Designated	Habitat for the species does not exist in the Environmental Scan Area.
Wolverine	Candidate	Habitat for the species does not exist in the Environmental Scan Area.
Yellow Billed Cuckoo (Western Population)	Candidate	This habitat may be present in the Environmental Scan Area.

Fish and Wildlife

Species of Concern

Common Name	State Rank	MNHP Known Occurrences in Environmental Scan Area
Westslope Cutthroat Trout	S2	Yes
Hoary Bat	S3	Yes
Fisher	S3	Possible on Lolo National Forest
Black-backed Woodpecker	S3	Yes
Western Skink	S3	Yes
Fringed Myotis	S3	Yes
Grasshopper Sparrow	S3B	Yes
Cassin's Finch	S3	Yes
Pileated Woodpecker	S3	Yes
Lewis's Woodpecker	S2B	Yes
Flammulated Owl	S3B	No
Bald Eagle		Yes
Great Blue Heron	S3	Yes

Vegetation

- Threatened and Endangered Species
  - One threatened & one candidate identified in Missoula County
- Species of Concern
  - Toothcup (*Rotala ramosior*)

Common Name	USFWS Status	Habitat Requirements
Water Howellia	Threatened	Known occurrences of the species in Montana are all within the Swan River drainage in the northeastern portion of Missoula County.
Whitebark Pine	Candidate	This habitat does not exist in the Environmental Scan Area.

Cultural and Archaeological Resources

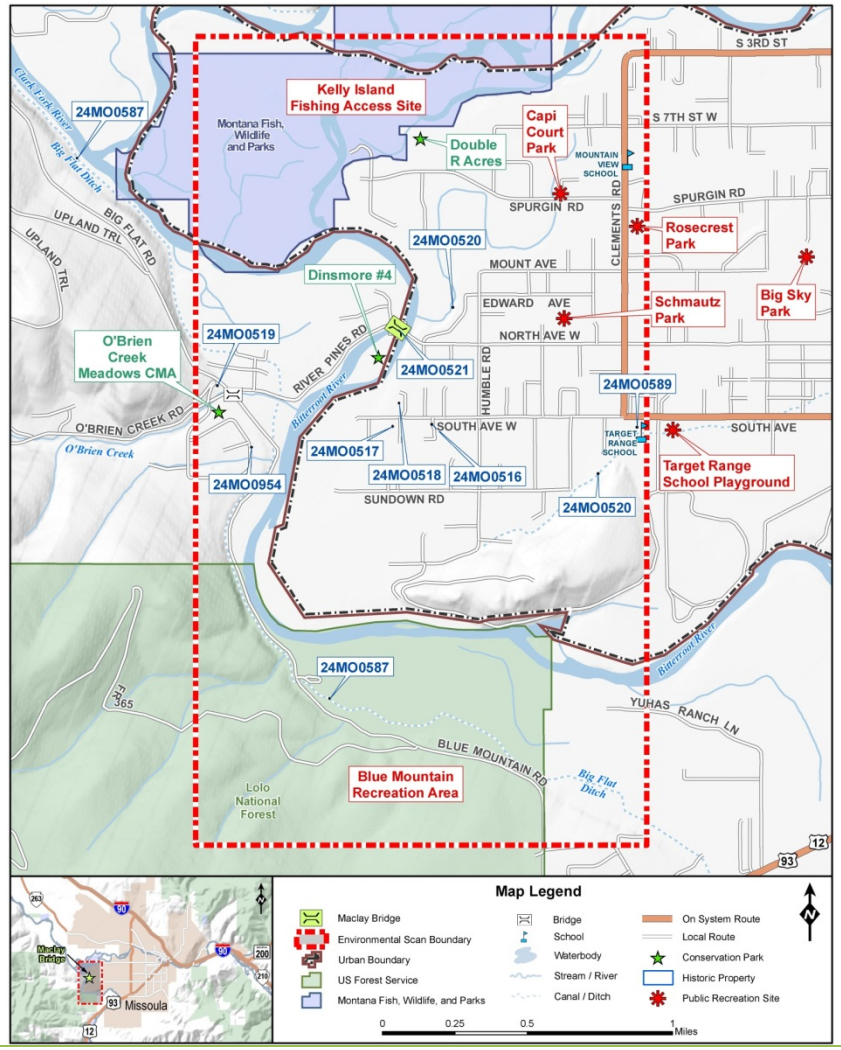
Resource Name	Smithsonian Site #	Type of Resource	National Register Eligibility Status
Stettler Property	24MO05I6	Historic Residence	Ineligible
Rice Property	24MO05I7	Historic Residence and Outbuildings	Consensus determination of eligibility
Maxwell Property	24MO05I8	Historic Residence and Outbuildings	Ineligible
Maclay Property	24MO0519	Historic Residence and Outbuildings	Recommended as eligible for National Register
Missoula Irrigation District Ditches	24MO0520	Historic Irrigation System	Consensus determination of eligibility
Maclay Bridge	24MO0521	Historic Vehicular/Foot Bridge	Determined eligible for National Register
Big Flat Ditch	24MO0587	Historic Irrigation System	Consensus determination of eligibility
Maclay Ditch	24MO0954	Historic Irrigation System	Undetermined
Target Range Elementary School	24MO0589	Historic School	Listed on the National Register
Site in T13N, R20W, Sec. 35	24MO0209	Lithic Material Concentration	Undetermined
Site in T13N, R20W, NW 1/4 Sec. 35	24MO1388	Historic Residence	Undetermined

4(f) / 6(f)

FAS is 6(f) site

Name	Type of 4(f) Resource	Comments /Location
Kelly Island FAS	Public Recreation Site	666-acres site located at confluence of Bitterroot and Clark Fork Rivers, managed by MFWP
Rosecrest Park	Neighborhood Park	9.6 acres located south Spurgin Road between Clement Road and 37th Avenue. County ownership
Schmautz Park	Neighborhood Park	4.2 acre, undeveloped parcel located north of North Avenue and west of 42nd Avenue. County ownership
Target Range School Playground Target Range School (24MO0589)	Neighborhood Park Historic School	10 acre area containing sports fields, basketball courts, and play equipment. Target Range School is listed on National Register.
Dinsmore River Four	Conservation Park	Bitterroot River island habitat located south of existing Maclay Bridge County ownership
Double R Acres	Conservation Park	Clark Fork River riparian habitat adjoining Kelly Island FAS. County ownership
O'Brien Cr. Meadows Common Area	Conservation Park	O'Brien Creek riparian area located near intersection of Big Flat Road and O'Brien Creek Road. County ownership. Identified in Missoula County Parks and Conservation Lands Plan (1997)
Capi Court Park	Unimproved County Park	North of Spurgin Road and east of Sierra Drive
Five Valley Land Trust Conservation Easements	Wildlife Habitat/Public Use	Various locations along Bitterroot River
Lolo National Forest Lands	Public Multiple-use Property	Southwestern portion of Environmental Scan Area, part of Blue Mountain Recreation Area
Rice Property (24MO05I7)	Historic Residence and Outbuildings	Consensus determination of eligibility for National Register
Maclay Property (24MO05I9)	Historic Residence and Outbuildings	Recommended as eligible for National Register
Maclay Bridge (24MO052I)	Historic Vehicular/Foot Bridge	Determined eligible for National Register. Owned by Missoula County
Big Flat Ditch (24MO0587) Missoula Irrigation District Ditches (24MO0520)	Historic Irrigation Systems	Consensus determination of eligibility for National Register

Cultural and 4(f) Sites





Preliminary Areas of Concern

Areas of Concern
Transportation

Traffic Volumes

- Existing traffic volumes exceed the AASHTO standard for a single lane bridge
- Projected traffic volumes over the next thirty years (year 2040) are expected to grow by 1,040 vpd (for River Pines Road) and 1,100 vpd (for North Avenue).

Safety

- A number of crash trends and areas of concern were identified within the crash analysis area

Areas of Concern
Transportation

Travel Time

- Without the existing Maclay Bridge in service, travel times between Community Medical Hospital and the intersection of Big Flat Road/Blue Mountain Road/O'Brien Creek Road/River Pines Road are expected to take:

  - 4.5 minutes longer by travelling via Buckhouse Bridge
  - 18.6 minutes longer by travelling via Kona Bridge.

Areas of Concern
Transportation

Horizontal Alignment

- Three horizontal curves do not meet current Missoula County or MDT standards

Clear Zones

- Numerous locations have features within the horizontal clear zone and are unprotected with no guardrail
  - A notable area of concern exists along River Pines Road adjacent to the Bitterroot River, where the steep fill slope begins only 2 to 4 feet of the edge of the travel lane

Areas of Concern
Transportation

Bridge

- Functionally obsolete due to the approach geometry and the narrow single lane bridge width
- The existing bridge is “load restricted” due to its present condition
- Oversize vehicles like school buses and fire engines which cross the bridge are subject to speed restrictions
- There are no dedicated bicycle or pedestrian features on the bridge

Areas of Concern
Transportation

Parking

- Parking has and continues to be a concern in the Maclay Bridge area
- Numerous parking resolutions passed by the Missoula County Commission
- Numerous records of "911 calls" to the area
  - Criminal Mischief, Curfew and Loitering, Disorderly Conduct, Disturbance, Suspicious Activity
  - Extra Patrol
  - Hazardous Vehicle
  - Other Hazard

Areas of Concern
Transportation

Widths

- Single lane bridge width of 14 feet does not meet current given existing and projected traffic volumes
- Roadway widths on River Pines Road, the Maclay Bridge, and North Avenue do not meet current Missoula County standards for width
- There are no shoulders on River Pines Road or the Maclay Bridge
- Dedicated bicycle and pedestrian facilities are absent on River Pines Road

Areas of Concern
Environmental

Fish and Wildlife

- Five endangered, threatened, proposed, or candidate species are listed for Missoula County
- Two may be likely to occur within the area:
  - Bull Trout (threatened, critical habitat designated)
  - Yellow Billed Cuckoo (candidate species).
- 13 animal species of concern for Missoula County were listed

Areas of Concern
Other Considerations

Speeds

- Neighborhood residents have suggested that speeds are an issue on North Avenue, River Pines Road and South Avenue

Traffic Growth

- Neighborhood residents have expressed concern over traffic growth through the neighborhood in recent years, and the potential for that to continue

Safety

- Neighborhood residents have expressed concerns over the potential for increased vehicle crashes if a new, two-lane bridge is constructed

Areas of Concern
Other Considerations

Noise

- Neighborhood residents have expressed concern over noise impacts due to increasing vehicular traffic through the area

Social Considerations

- Neighborhood desire to maintain the rural character of the area and limit traffic growth
- The *Target Range Neighborhood Plan* emphasizes the importance of continued County maintenance of the structure to help preserve access for local and Missoula Valley residents seeking recreational opportunities on nearby lands

Areas of Concern
Other Considerations

Social Considerations (continued)

- The *Target Range Neighborhood Plan* does not identify the need for a new bridge

Project Nomination

- Missoula County has nominated the existing Maclay Bridge for replacement using funding from FHWA's *Highway Bridge Replacement and Rehabilitation Program*



Next Steps and Conclusion

Next Steps

- Continue study coordination and outreach
- Finalize environmental scan
- Finalize existing and projected conditions report
- Develop transportation system needs & objectives
- Identify potential improvement options
- Screen potential improvement options based on screening process
- Draft corridor study report

Prepare Planning Study Report

- Draft Study Report
  - Available to the public
    - Posted on website
    - In conjunction with Informational Meeting 4
  - Typically 3-week review
- Finalize the Study Report

Conclusion

- Questions, answers and/or comments?

  Study website:

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

  Study contacts:

Sheila Ludlow
Montana Department of Transportation
Statewide and Urban Planning
PO Box 201001
Helena, Montana 59620-1001

Email:
sludlow@mt.gov
Tel:(406) 444-9193

Lewis YellowRobe
Missoula County
Office of Planning and Grants
435 Ryman Street
Missoula, MT 59802

Email:
lyellowrobe@co.missoula.mt.us
Tel:(406) 258-4651

Erik Dickson
Missoula County
Dept. of Public Works
6089 Training Drive
Missoula, MT 59808

Email:
edickson@co.missoula.mt.us
Tel:(406) 258-3772

Maclay Bridge Planning Study

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

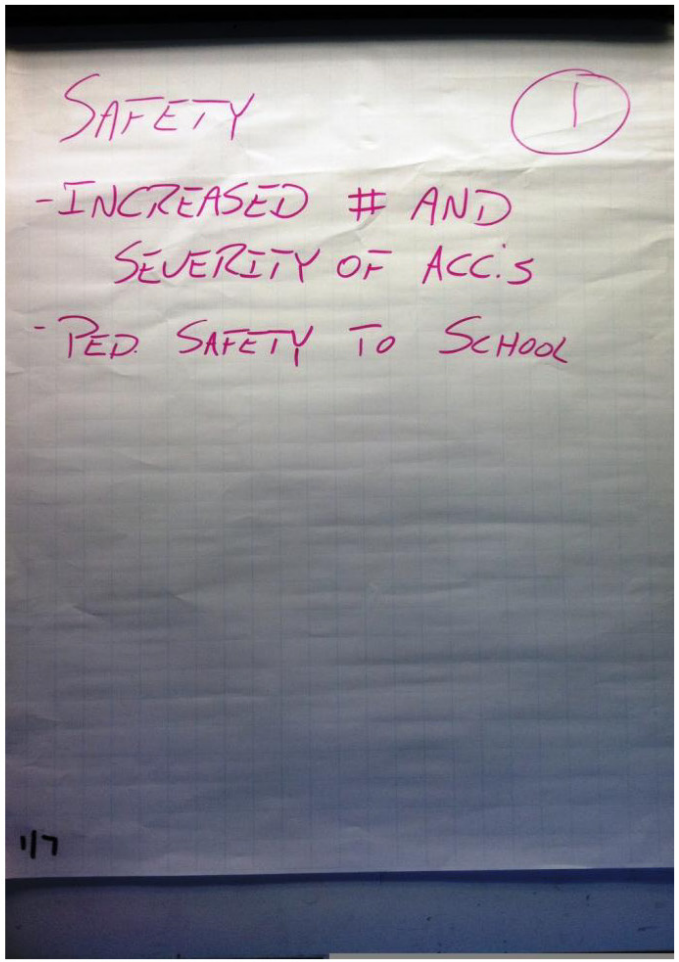
Each facilitator recorded the group's comments which are attached to these minutes.

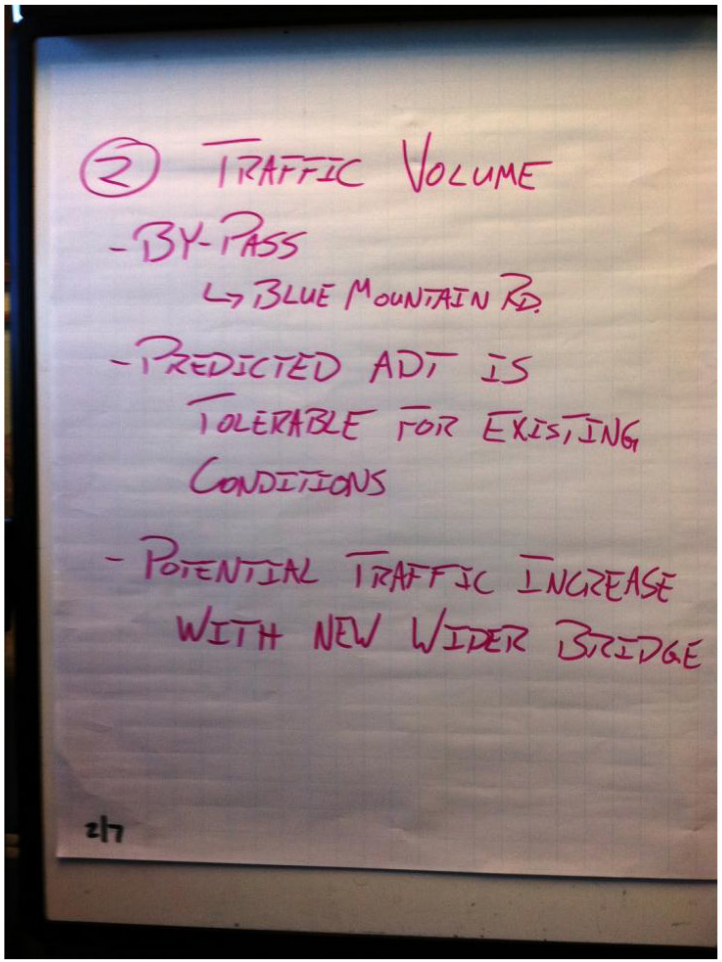
The goal of the small group work session was to:

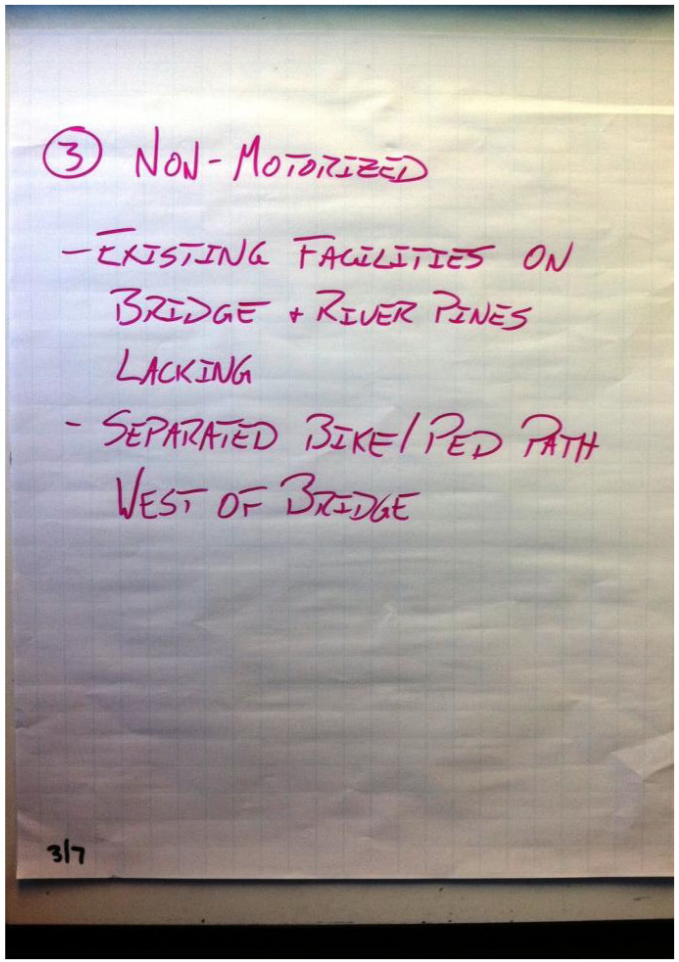
- Provide a means for those that are interested to be part of the planning process;
- Receive comments on information contained in the *Existing and Projected Conditions Report* (E & P Report) and *Environmental Scan* prepared and presented by RPA;
- Gather comments from participants, supplemented by 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.

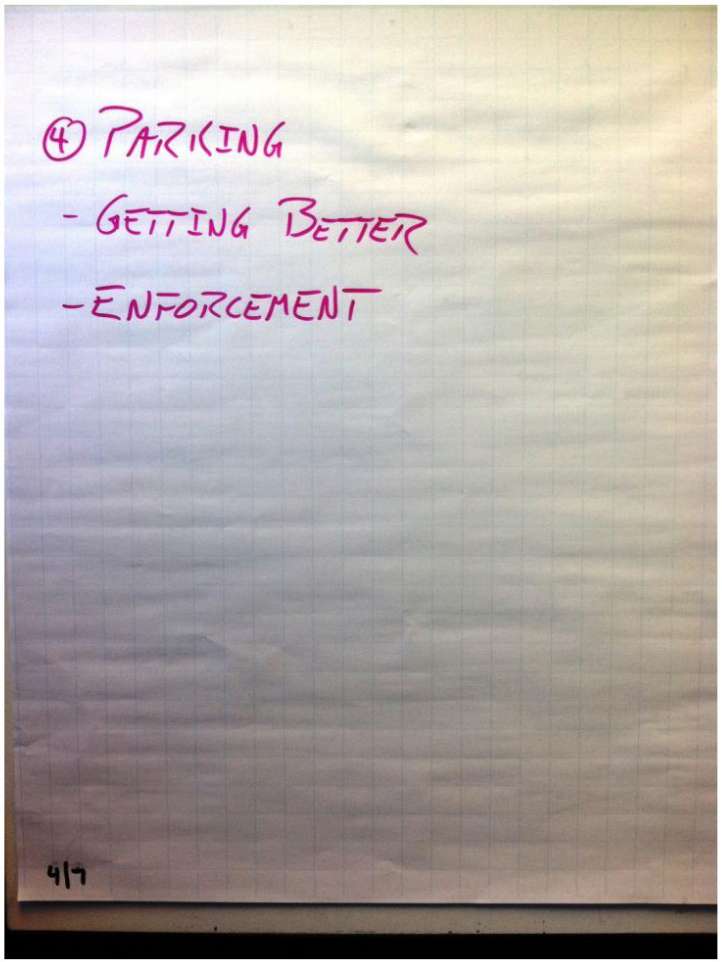
After each topic was discussed, the groups reconvened to a larger audience and each facilitator discussed the findings of their particular group.

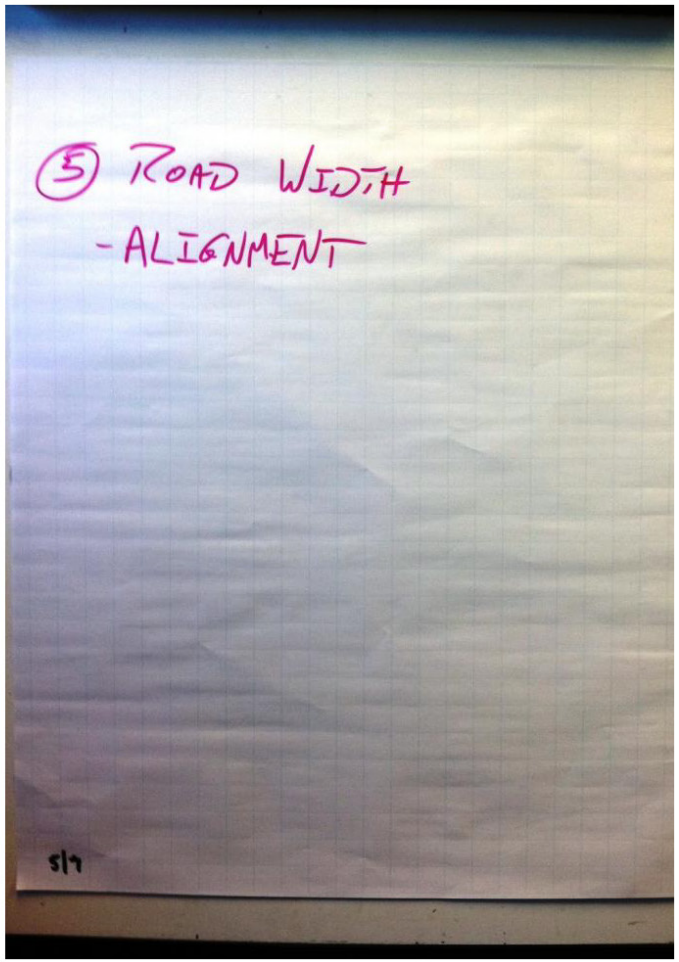
The meeting concluded at 9:30 PM.

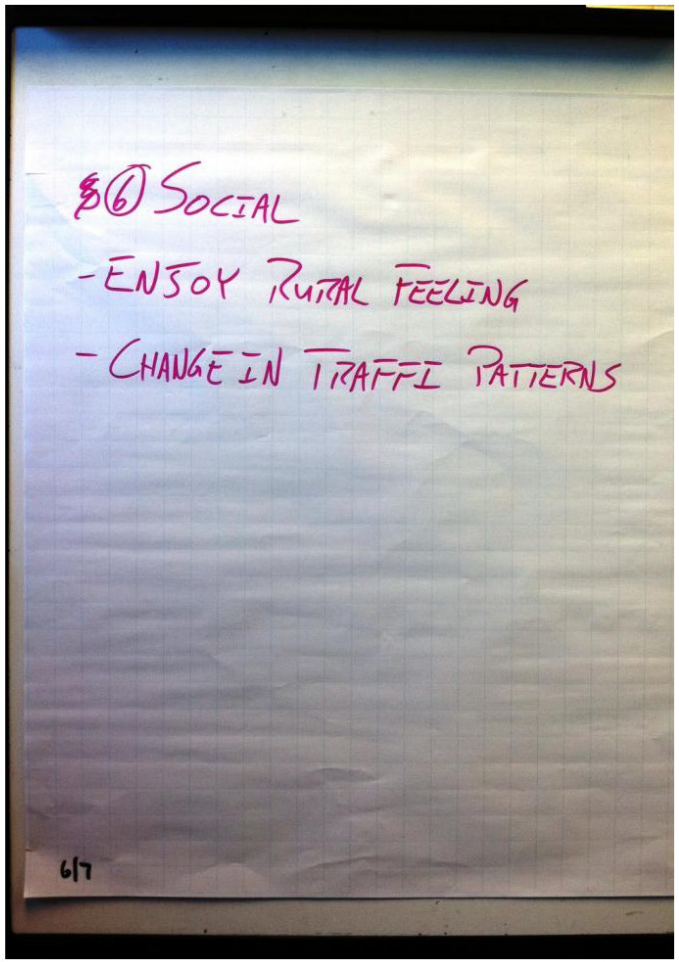

SAFETY
1
-INCREASED # AND SEVERITY OF ACC.'S
-PED. SAFETY TO SCHOOL
1/7


2 TRAFFIC VOLUME
-BY-PASS
↳ BLUE MOUNTAIN RD.
-PREDICTED ADT IS TOLERABLE FOR EXISTING CONDITIONS
-POTENTIAL TRAFFIC INCREASE WITH NEW WIDER BRIDGE
2/7

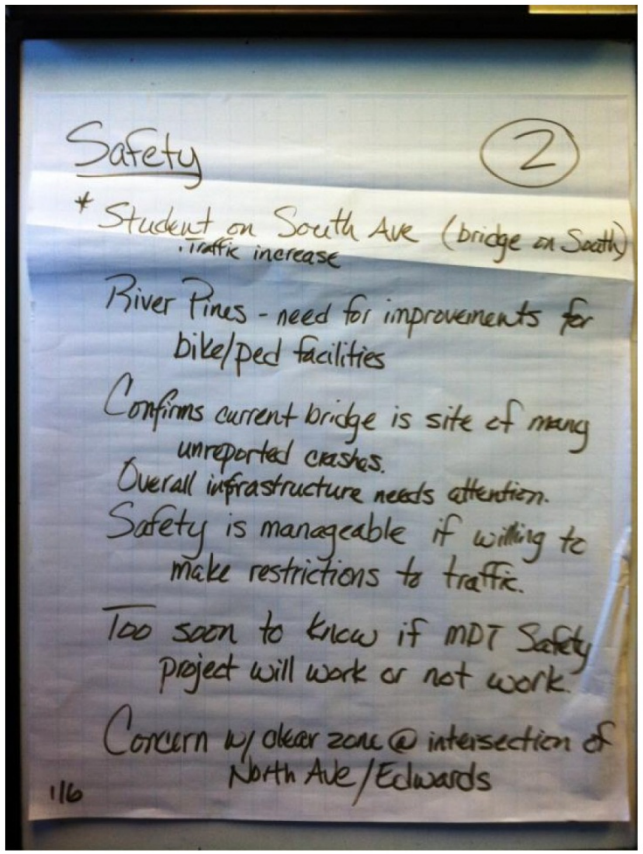

③ NON-MOTORIZED
-EXISTING FACILITIES ON BRIDGE + RIVER PINES LACKING
- SEPARATED BIKE/PED PATH WEST OF BRIDGE
3/7

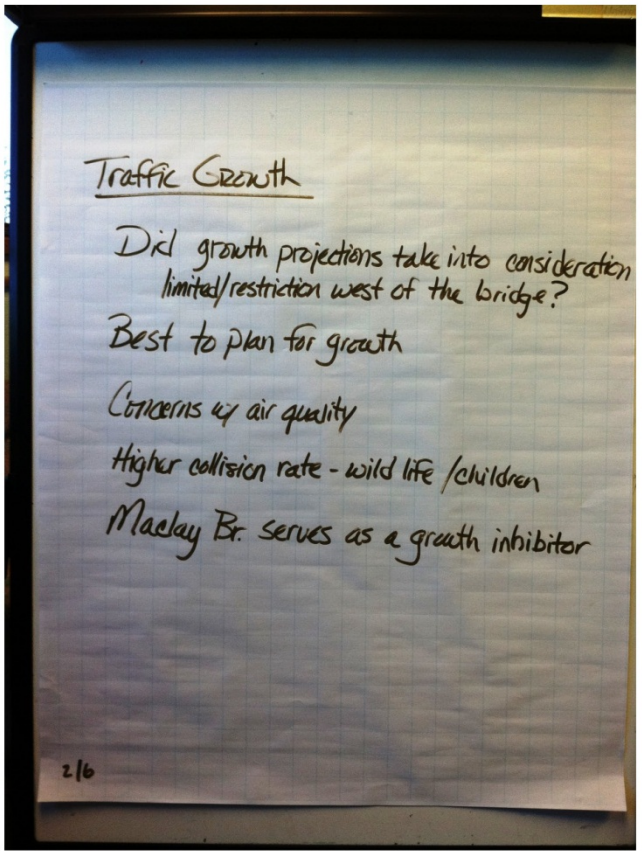

④ PARKING
- GETTING BETTER
-ENFORCEMENT
4/7

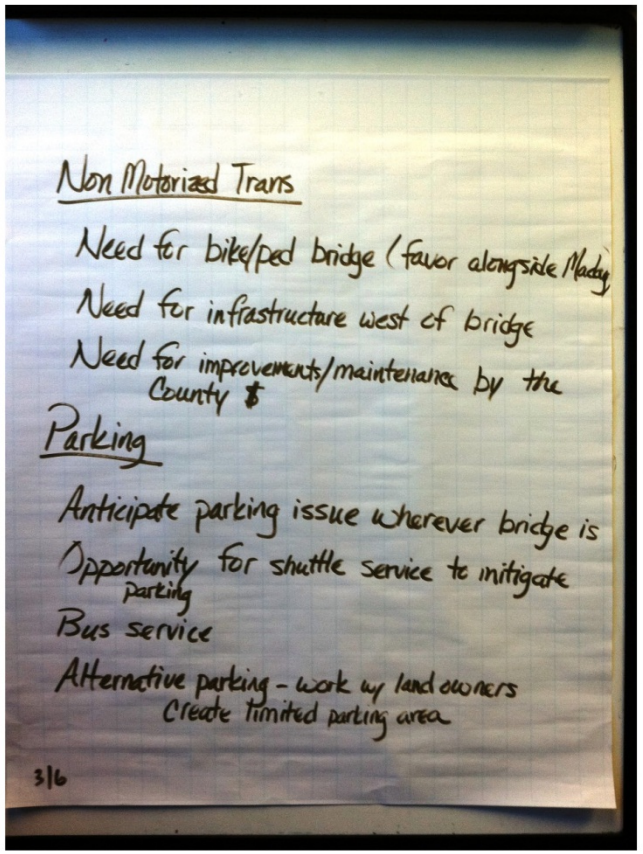

(5) ROAD WIDTH
- ALIGNMENT

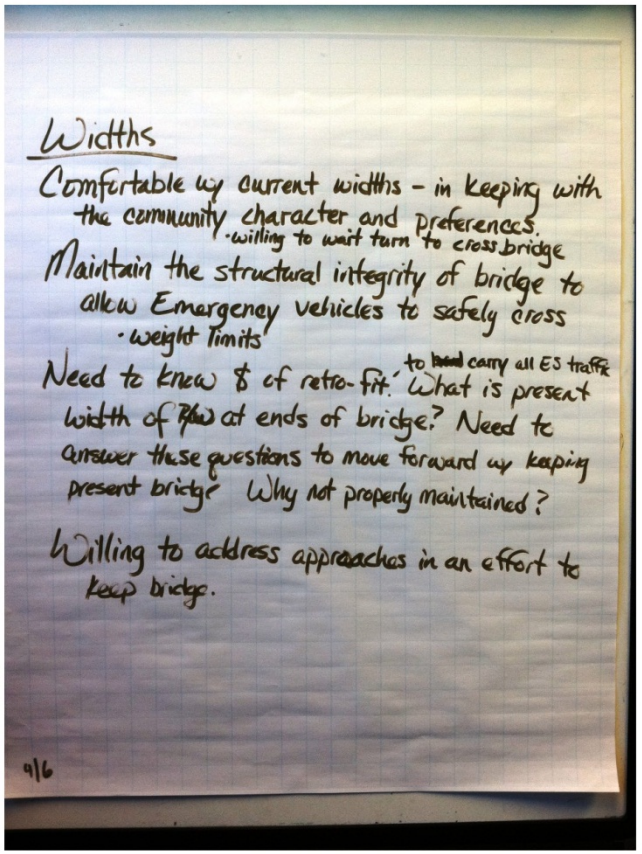

⑥ SOCIAL
- ENJOY RURAL FEELING
- CHANGE IN TRAFFIC PATTERNS
6/7

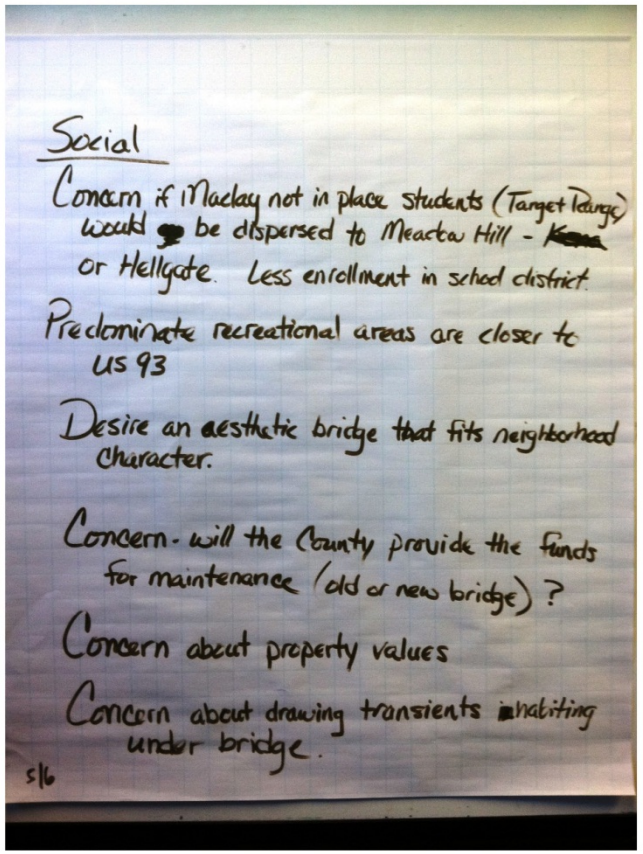

⑦ ENVIRONMENTAL
- O'BRIEN CREEK
- NEW ACCESS TO PREVIOUSLY IN-ACCESSIBLE FLOODPLAIN
7/7

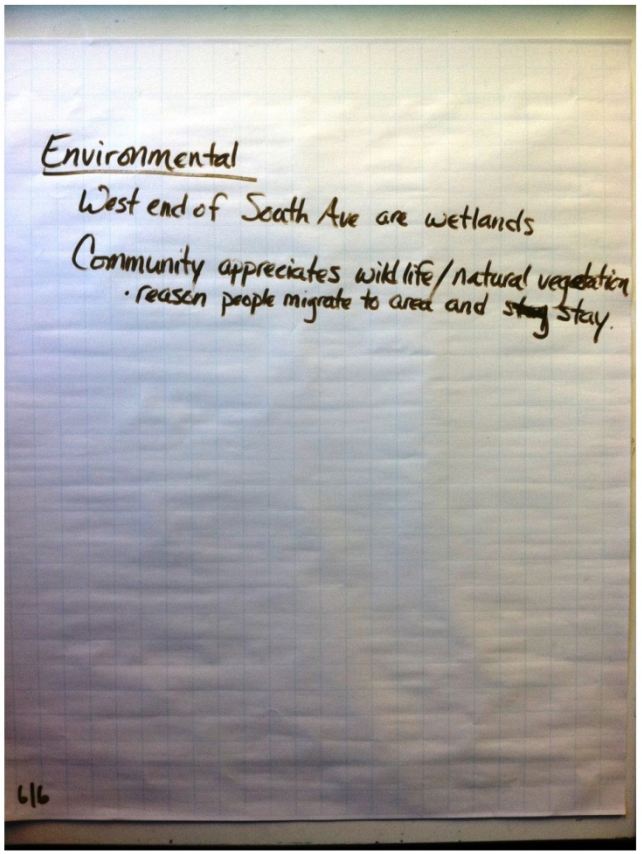

Safety
2
+ Student on South Ave (bridge on South)
• Traffic increase
River Pines - need for improvements for bike/ped facilities
Confirms current bridge is site of many unreported crashes.
Overall infrastructure needs attention.
Safety is manageable if willing to make restrictions to traffic.
Too soon to know if MDT Safety project will work or not work.
Concern w/ clear zone @ intersection of North Ave/Edwards
1/6

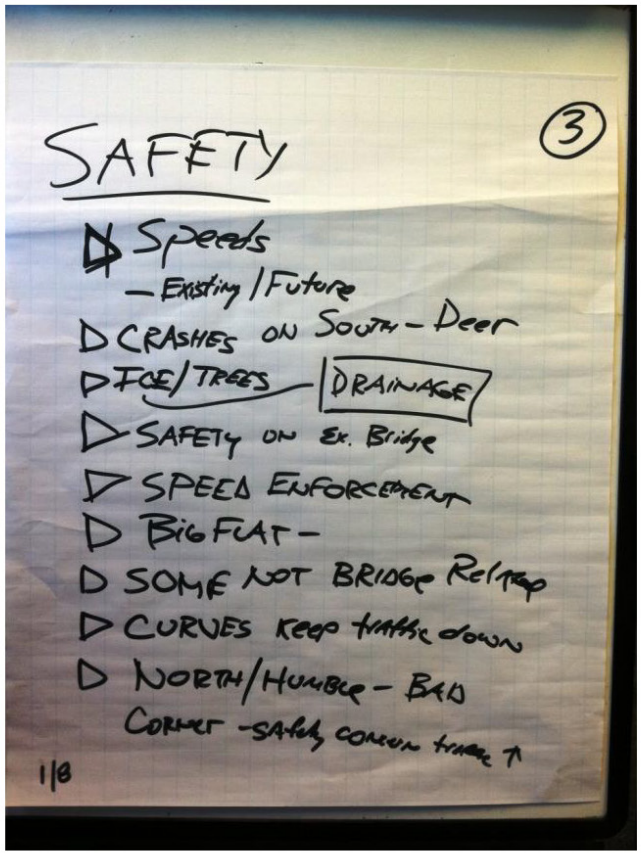

Traffic Growth
Did growth projections take into consideration limited/restriction west of the bridge?
Best to plan for growth
Concerns w/ air quality
Higher collision rate - wild life /children
Maclay Br. serves as a growth inhibitor
2/6

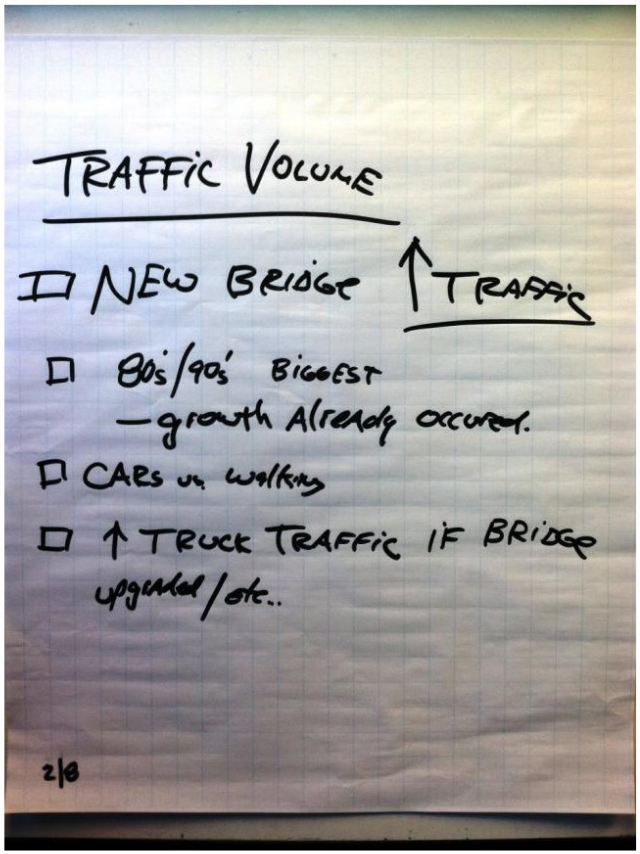

Non Motorized Trans
Need for bike/ped bridge (favor alongside Maclay
Need for infrastructure west of bridge
Need for improvements/maintenance by the County $
Parking
Anticipate parking issue wherever bridge is
Opportunity for shuttle service to mitigate parking
Bus service
Alternative parking - work w/ land owners
Create limited parking area
3/6

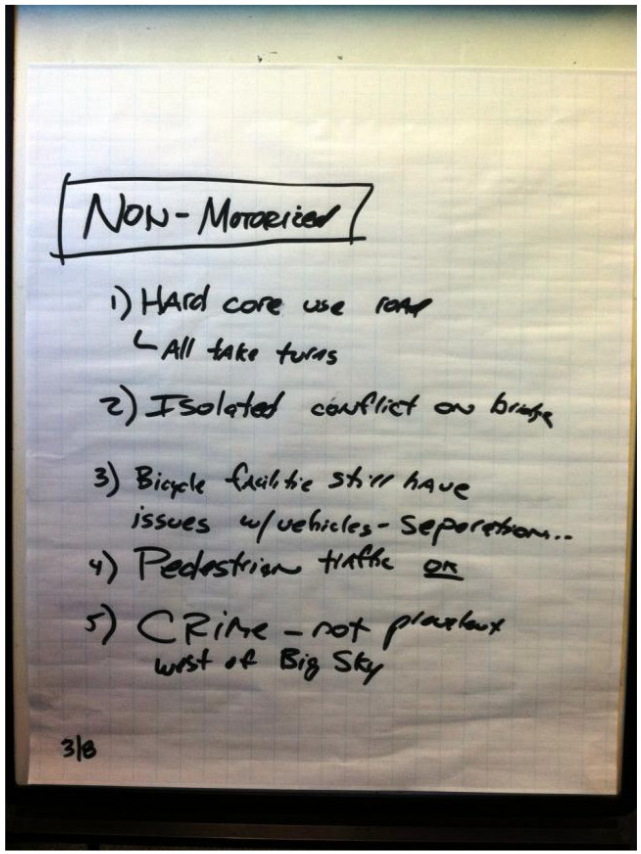

Widths
Comfortable w/ current widths - in keeping with the community character and preferences.
·willing to wait turn to cross bridge
Maintain the structural integrity of bridge to allow Emergency vehicles to safely cross
·weight limits
Need to know $ of retro-fit. to haul carry all ES traffic What is present width of at ends of bridge? Need to answer these questions to move forward w/ keeping present bridge Why not properly maintained?
Willing to address approaches in an effort to keep bridge.
9/6

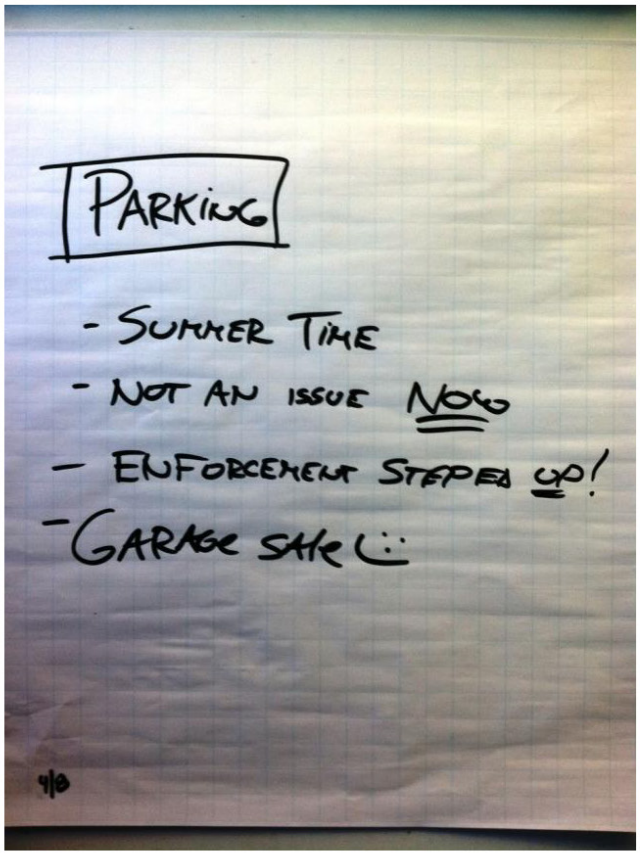

Social
Concern if Maclay not in place students (Target Range) would be dispersed to Meadow Hill - [redacted] or Hellgate. Less enrollment in schod district
Predominate recreational areas are closer to US 93
Desire an aesthetic bridge that fits neighborhood character.
Concern - will the County provide the funds for maintenance (old or new bridge)?
Concern about property values
Concern about drawing transients inhabiting under bridge.
5/6

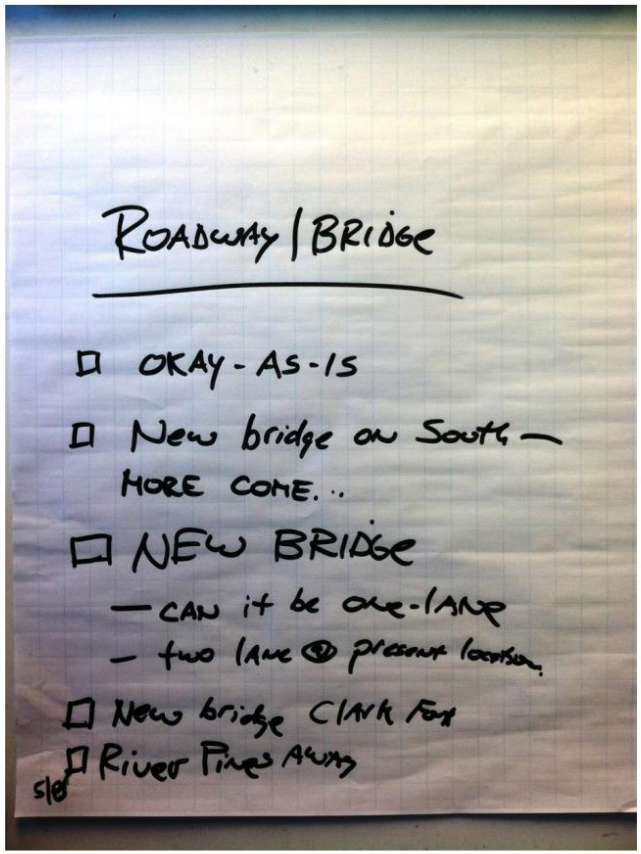

Environmental
West end of South Ave are wetlands
Community appreciates wildlife/natural vegetation
· reason people migrate to area and stay stay.
6/6

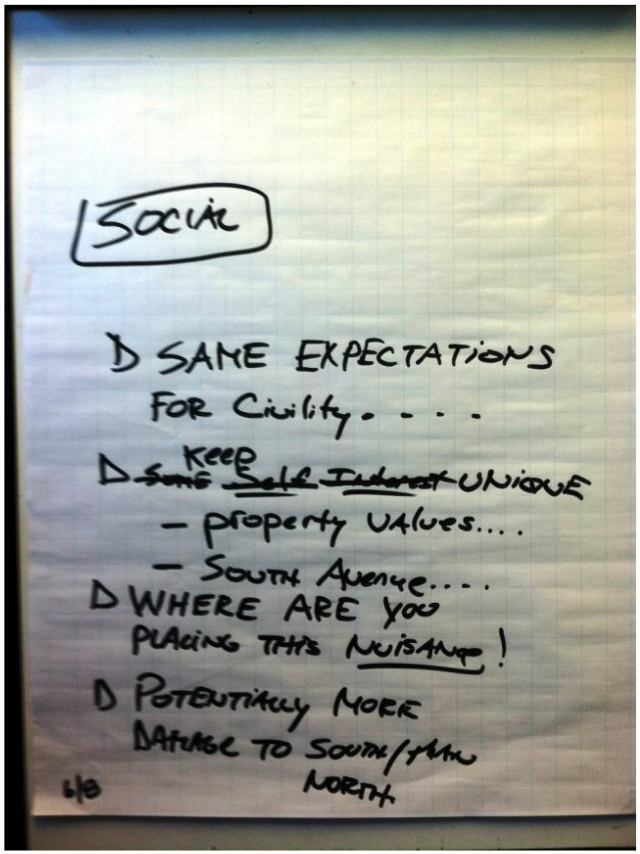

SAFETY
3
Speeds
– Existing / Future
CRASHES ON South – Deer
ICE / TREES
DRAINAGE
SAFETY ON Ex. Bridge
SPEED ENFORCEMENT
BIG FLAT –
SOME NOT BRIDGE Related
CURVES keep traffic down
NORTH / HUMBER – BAD
CORNER – SAFETY CONCERN traffic ↑
1/8

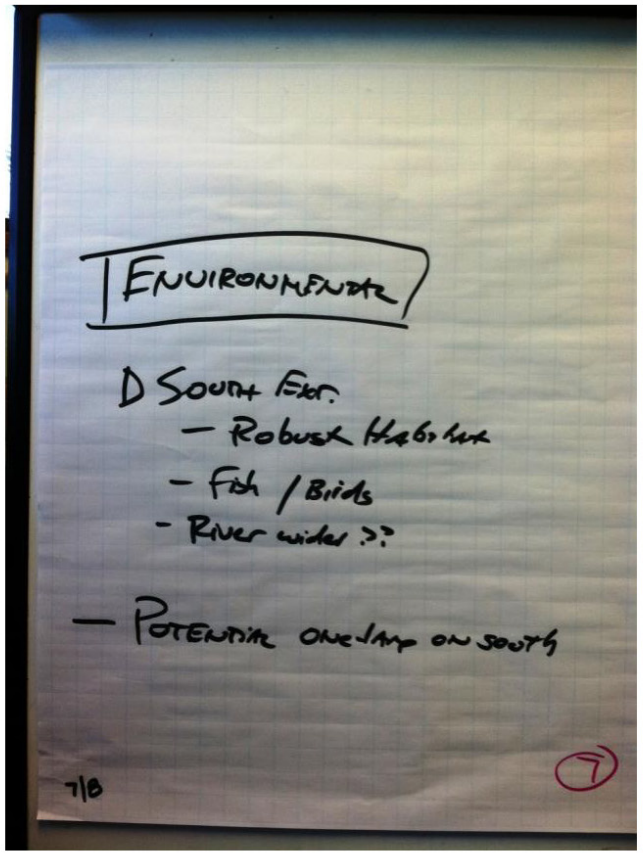

TRAFFIC VOLUME
NEW BRIDGE ↑ TRAFFIC
80's / 90's BIGGEST
– growth Already occured.
CARS vs. walking
↑ TRUCK TRAFFIC IF BRIDGE
upgraded / etc..
2/8

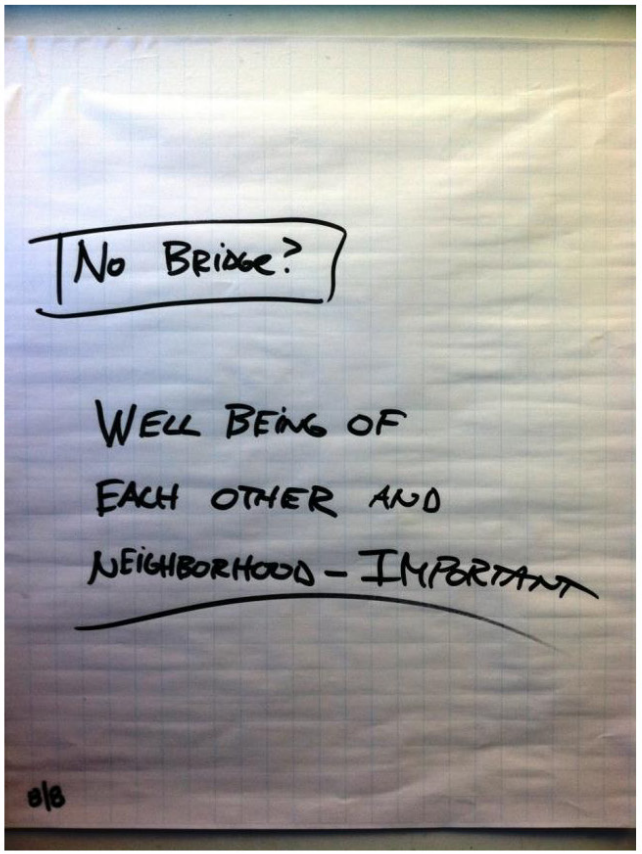

NON-MOTORIZED
1) Hard core use road
└ All take turns
2) Isolated conflict on bridge
3) Bicycle facilities still have issues w/ vehicles - Separations...
4) Pedestrian traffic ok
5) CRIME - not problem west of Big Sky
3/0

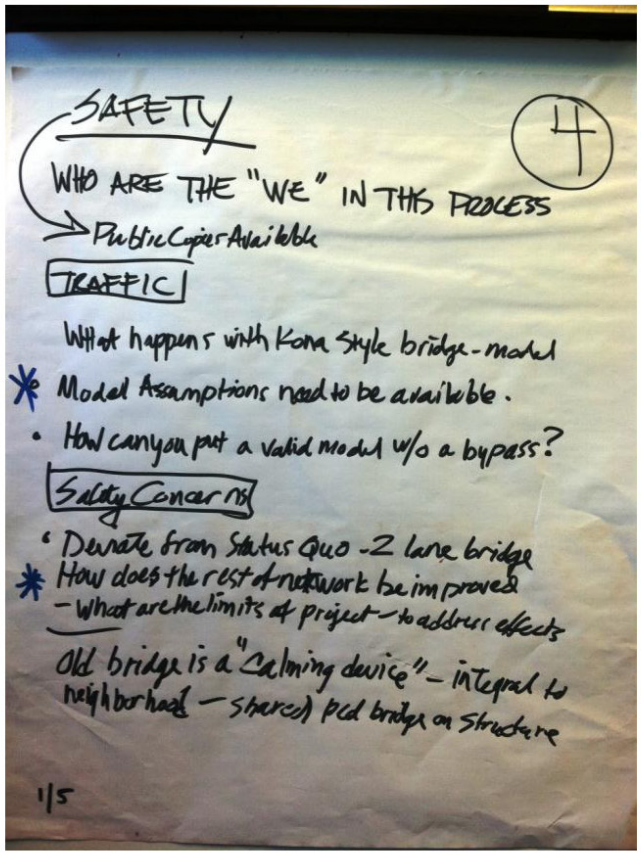

PARKING
- SUMMER TIME
- NOT AN ISSUE NOW
- ENFORCEMENT STEPPED UP!
- GARAGE SALE
4/0

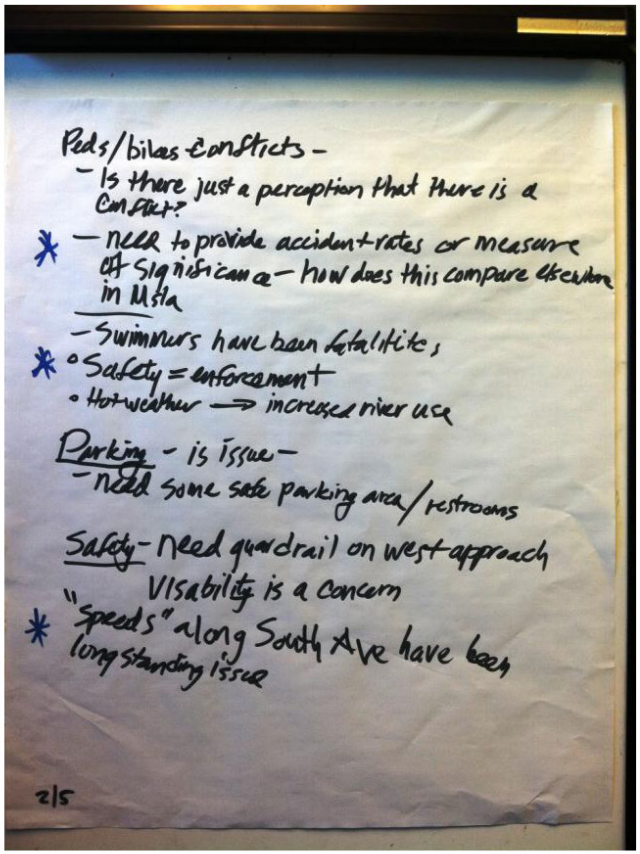

ROADWAY / BRIDGE
☐ OKAY - AS - IS
☐ New bridge on South — MORE COME..
☐ NEW BRIDGE
— CAN it be one-lane
— two lane @ present location
☐ New bridge CLARK Fork
☐ River Pines Away
5/8

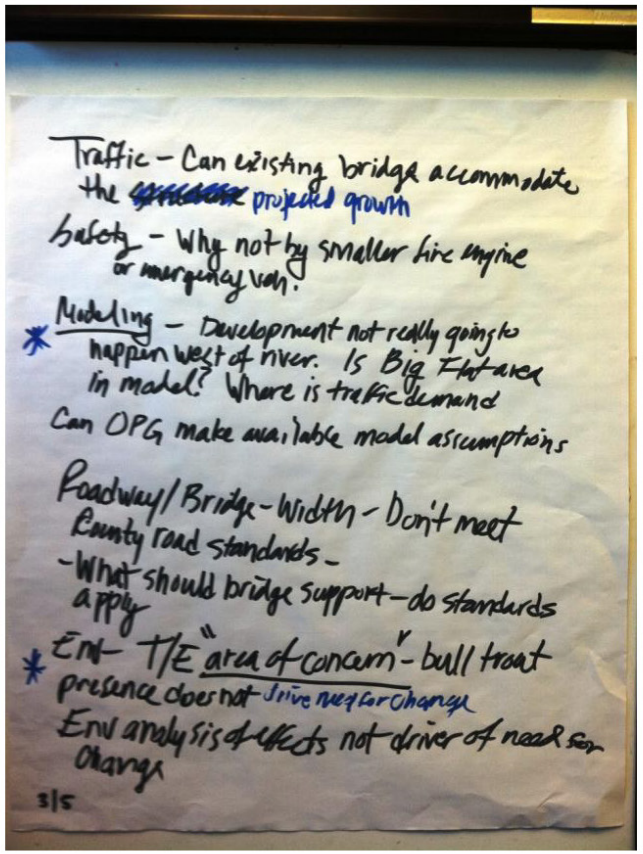

SOCIAL
D SAME EXPECTATIONS FOR Civility. . . .
D KEEP ~~Some~~ Self ~~Interest~~ UNIQUE
— property values....
— SOUTH AVENUE....
D WHERE ARE YOU PLACING THIS NUISANCE!
D POTENTIALLY MORE DAMAGE TO SOUTH/MAIN NORTH
6/8

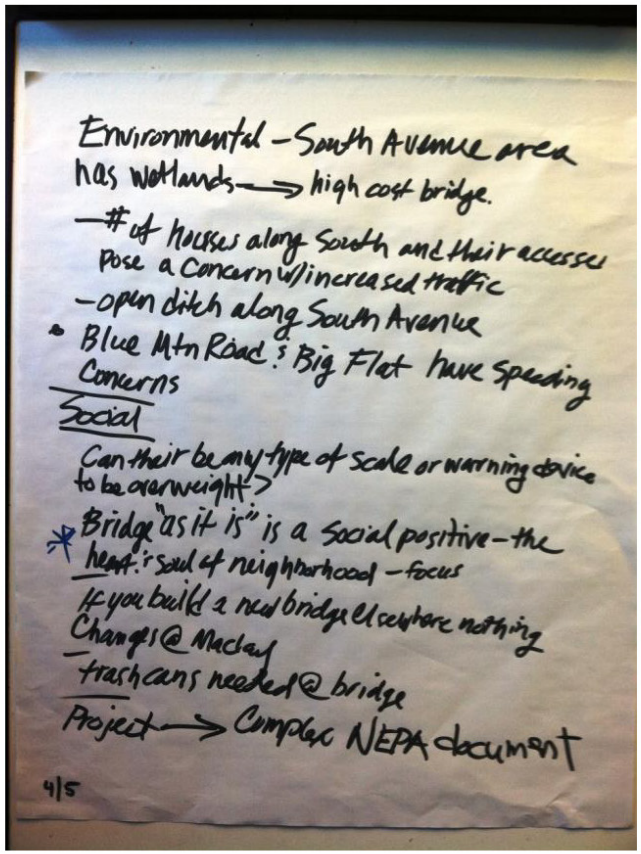

ENVIRONMENTAL
D SOUTH FORK
- Robust Habitat
- Fish / Birds
- River wider ??
- POTENTIAL ONE LANE ON SOUTH
7/8
7

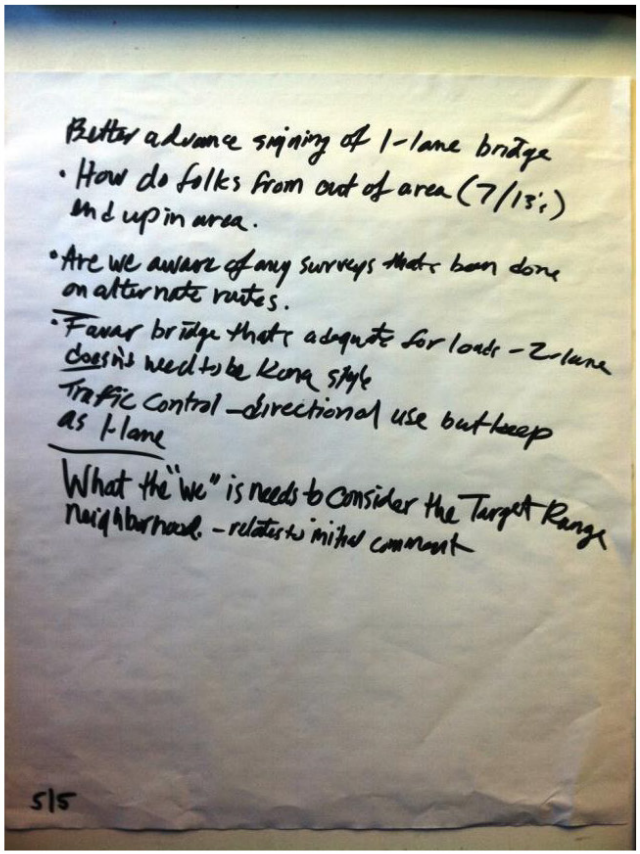

No Bridge?
WELL BEING OF
EACH OTHER AND
NEIGHBORHOOD - IMPORTANT
8/8

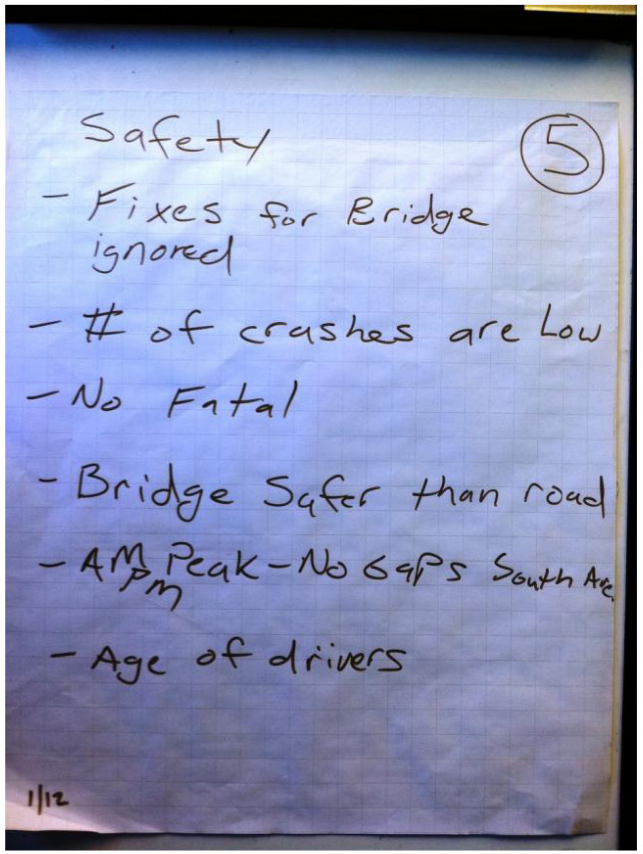

SAFETY
4
WHO ARE THE "WE" IN THIS PROCESS
→ Public Copies Available
TRAFFIC
What happens with Kona Style bridge - model
Model Assumptions need to be available.
How can you put a valid model w/o a bypass?
Safety Concerns
Deviate from Status Quo - 2 lane bridge
How does the rest of network be improved
- What are the limits of project - to address effects
Old bridge is a "calming device" - integral to neighborhood - shared ped bridge or structure
1/5

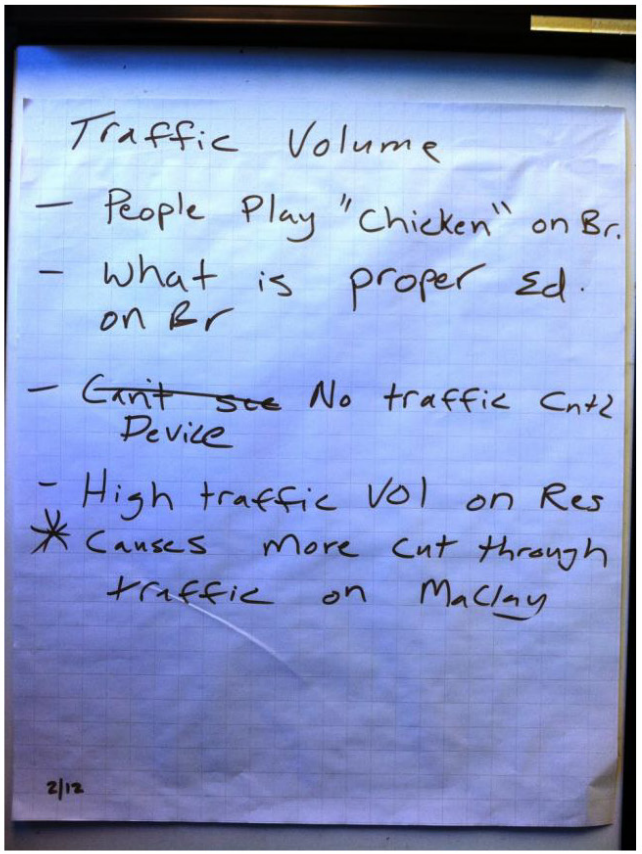

Peds/bikes conflicts -
- Is there just a perception that there is a conflict?
- need to provide accident rates or measure of significance - how does this compare elsewhere in Mstla
- Swimmers have been fatalities,
- Safety = enforcement
- Hot weather → increased river use
Parking - is issue -
- need some safe parking area / restrooms
Safety - need guardrail on west approach
Visability is a concern
"Speeds" along South Ave have been long standing issue
2/5

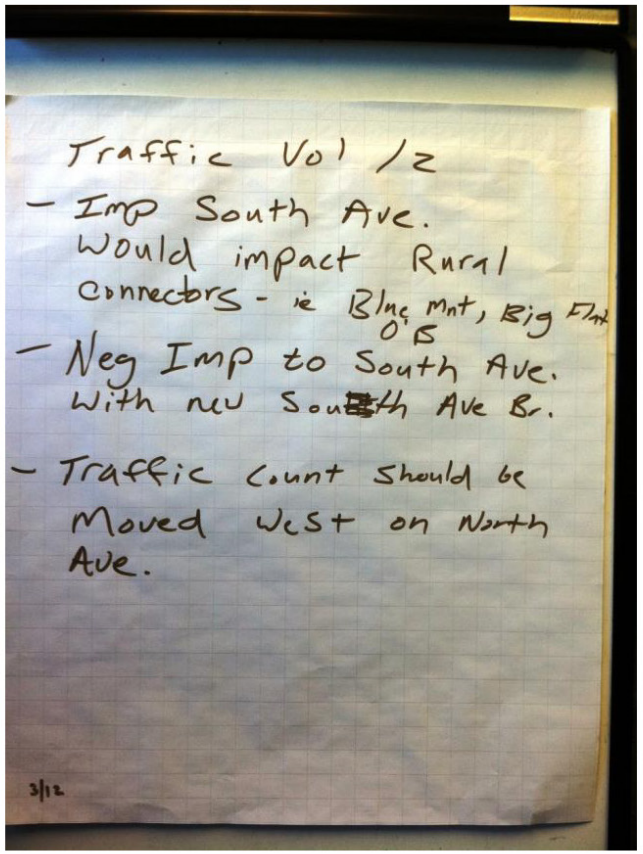

Traffic – Can existing bridge accommodate the projected growth
Safety – Why not by smaller fire engine or emergency van.
Modeling – Development not really going to happen west of river. Is Big Flat area in model? Where is traffic demand
Can OPG make available model assumptions
Roadway/Bridge – Width – Don't meet County road standards –
– What should bridge support – do standards apply
Env – T/E "area of concern" – bull trout presence does not drive need for change
Env analysis of effects not driver of need for change
3/5

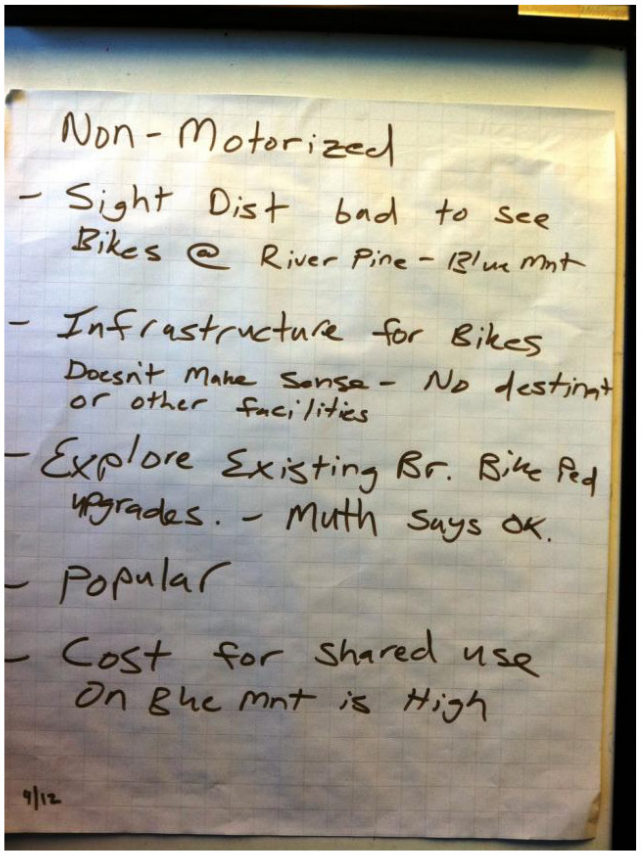

Environmental – South Avenue area has wetlands → high cost bridge.
– # of houses along South and their accesses pose a concern w/ increased traffic
– open ditch along South Avenue
• Blue Mtn Road & Big Flat have speeding concerns
Social
Can their be any type of scale or warning device to be overweight?
Bridge "as it is" is a social positive – the heart & soul of neighborhood – focus
If you build a new bridge elsewhere nothing changes @ Maclay
– trash cans needed @ bridge
Project → Complex NEPA document
4/5

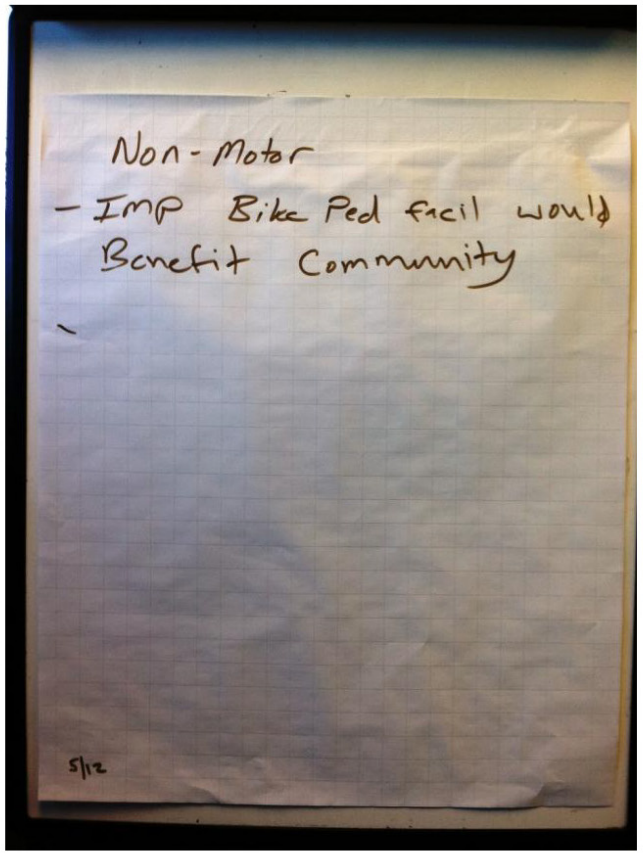

Better advance signing of 1-lane bridge
• How do folks from out of area (7/13's) end up in area.
• Are we aware of any surveys that's been done on alternate routes.
• Favor bridge that's adequate for loads – 2-lane does it need to be Kona style
Traffic control – directional use but keep as 1-lane
What the "we" is needs to consider the Target Range neighborhood. – relates to initial comment
5/5

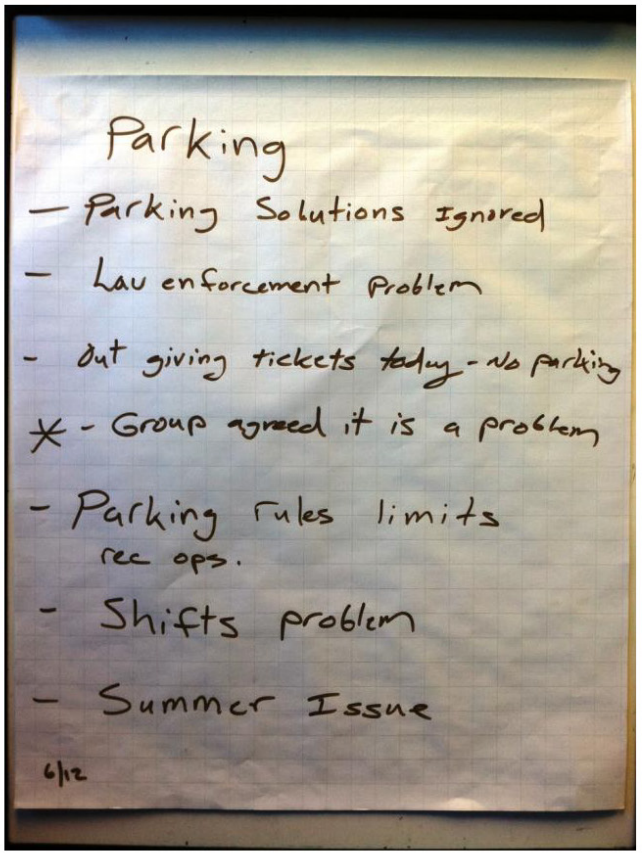

Safety
5
- Fixes for Bridge ignored
- # of crashes are Low
- No Fatal
- Bridge Safer than road
- AM PM Peak - No Gaps South Ave
- Age of drivers
1/12

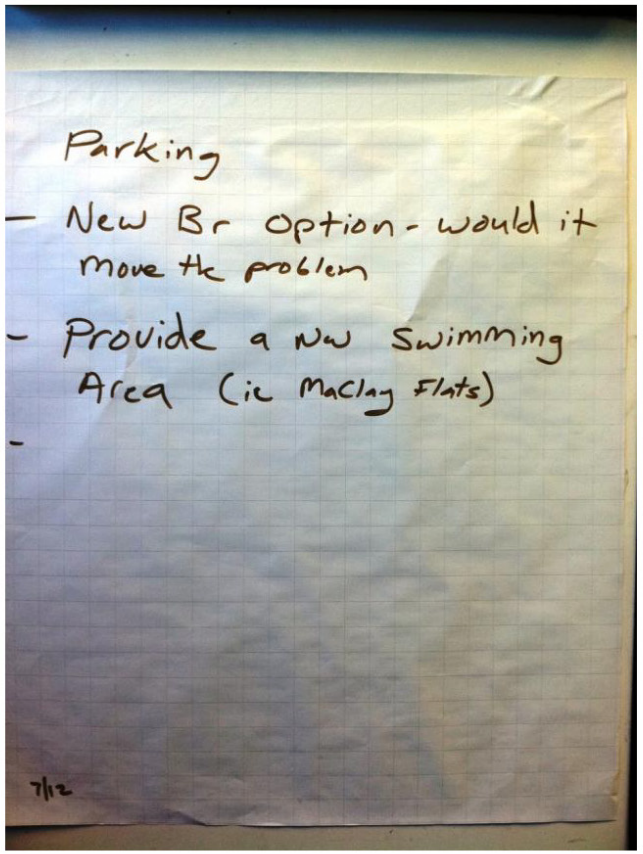

Traffic Volume
- People Play "Chicken" on Br.
- What is proper Ed. on Br
- ~~Cant see~~ No traffic Cntl Devide
- High traffic Vol on Res
* Causes more cut through traffic on Maclay
2/12

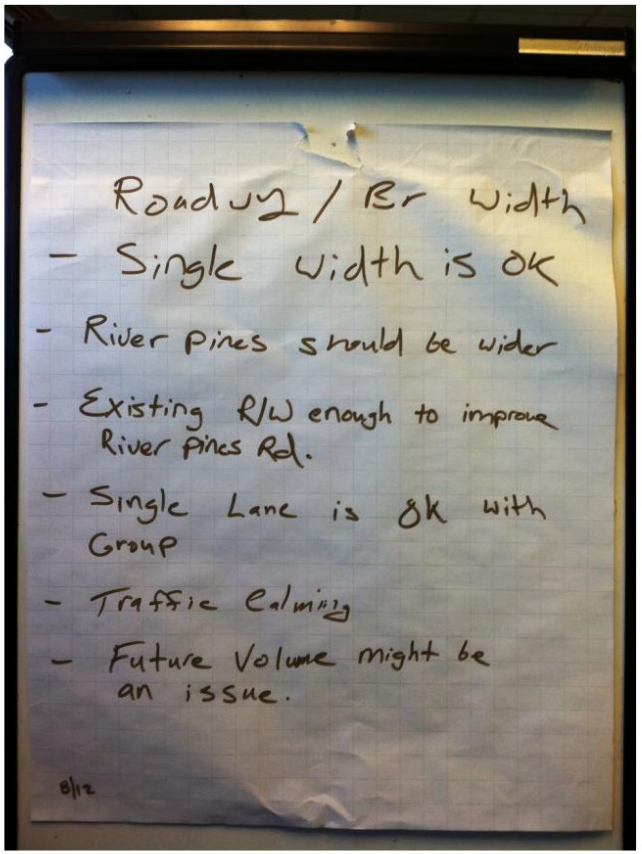

Traffic Vol /2
- Imp South Ave. Would impact Rural connectors - ie Blue Mnt, Big Flat
- Neg Imp to South Ave. With new South Ave Br.
- Traffic Count should be Moved West on North Ave.
3/12

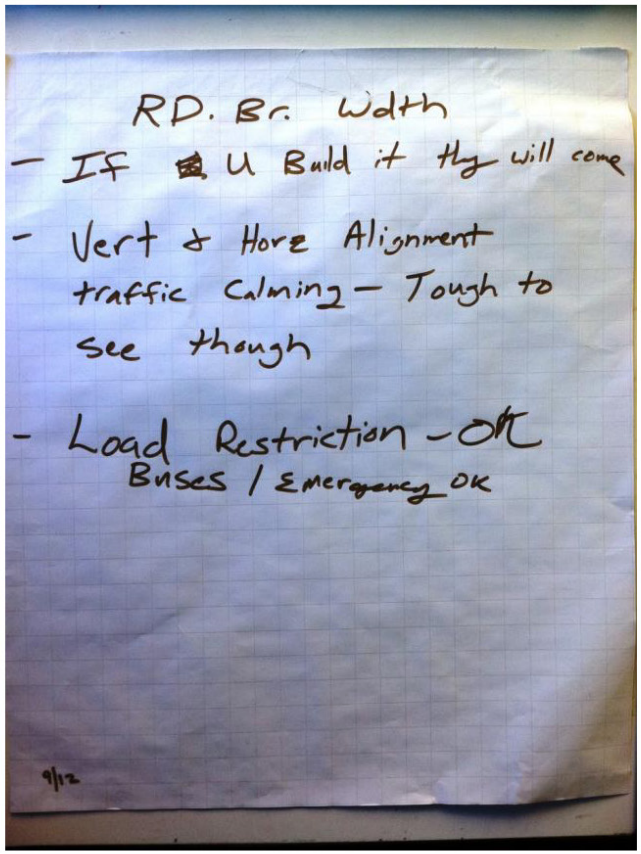

Non-Motorized
- Sight Dist bad to see Bikes @ River Pine - Blue Mnt
- Infrastructure for Bikes Doesn't Make Sense - No destinat or other facilities
- Explore Existing Br. Bike Ped upgrades. - Muth says OK.
- Popular
- Cost for shared use On Blue Mnt is High
9/12

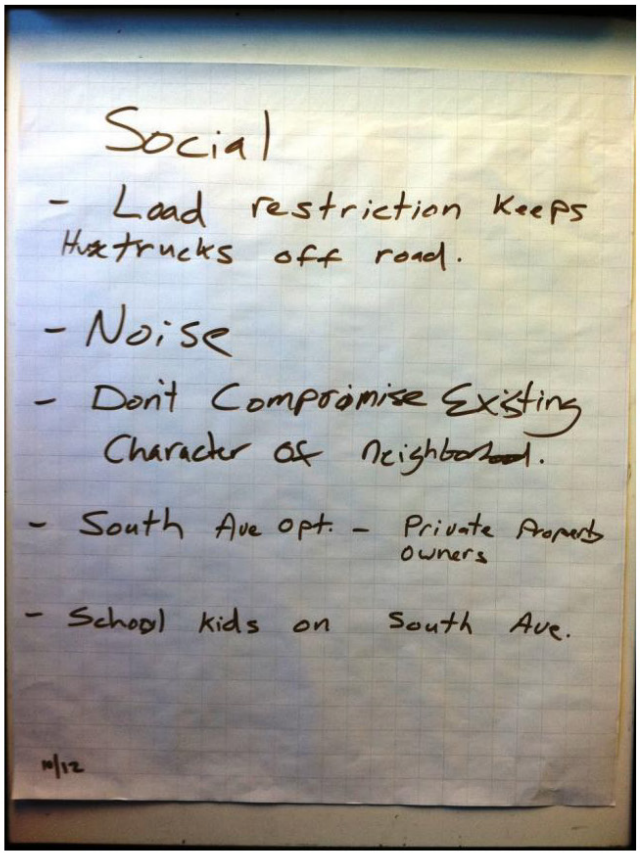

Non-Motor
- IMP Bike Ped facil would Benefit Community
5/12

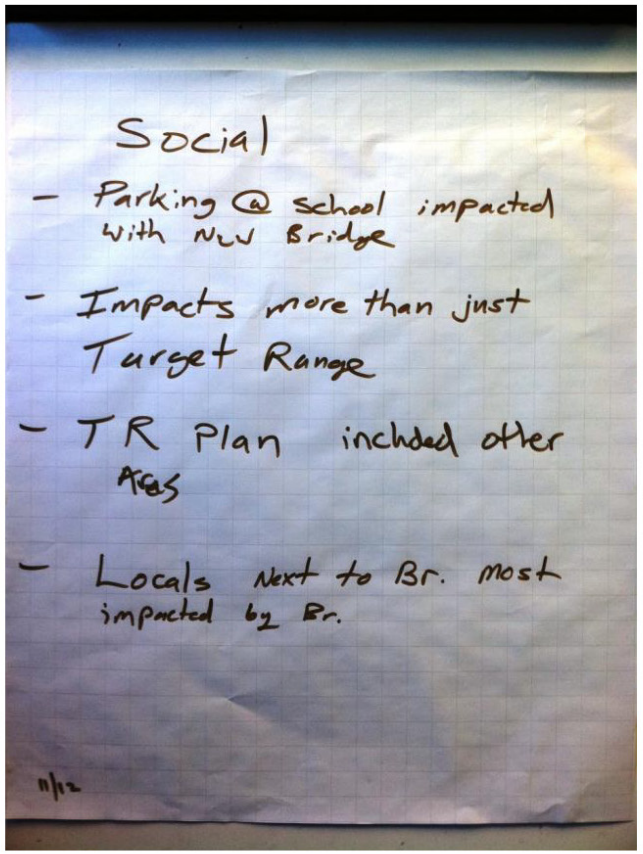

Parking
- Parking Solutions Ignored
- Lau enforcement problem
- out giving tickets today - No parking
* - Group agreed it is a problem
- Parking rules limits rec ops.
- Shifts problem
- Summer Issue
6/12

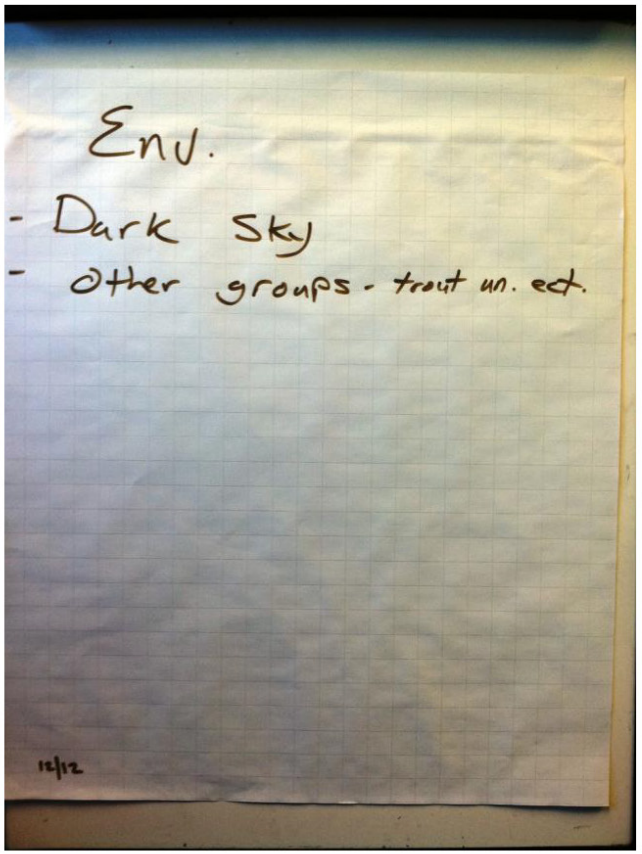

Parking
- New Br option - would it move the problem
- Provide a NW Swimming Area (ie MacLay Flats)
-
7/12

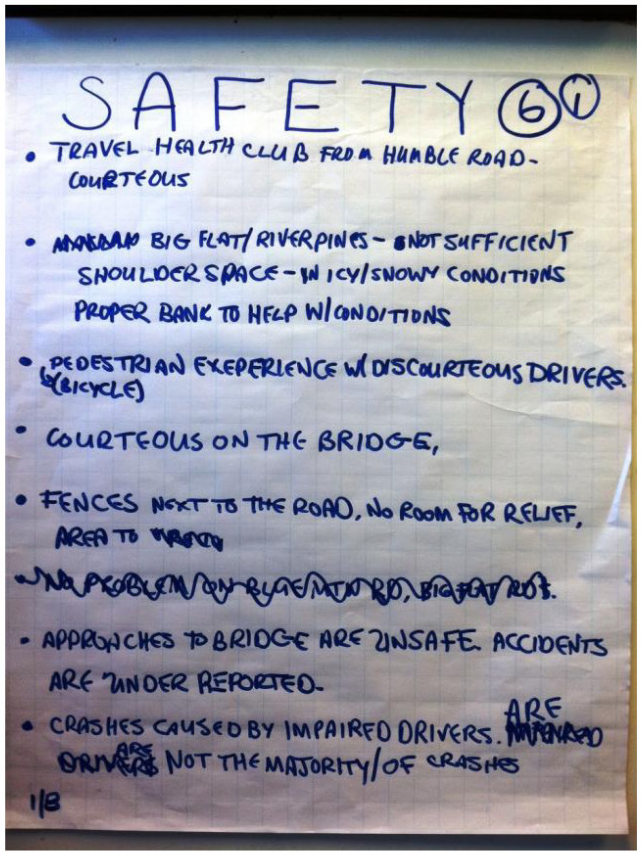

Roadway / Br Width
- Single width is OK
- River Pines should be wider
- Existing R/W enough to improve River Pines Rd.
- Single Lane is OK with Group
- Traffic Calming
- Future Volume might be an issue.
8/12

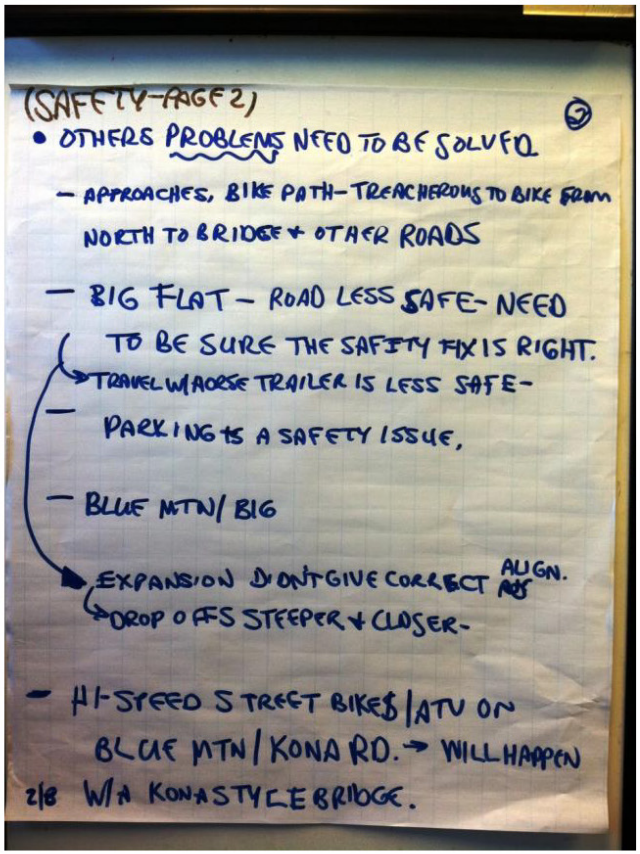

RD. Br. Width
- If U Build it thy will come
- Vert & Hore Alignment traffic Calming – Tough to see though
- Load Restriction – OK Buses / Emergency OK
9/12

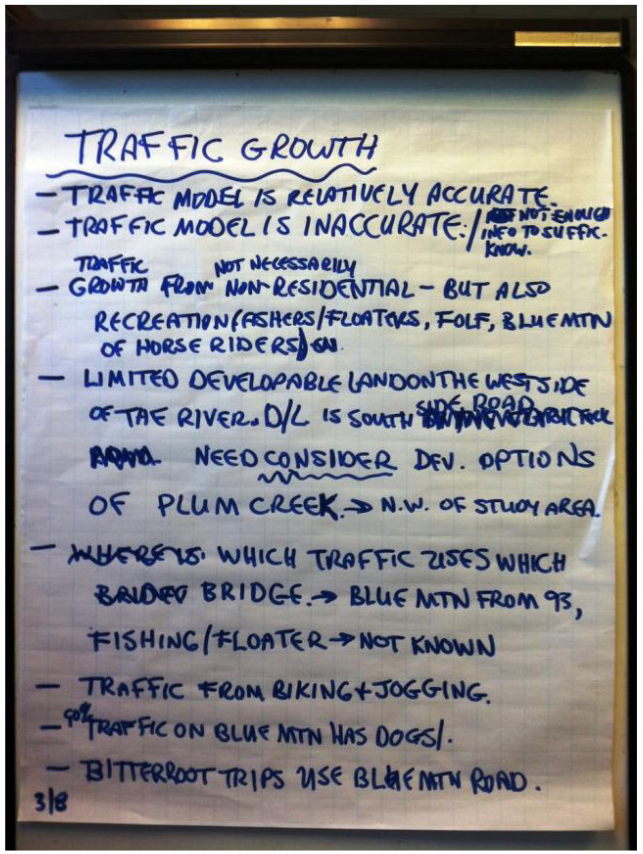

Social
- Load restriction keeps Hvtrucks off road.
- Noise
- Don't Compromise Existing Character of Neighborhood.
- South Ave opt. – Private Property owners
- School kids on South Ave.
11/12

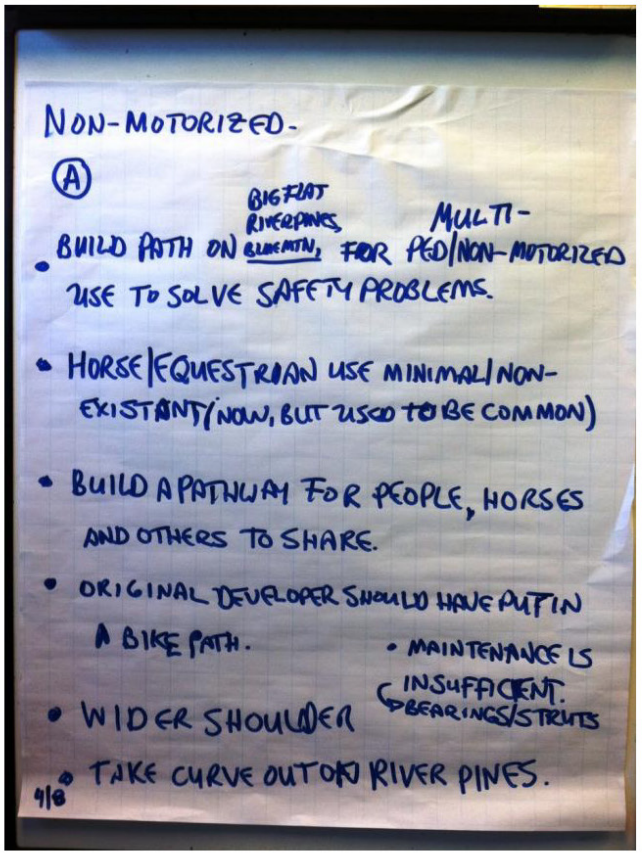

Social
- Parking @ school impacted with new Bridge
- Impacts more than just Target Range
- TR Plan inchded other Areas
- Locals Next to Br. most impacted by Br.
11/12

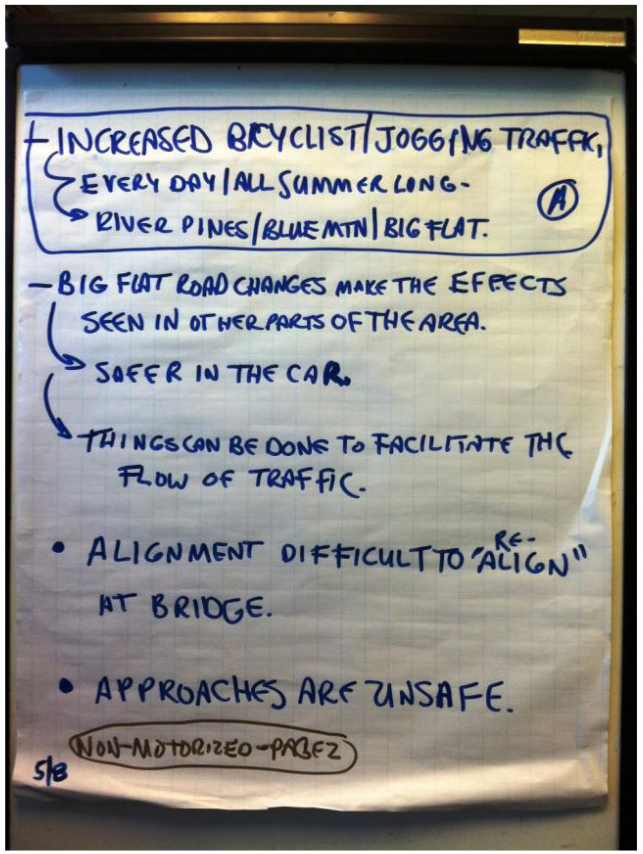

Env.
- Dark Sky
- Other groups - trout un. ect.
12/12

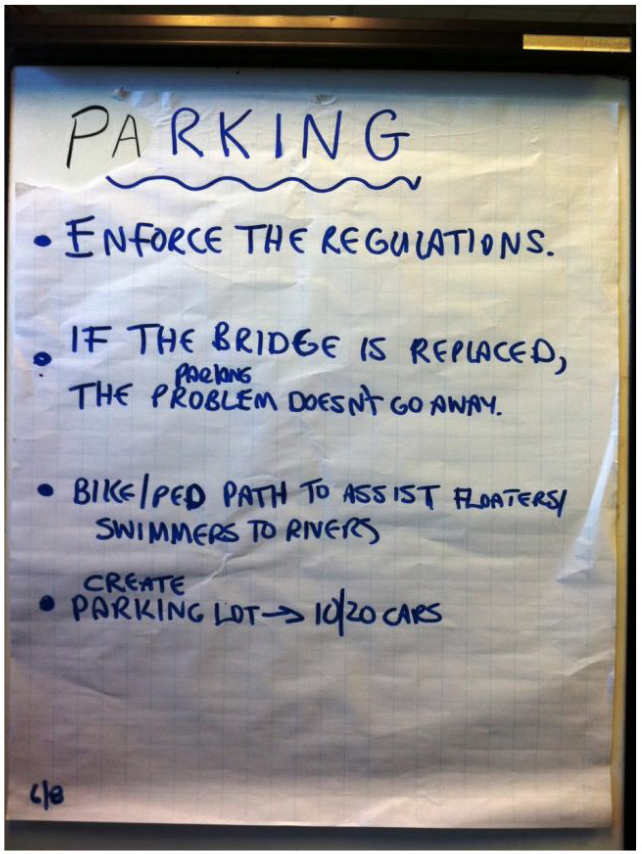

SAFETY (6)(1)
• TRAVEL HEALTH CLUB FROM HUMBLE ROAD- COURTEOUS
• BIG FLAT/ RIVERPINES - NOT SUFFICIENT SHOULDER SPACE - IN ICY/SNOWY CONDITIONS PROPER BANK TO HELP W/CONDITIONS
• PEDESTRIAN EXPERIENCE W/ DISCOURTEOUS DRIVERS (BICYCLE)
• COURTEOUS ON THE BRIDGE,
• FENCES NEXT TO THE ROAD, NO ROOM FOR RELIEF, AREA TO
• APPROACHES TO BRIDGE ARE UNSAFE. ACCIDENTS ARE UNDER REPORTED.
• CRASHES CAUSED BY IMPAIRED DRIVERS. ARE NOT THE MAJORITY/OF CRASHES
1/8

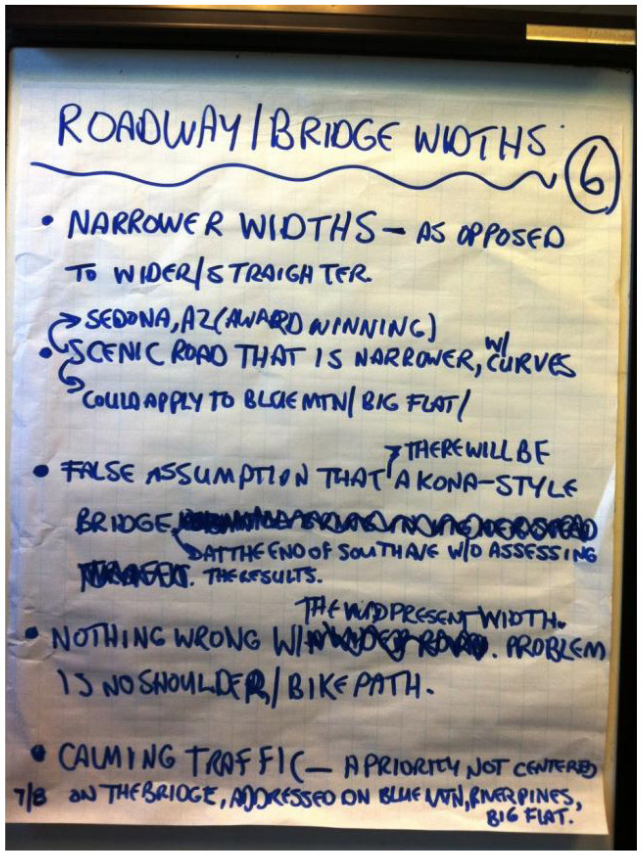

(SAFETY-PAGE 2)
• OTHERS PROBLEMS NEED TO BE SOLVED
– APPROACHES, BIKE PATH-TREACHEROUS TO BIKE FROM NORTH TO BRIDGE + OTHER ROADS
– BIG FLAT – ROAD LESS SAFE- NEED TO BE SURE THE SAFETY FIX IS RIGHT.
TRAVEL W/HORSE TRAILER IS LESS SAFE-
– PARKING IS A SAFETY ISSUE,
– BLUE MTN/ BIG
EXPANSION DON'T GIVE CORRECT ALIGN.
DROP OFFS STEEPER + CLOSER-
– HI-SPEED STREET BIKES/ATV ON BLUE MTN/KONA RD. → WILL HAPPEN
2/8 W/A KONA STYLE BRIDGE.

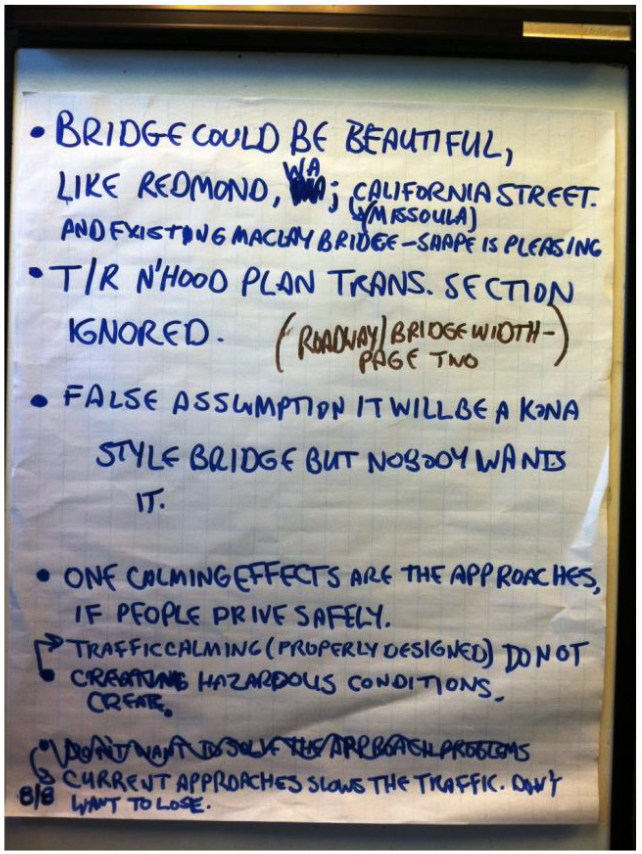

TRAFFIC GROWTH
- TRAFFIC MODEL IS RELATIVELY ACCURATE.
- TRAFFIC MODEL IS INACCURATE: / NOT ENOUGH INFO TO SUFFIC. KNOW.
- TRAFFIC GROWTH FROM NOT NECESSARILY NON-RESIDENTIAL - BUT ALSO RECREATION/FISHERS/FLOATERS, FOLF, BLUE MTN OF HORSE RIDERS/ETC.
- LIMITED DEVELOPABLE LAND ON THE WEST SIDE OF THE RIVER. D/L IS SOUTH SIDE ROAD
- NEED CONSIDER DEV. OPTIONS OF PLUM CREEK → N.W. OF STUDY AREA.
- WHERE IS WHICH TRAFFIC USES WHICH BRIDGE → BLUE MTN FROM 93, FISHING/FLOATER → NOT KNOWN
- TRAFFIC FROM BIKING + JOGGING.
- % TRAFFIC ON BLUE MTN HAS DOGS/.
- BITTERROOT TRIPS USE BLUE MTN ROAD.
3/8


NON-MOTORIZED.
(A)
• BUILD PATH ON BLUE MTN, BIG FLAT RIVER PINES FOR MULTI-PED/NON-MOTORIZED USE TO SOLVE SAFETY PROBLEMS.
• 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.
• WIDER SHOULDER
• MAINTENANCE IS INSUFFICIENT. → BEARINGS/STRUTS
• TAKE CURVE OUT OF RIVER PINES.
4/8


+INCREASED BICYCLIST/JOGGING TRAFFIC,
EVERY DAY/ALL SUMMER LONG-
RIVER PINES/BLUE MTN/BIG FLAT.
(A)
-BIG FLAT ROAD CHANGES MAKE THE EFFECTS SEEN IN OTHER PARTS OF THE AREA.
SAFER IN THE CAR.
THINGS CAN BE DONE TO FACILITATE THE FLOW OF TRAFFIC.
• ALIGNMENT DIFFICULT TO "RE-ALIGN" AT BRIDGE.
• APPROACHES ARE UNSAFE.
NON-MOTORIZED-PATH
5/8


PARKING
• ENFORCE THE REGULATIONS.
• IF THE BRIDGE IS REPLACED, THE PARKING PROBLEM DOESN'T GO AWAY.
• BIKE/PED PATH TO ASSIST FLOATERS/SWIMMERS TO RIVERS
• CREATE PARKING LOT → 10/20 CARS
6/8


ROADWAY/BRIDGE WIDTHS (6)
• NARROWER WIDTHS – AS OPPOSED TO WIDER/STRAIGHTER.
→ SEDONA, AZ (AWARD WINNING)
• SCENIC ROAD THAT IS NARROWER, W/ CURVES
→ COULD APPLY TO BLUE MTN/BIG FLAT/
• FALSE ASSUMPTION THAT THERE WILL BE A KONA-STYLE BRIDGE.
→ AT THE END OF SOUTH AVE W/O ASSESSING THE RESULTS.
• NOTHING WRONG W/ THE WIDTH. PROBLEM IS NO SHOULDER/BIKE PATH.
• CALMING TRAFFIC – A PRIORITY, NOT CENTERED ON THE BRIDGE, ADDRESSED ON BLUE MTN, RIVERPINES, BIG FLAT.
7/8


• BRIDGE COULD BE BEAUTIFUL, LIKE REDMOND, WA; CALIFORNIA STREET (MISSOULA) AND EXISTING MACLAY BRIDGE – SHAPE IS PLEASING
• T/R N'HOOD PLAN TRANS. SECTION IGNORED. (ROADWAY/BRIDGE WIDTH – PAGE TWO)
• FALSE ASSUMPTION IT WILL BE A KONA STYLE BRIDGE BUT NOBODY WANTS IT.
• ONE CALMING EFFECTS ARE THE APPROACHES, IF PEOPLE DRIVE SAFELY.
→ TRAFFIC CALMING (PROPERLY DESIGNED) DO NOT CREATE HAZARDOUS CONDITIONS.
→ CURRENT APPROACHES SLOWS THE TRAFFIC. DON'T WANT TO LOSE.
8/8

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Chris Kelly	1715 S. Reserve Site C Missoula MT	Chriskelly@hdrinc.com.
ADAM MURKEY	1085 SPURGIN CT.	Almurkey@QUANTUM.com
HAROLD A. PALMER	4547 EDWARD MSLA	
Bob Mock	4543 Edward, Msla	montmock@Bresnan.com
Patti Thomas	680 BIG FLAT RD Msla	PattiLynneThomas@msn.com
Greta Bottcher	1275 Big Flat Rd.	
LARRY MARTIN	4740 SOUTH AVE W, MSLA	
Charlene Miller	3416 South ave W. Msla.	Charlene.miller@bresnan.net
DUSTIN HIROSE	1715 S. RESERVE	dustin.hirose@hdrinc.com
Lorna Richardson	4404 Mount Ave	lmrichardson2@gmail.com
Roger & Jan Bottcher	3840 Spurgin	
GARY BOTTCHER	2500 Glenlochy Ct.	nlee1946@live.com
BOB KIRCHHOFF	8061 GRETA CT	RKIRCHHOF@BRESNAN.NET
DON STEFFEN	4805 BITTERROOT DRIVE	DONSTEFFEN@MSN.COM
Thea Koehler	26316 Roderick	theakoehler@yahoo.com
Becky & John Peters	9610 South Ave W.	johnandbeck@yahoo.com
Chris Stevenson	8300 Red Hawk View	STEVENSON_0546@MSN.com
Carol Brett	1065 Spurgin Ct.	cbrett@bresnan.net
LIZ STEVENSON	8300 RED HAWK VIEW	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Delmer Dietz	4680 No. Wormath Rd.	
Darrell White	13451 O'Brien Creek Rd.	
Jon + Monica Weisul	2292 Bald Eagle Close	monicaweisul@bresnan.net
Jodi Leslie	1275 Big Flat Rd	
Peggie Morrison	4415 So. Ave. W.	ok_pegm@yahoo.com
Nancy + Michael Chandler	4401 South Road	mbnchandler@q.com
Bob Schweitzer	11905 Greenacres	outlaw.43@hotmail.com
Tom Peterson	4315 South Ave Missoula 59804	
Patrick O'Herren	200 W. Broadway	poherren@co.missoula.mt.us
Ed + Laura Taylor	3920 Sundance Dr. Msla, 59804	htpeprman@msn.com
Dave Andrews	630 Big Flat Rd, Msla, 59804	ANDREWSDE1@aol.com.
Marcia Kircher	8061 Grebe Court	
Don Loftsgaarden	4400 Spargin Rd	don@tempesttech.com
Michael Brutsche	4610 Edward Ave	maclaybridge@gmail.com
Sharon Stevens	4652 South Ave	stebis@montana.com
Kate Pennacchio	23385 Wahupa Lane Huson, MT 59846	kate.pennacchio@gmail.com
Linh Hoang	2498 Green Brook Ct.	camassonia@gmail.com
Frank Mutch	3415 Brahms Way	fmuth@muthengrs.com
Susan Kilcrease	MDT	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Dana Headapohl	4740 South Ave W	dana@headapohl.com
Jean Curtiss	1419 Howell Ms La Co	Community
Judy Olson	1430 Trotting Horse Lane Miss	Lightlot.olson6
Fred Talarico	11805 Green Acres Rd Miss	Fredstalarico
Fred Stewart	4675 South Ave W.	FREDESTEWARTFINANCIAL
Beri Stewart	"	beri'efstewart financial.com
Ayne Kuykendall	1752 Rosebrook Dr	
Millie Cinely	11280 Kona Ranch Rd	

Maclay Bridge Planning Study

SIGN-IN SHEET

Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
CAROL McQUADE	1606 PLEASANT AVE.	mcgcusRun@gmail.com
Marilyn Coggas	2444 Riding Ridge Rd.	
Harold Ott	550 Big Flat Rd.	halott@montana.com
Kim Bridgeman	Missoulian	
Katelyn Bykari	4228 South Ave W	katelyn.bykari@gmail.com
Orville Daniels	1510 Riverside Drive	ODANIELS@montana.com
Celia Gallagher	4503 North Ave W. Msla	crithold@gmail.com
Larry Hall	4319 North Ave west MSA	
Ryan Vande Zand	2225 58TH AVE	728-8129
Dave Loomis	8155 Mesa Ct.	mizook@gmail

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #2 (July 10, 2012)

NAME	ADDRESS	EMAIL
Scott BAIR	680 BIG FLAT RD, MISSOULA 59804	SDBAIR@HOTMAIL.COM
Gordon HARRISON	2212 PAULINE DR	
Suzanne Schweitzer	11905 Green Acres Rd	suzanne...@hotmail.com
Michele Landquist	200 W. Broadway, Msla	MLandquist@co.missoula.mt.us
DAVE GRAY		dgray@co.missoula.mt.us
Ginny Fay	11455 Greenacres Rd msla 59804	Ginnyfay@montana.com
Liz McMullen	2525 Humble Rd	lizinmoscow@yahoo.com
Connie LAUTH	2002 Humble Rd	
DAN SPENCER	4385 Sundown Rd	daniel.spencer@umontana.edu
Tim CROCKER	2230 LOWER CR. RD. MSLA 59804	tmotley4@q.com
Laurie Grogan	2230 Lower Crk. Rd. 59804	[redacted]
B. Nielsen	2245 Sunlite Ln	<kelseya.b@gmail.com>
Angela Bourquin	4311 W Central 59804	abourquin@boonekarlberg.com
Jim Rodich	4720 Humble	jimbobmt@gmail.com

News

September 17, 2012

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting to discuss the Maclay Bridge Planning Study – Missoula County

Missoula - Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA) have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The third informational meeting will be held on Thursday, September 27, 2012, at the Big Sky High School Multi-Purpose Room, 3100 South Avenue West. The meeting will start with a presentation at 6:00 p.m., followed by a comment and question period. The purpose of the meeting is to review the draft needs and objectives and improvement options under consideration, and to solicit input on the transportation system needs within the study area that may be relevant to the planning effort.

The Maclay Bridge Planning Study is a pre-environmental study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not an environmental analysis, design or construction project.

The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach. The planning study will determine the needs of the Maclay Bridge and connecting roadways, and will identify feasible improvement options to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agencies, and other interested parties.

News

Participation is a very important part of the process, and citizens are encouraged to attend and participate. Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the Maclay Bridge Planning Study. MDT will collect and consider all comments to better understand the potential issues and concerns within the vicinity of the Maclay Bridge.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com

A study website has been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/maclay/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

---------END----------

Project name: Maclay Bridge Planning Study
Missoula County

Informational Meeting

Discuss Maclay Bridge
Planning Study
Missoula County
Thursday, Sept. 27, 2012 6:00 p.m.
Big Sky High School
Multi-purpose Room
3100 South Ave. W., Missoula, MT

Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The purpose of the meeting is to review the draft needs and objectives and improvement options under consideration, and to solicit input on the transportation system needs within the study area that may be relevant to the planning effort. The planning study will identify potential improvements and will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not an environmental analysis, design or construction project. The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach.

The meeting is open to the public and the public is encouraged to attend. Local governments attempt to provide accommodations for any known disability that may interfere with a person's participation in this meeting. For reasonable accommodations to participate in this meeting, please contact Jeff Key, Robert Peccia & Assocs. Inc, at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment_form.shtml Please indicate comments are for the Maclay Bridge Planning Study.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #3 (September 27, 2012)

NAME	ADDRESS	EMAIL
JOHN JACOBS	4681 SOUTH AVE W	JJRED@AOL.COM
SHANNON JACOBS	" "	
Michael Burnside	4610 Edward Ave	maclaybridge@gmail.com
Sylvia Burnside	"	"
Olleke Rappe-Daniels	1810 Riverside Dr	orappedaniels@gmail.com
Chris P. Daniels	1810 Riverside Dr	CDANIELS@montana.com
Jerry McCauley	134 River Pines Rd	ARSENIC4ME@HOTMAIL.COM
Patrick O'Herren	200 W. Broadway	poherren@co.missoula.mt.us
Don Stevenson	4528 Edward	
Katherine Shapenus	325 Big Flat Rd	K.shapenus@q.com
Peggie Morrison	4415 So Ave. W.	ak_pegm@yahoo.com
John & Becky Peters	4610 South Ave W.	johnandbeck@yahoo.com
Linh Hoang	2498 Green Beret Ct.	camassonia@gmail.com
LAURA TAYLOR	3920 SUNROSE	peppers plus@hotmail.com
BOB KRETTER	8061 Grebe Ct.	RKIRETER@Bresnan.net
Michele Landquist	BCC	MLandquist@co.missoula.mt.us
Claire Courtney	2045 Edward ct 59804	
Sharon Stebbins	4652 South Ave W	stebbis@montana.com
Jean Curtiss	200 W Broadway	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #3 (September 27, 2012)

NAME	ADDRESS	EMAIL
Connie + Dave LaVallee	2002 Humble Rd	
Kate Pennacchio	23185 Wahupa Lane Huson, MT 59846	kate.pennacchio@gmail.com
LINDA St. Peter	4805 Bitterroot DR	STPETER4NOA@yahoo.com
Patrick Murtha	3918 S. 7th	
Suzanne Schweitzer	11905 Green Acres Rd Missoula 59804	suzannemt@hotmail.com
Sharon Dill	2356 Grape Arbor Ct. Missoula	sharondill@bresnan.net
George Heydenberger	4475 Sundown Rd Missoula	ghheberger@msn.com
Dave Loomis	8155 Mesa Ct, Msla	
Rhonda Mayo	4230 North Ave W, Msla	
Greg Howard	4230 N. AVE. W. MSLA	ghoward@centurytel.net
Silke Jauch		
Bernard CONSTANTIN	610 Big Flat Road	
Charles Stevenson	800 Red Hawk Dr	
EVAN Rosenberg	4632 Edward Ave Msla, MT 59804	emrosenberg25@gmail.com
LAIRD ROBINSON	1436 CLEMENTS ROAD, MSLA, MT. 59804	
Andy Smith	2015 Sundance Lane, MSLA, MT 59804	asmith@mwsbi.com
Shane Peterson	4916 South Ave W MSLA	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #3 (September 27, 2012)

NAME	ADDRESS	EMAIL
EdTaylor	3920 Sunrose Dr	htpepramm@msn.com
Patti. Thomas	680 Big Flat Rd.	PattiLynneThomas
Scott. Bair	" "	@msn.com
Frank Muth	3415 Brahms Way	fmuth@muthengrs.com
Chris Hardan	721 S. Raleigh St	chardan@mt.gov
Dennis R Ruma Jr.	5408 Blue Sky LN. Florence.	
Gary Bortner	2500 Gunsight Ct.	nlee1946@live.com
Faith Cronin	313 Schilling #2 Miss.	fcronin@KECI.com
Bob Schweitzer	11905 Greenacres Rd	outlaw.43@hotmail.com
Larry Morton	4740 South	
Willis Curdy	11250 Kona Ranch Rd Msla	wcurdy@brighemail.com
Katelyn Bykerk	4228 South Ave. W. Msla	katelyn.bykerk@gmail.com
Jim Stauffer	2635 Cardinal Dr. Msla	~~jane~~ stauffermontana@gmail.com
Dana Headapohl	4740 South Ave W Msla	dana@headapohl.com
Tom Facey	418 Plymouth, 1150, 59801	facey_tom@hotmail.com
Joe & Peggy Korona	2200 HUMBLE RD, Msla 59804	pegesuemt@gmail.com
Ben Deeble & Christine	2475 Humble Rd 59804	bddeeble@gmail.com
Champ Edmunds	P. O. Box 17612 59808	champ.edmunds2@yahoo...
Don Lotts garden	4400 Spurgin Rd	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #3 (September 27, 2012)

NAME	ADDRESS	EMAIL
HAROLD M. NELSON	1880 WHITETAIL LN MISSOULA 59804	chnelson2041@yahoo.com
DON C. ST. PETER	4685 BITTERROOT DR. MSLA 59804	donCSTPlaw@live.com
Nancy Chandler	4401 South Ave W Msla 59804	(you have it)
Michael Chandler	" " " "	" from last time
Francie Drake Olson	2110 Woodlawn Ave	fmcburneyolson@gmail.com
FRED & SHARON MESENKO	8250 RED HAWK VIEW	FMESENKO@HOTMAIL.COM
Katherine Martin	4686 South Ave West	thebozcars@gmail.com
Marnie & Christopher Gray	4517 Sundown Rd	msckskee@gmail.
Roger & Janet Kittle	3840 Lewisia	
Mike & Sheila Houck	4614 South Ave W	msh@bresnan.net
GARY GANTHARP	1820 Edson, MSO	
Lynn Gogas	2444 Riding Ring Rd MS	
Liz Stevenson	8300 Red Hawk View	stevenson_0754@msn.com
FRED STEWART	4675 SOUTH AVE. W.	FRED@FSTEWARTFINANCIAL.COM
CHERI STEWART	" "	"
Angela M Bourquin	4311 W Central Msla	abourquin@bonnekarlberg.com
Bruce Fowler	2755 BLUE MOUNTAIN RD	FOWLERMSO@AOL
ELLIS WILLIAMS	2709 HUMBLE RD	LRRWILLIAMS@GMAIL.COM

Maclay Bridge
Planning Study

WELCOME

INFORMATIONAL MEETING #3
SEPTEMBER 27, 2012





MONTANA DEPARTMENT OF TRANSPORTATION

Meaningful Comment

Obtaining meaningful public input is an important part of the public decision making process.

Valuable comments contain one or more of the following characteristics:

- It is based on awareness of what is proposed, why it is proposed, and knowledge of the process that will be followed.
- It is based on accurate and objective information that others have not fully considered or do not know about.
- It identifies, clarifies, or emphasizes issues of factors that should be considered.
- It helps to identify, refine, strengthen, or weaken potential improvement options
- It states your position of issues and explains the reasons for taking the position.

Less Valuable Comment:

- I am opposed to improvement option A.

More Valuable Comment:

- I do not support improvement option A. This option does not provide for "_____*(concern/reason)*_____".

Maclay Bridge

Planning Study

Need Number 1

Improve the safety and operation of the river crossing and connecting roadway network.

Objectives (To the Extent Practicable)

- **Improve sub-standard elements of facilities to meet current applicable design standards.**
- **Reduce delay and vehicle restriction for emergency responders under existing and future traffic demands.**
- **Manage travel speeds and provide adequate clear zones to improve operations.**

MONTANA DEPARTMENT OF TRANSPORTATION

Need Number 2

Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area.

Objectives (To the Extent Practicable)

- **Accommodate existing and future capacity demands.**
- **Address non-motorized facilities consistent with local planning efforts.**
- **Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River.**

Need Number 3

Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area.

Objectives (To the Extent Practicable)

- **Minimize adverse impacts to the Bitterroot River from potential options.**
- **Minimize adverse impacts to the wildlife and aquatic organisms from potential options.**
- **Provide reasonable access to recreational sites in the study area (Kelly Island Fishing Access Site, Lolo National Forest, and Missoula County Parks).**
- **Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options.**

Need Number 4

Minimize adverse impacts from options to the neighborhood characteristics of the study area.

Objectives (To the Extent Practicable)

- **Implement improvements with special sensitivity to area schools.**
- **Minimize impacts to existing residents and businesses in the area.**
- **Recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events.**

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.**

The subject of parking, vandalism, illegal activity, and enforcement, along with perpetuating recreation access to the Bitterroot River are areas of concern generally outside the scope of this Maclay Bridge Planning Study. However, they are areas of concern that have been documented and commented on by members of the public.

Summary Description of Options Under Consideration

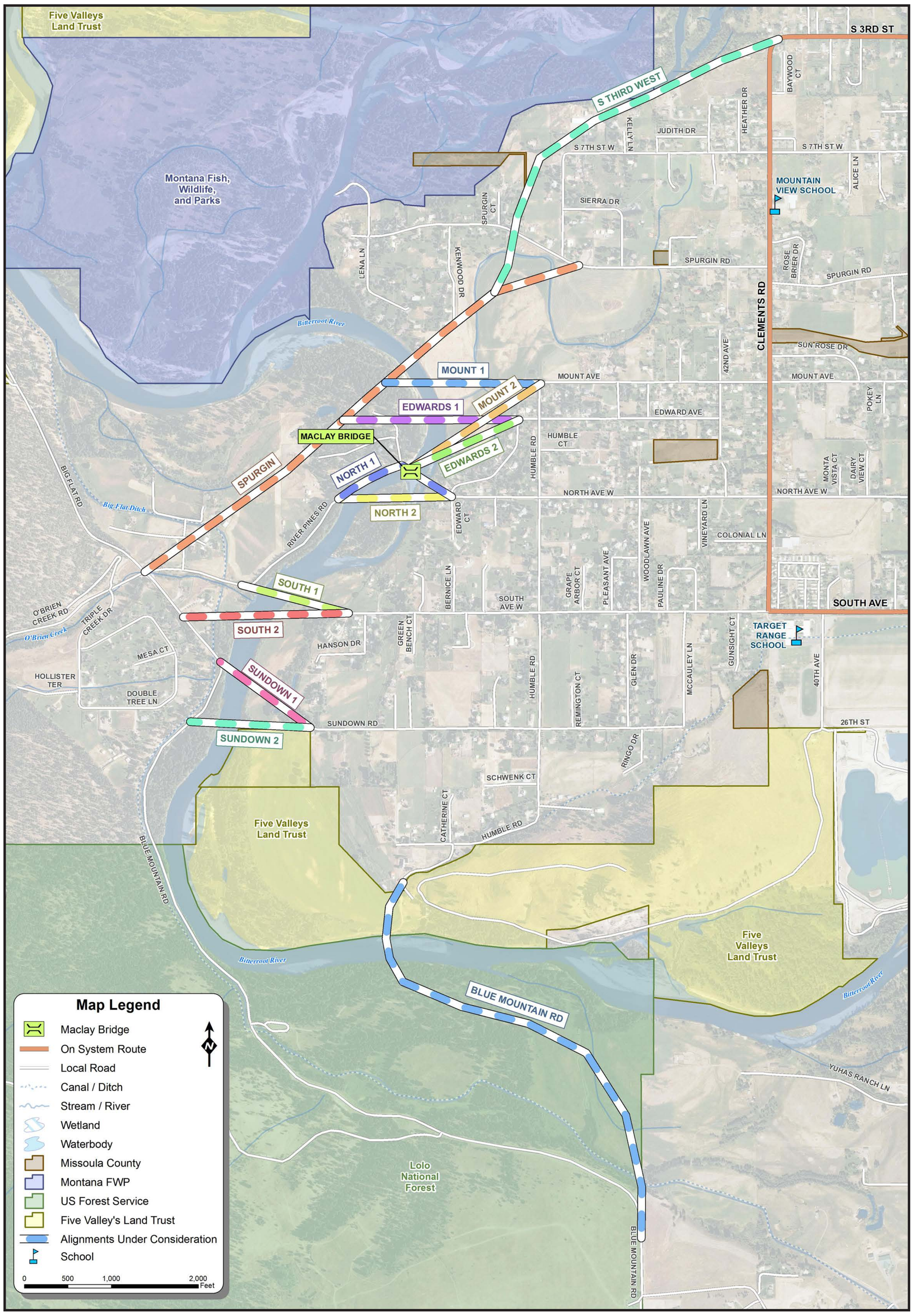
Option Title	General Description
Improve Safety and Operations on the Existing Bridge	
Enhance Traffic Operations and Safety on and near the Existing Structure	° Periodic maintenance. ° No alignment changes. ° New traffic signals. ° New street lights.
Maintain Current Usage and Add Bicycle/Pedestrian Facilities	° Separated pedestrian/bicyclist facilities. ° Shoulder widening on River Pines. ° New, separated non-motorized bridge. ° Periodic maintenance. ° No alignment changes.
Implement Additional Restrictions on Use	° Implement operational restrictions. ° Further reducing travel speeds. ° Prohibit use by all large vehciles. ° Increased enforcement. ° No alignment changes.
Close Bridge to Vehicles and Retain Use for Non-Motorized Travel Modes	° Close the Maclay Bridge to vehicles. ° Keep open for non-motorized.
Retain Bridge and Provide a New Bridge Elsewhere	° Keep open for vehicles. ° Provides another structure elsewhere.
New One-Lane Bridge at a New Location & Retain Existing Bridge for Non-Motorized Uses	° New one-lane bridge at South. ° Carry two-way vehicular traffic. ° Existing bridge non-motorized.
New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel	° One-way couplet. ° Existing bridge one-way travel only. ° New one-lane bridge at South for one-way travel.
Close Bridge and Remove Structure	° Close and remove Maclay Bridge. ° No replacement bridge. ° Requires roadway closures.
Option 2: Rehabilitate the Existing Bridge	
Minor Rehabilitation	° Does not address roadways. ° Painting of structural steel. ° Cleaning bearings. ° Crack seal asphalt surfacing.
Major Rehabilitation ***(Dependent On Suitability Of Foundation To Support Structure)***	° Does not address roadways. ° Tighten and/or replace loose bolts. ° Sand blast rusted members and re-paint. ° Replace steel stringers. ° Replace bent truss members. ° Patch concrete abutments. ° Replace roller devices.
Option 3: Build New Bridge	
Connecting to North Avenue	
Build on Existing Alignment	° Build two-lane bridge. ° Does not address roadways.
Build Near Existing Alignment	
North 1	° Just upstream from the existing bridge. ° Begins at North / Edward. ° Improves River Pines. ° Approximately 0.31 miles in length.
North 2	° Extends North due west from Edward. ° Crosses the island in the river. ° Approximately 0.25 miles in length.
At a New Location	
Build Bridge on Northern Alignment	
South 3rd Street West	° Extends from South 3rd Street West. ° Turns west towards river. ° Continues SW across Spurgin. ° Approximately 1.93 miles in length.
Spurgin Road	° Begins near Spurgin / Sierra. ° Continues SW to river. ° Approximately 1.25 miles in length.
Build Bridge on Mount Avenue Alignment	
Mount 1	° Begins near Mount / Humble. ° Continues west across the river. ° Approximately 1.0 miles in length.
Mount 2	° Begins near Mount / Humble. ° Proceeds SW across river. ° Joins River Pines Road. ° Approximately 0.38 miles in length.
Build Bridge on Edward Avenue Alignment	
Edward 1	° Begins near Edwards / Humble. ° Proceeds west across river. ° Approximately 0.95 miles in length.
Edward 2	° Starts near Edwards / Humble. ° Transitions SW across river. ° Joins River Pines. ° Approximately 0.33 miles in length.
Build Bridge on South Avenue Alignment	
South 1	° Extends South across river. ° Joins River Pines. ° Approximately 0.25 miles in length.
South 2	° Extends South west of Hanson. ° Approximately 0.36 miles in length.
Build Bridge on Sundown Road Alignment	
Sundown 1	° Begins at terminus of Sundown. ° Extends NW across river. ° Approximately 0.26 miles in length.
Sundown 2	° Begins at terminus of Sundown. ° Extends west across river. ° Approximately 0.30 miles in length.
Build Bridge on Southern Alignment	
Humble Road – Blue Mountain Road	° Begins at terminus of Humble. ° Continues west and south to Maclay Flats. ° Joins north-south section of Blue Mountain. ° Approximately 1.21 miles in length.
New Bridge at a New Location Not Identified in the 1994 EA	° Locations not identified in the 1994 EA. ° No location identified.
Option 4: Do Nothing	
Do Nothing	° Periodic maintenance. ° No alignment changes. ° New traffic signals. ° New street lights.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Maclay Bridge

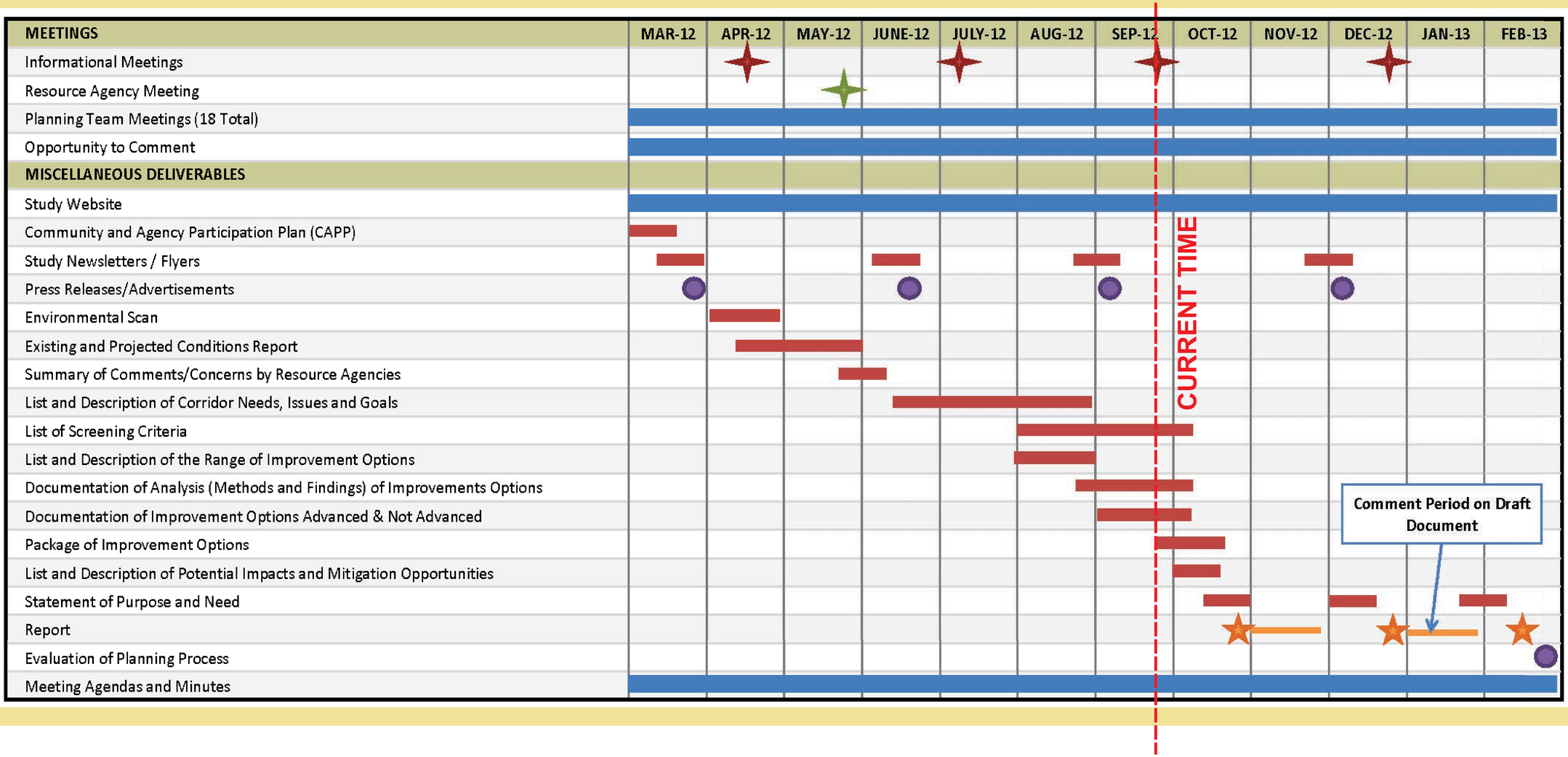
Planning Study

Potential New Locations



MONTANA DEPARTMENT OF TRANSPORTATION

SCHEDULE


MEETINGS
MAR-12
APR-12
MAY-12
JUNE-12
JULY-12
AUG-12
SEP-12
OCT-12
NOV-12
DEC-12
JAN-13
FEB-13
Informational Meetings
Resource Agency Meeting
Planning Team Meetings (18 Total)
Opportunity to Comment
MISCELLANEOUS DELIVERABLES
Study Website
Community and Agency Participation Plan (CAPP)
Study Newsletters / Flyers
Press Releases/Advertisements
Environmental Scan
Existing and Projected Conditions Report
Summary of Comments/Concerns by Resource Agencies
List and Description of Corridor Needs, Issues and Goals
List of Screening Criteria
List and Description of the Range of Improvement Options
Documentation of Analysis (Methods and Findings) of Improvements Options
Documentation of Improvement Options Advanced & Not Advanced
Package of Improvement Options
List and Description of Potential Impacts and Mitigation Opportunities
Statement of Purpose and Need
Report
Evaluation of Planning Process
Meeting Agendas and Minutes
CURRENT TIME
Comment Period on Draft Document

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

Please mail or email your comments to:

Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:

Name: _____

Address: _____

_____

Email: _____

Phone: _____

SIGN-IN SHEET

Informational Meeting #3 (September 27, 2012)

NAME	ADDRESS	EMAIL

Maclay Bridge Planning Study





Informational Meeting No. 3

September 27th, 2012

Outline of this Evening's Meeting

- Title VI considerations
- Meeting ground rules
- Existing and projected conditions – additional work since last public meeting
- Needs and objectives
- Options under consideration
- Next steps & conclusion

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 refrain from addressing the audience or asking for audience participation
  - Please turn off cell phones and pagers or set them to vibrate



Existing & Projected Conditions – Additional Work Since Last Public Meeting

Revisions to Existing & Projected Conditions Report

- Revisions include:
  - Fracture-critical nature of bridge truss
  - Potential for scour at bridge abutments and piers, and unknown conditions underneath
  - Health and function of river and how bridges in general may impact riverine environments
  - Emergency response times and how the Maclay Bridge may impact responders
  - Additional work on the regional travel demand model by Missoula MPO and MDT



Needs and Objectives

Needs and Objectives Overview

- Based on a high-level review of:
  - Existing data
  - Input from resource agencies, stakeholders and the public
- Reflect the existing social, environmental, and engineering conditions described in the draft *Existing and Projected Conditions Report*

Need Number 1

Improve the safety and operation of the river crossing and connecting roadway network

Objectives (To the Extent Practicable)

- Improve sub-standard elements of facilities to meet current applicable design standards
- Reduce delay and vehicle restriction for emergency responders under existing and future traffic demands
- Manage travel speeds and provide adequate clear zones to improve operations

Need Number 2

Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area

Objectives (To the Extent Practicable)

- Accommodate existing and future capacity demands
- Address non-motorized facilities consistent with local planning efforts
- Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River

Need Number 3

Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area

Objectives (To the Extent Practicable)

- Minimize adverse impacts to the Bitterroot River from potential options
- Minimize adverse impacts to the wildlife and aquatic organisms from potential options
- Provide reasonable access to recreational sites in the study area (Kelly Island Fishing Access Site, Lolo National Forest, and Missoula County Parks)
- Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options

Need Number 4

Minimize adverse impacts from options to the neighborhood characteristics of the study area

Objectives (To the Extent Practicable)

- Implement improvements with special sensitivity to area schools
- Minimize impacts to existing residents and businesses in the area
- Recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events

Other Considerations

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

The subject of parking, vandalism, illegal activity, and enforcement, along with perpetuating recreation access to the Bitterroot River, are areas of concern generally outside the scope of this Maclay Bridge Planning Study.

However, they are areas of concern that have been documented and commented on by members of the public.



Options Under Consideration

Four (4) Categories of Options Being Considered

- **Category number 1** includes options that will improve safety and operations on the existing bridge
- **Category number 2** includes options to rehabilitate the existing bridge
- **Category number 3** includes options to build a new bridge at various locations
- **Category number 4** includes the "do nothing" option

Option 1A: Enhance Traffic Operations and Safety on and near the Existing Structure

- Minor improvements intended to enhance traffic operations and safety on and near the Maclay Bridge
  - New signals along each approach to regulate traffic flows by direction and address sight distance limitations
  - Street lighting at the westerly approach with signage on both ends
- Missoula County perform periodic maintenance activities
- No changes to the configuration or alignment of the approaches

Option 1B: Maintain Current Usage and Add Bicycle/Pedestrian Facilities

- Incorporates separated pedestrian/bicyclist facilities in the vicinity of Maclay Bridge
- Limited improvements for non-motorized users on the approaches to the bridge
  - Shoulder widening on River Pines Road, signing and striping on both sides of the bridge, and pavement markings
- A new, separated non-motorized bridge would be necessary adjacent to the existing Maclay Bridge
- No changes to the alignment of the approaches

Option 1C: Implement Additional Restrictions on Use

- Additional use restrictions on Maclay Bridge, such as:
  - Restricting vehicle use of the structure to one travel direction (i.e. a one-way route)
  - Further reducing travel speeds
  - Prohibition of use by all large trucks, school buses, and emergency vehicles; or
  - Increased enforcement of parking ordinance (no tolerance policy)
- No changes to the alignment

Option 1D: Close Bridge to Vehicles and Retain Use for Non-Motorized Travel Modes

- Close Maclay Bridge to vehicular traffic, but allow non-motorized transportation modes
- Further investment in active transportation facilities in the Maclay Bridge area would be necessary
- Vehicle access across the Bitterroot River would be via the Kona Ranch Bridge or Buckhouse Bridge (via US Highway 93)
- Eliminates through traffic on North Avenue and River Pines Road
- Inconveniences local residents and visitors

Option 1E: Retain Bridge and Provide a New Bridge Elsewhere

- Keeps existing bridge in service for vehicular traffic
- Provides another structure somewhere else in the area to help meet existing and projected travel demands.

Option 1F: New One-Lane Bridge at a New Location & Retain Existing Bridge for Non-Motorized Uses

- New one-lane bridge at a South Avenue extension - similar to that of the existing bridge
  - I.e. carries two-way vehicular traffic across a new one-lane bridge at South Avenue
- Existing Maclay Bridge could remain as a non-motorized facility that does not meet design standards (Missoula County, MDT, or AASHTO)

Option 1G: New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel

- Existing Maclay Bridge would be rehabilitated for one-way travel only
  - I.e. westbound or eastbound travel only
- New single lane bridge at the extension of South Avenue would also be used for one-way travel
  - In the opposite direction from that of the existing Maclay Bridge
- Modifies travel patterns in a dramatic fashion over existing traffic flow

Option 1H: Close Bridge and Remove Structure

- Closes and removes existing Maclay Bridge
- No replacement bridge would be provided in the area
- Vehicles would use the Kona Ranch Bridge or Buckhouse Bridge
- Would require roadway closures with barricades and adequate turnaround area(s) for vehicles near the ends of the existing bridge
- Utilities installed on the bridge would need to be relocated

Option 2A: Minor Rehabilitation

- Rehabilitation tasks:
  - Tighten and/or replace loose bolts
  - Spot painting of structural steel
  - Cleaning of bearings to remove moss and/or soil
  - Crack sealing of asphalt surfacing to prolong surface
  - Minor repairs and upgrades to the truss and floor system to increase load capacity
- Shorter lifespan than a major rehabilitation effort
- Would not eliminate inherent safety concerns
- Ongoing inspections and related maintenance activities would still be needed

Option 2B: Major Rehabilitation

- Goal of a major rehabilitation would be to extend the life of the bridge 50 to 100 years
- Does not address substandard geometry of the existing bridge or roadway approaches, or the fracture critical nature of the truss structure
- Could allow the bridge to handle full legal loads so that there would be no need for a load posting
- Ongoing inspections and related maintenance activities is a long-term commitment due to the increase in life span

Option 2B: Major Rehabilitation

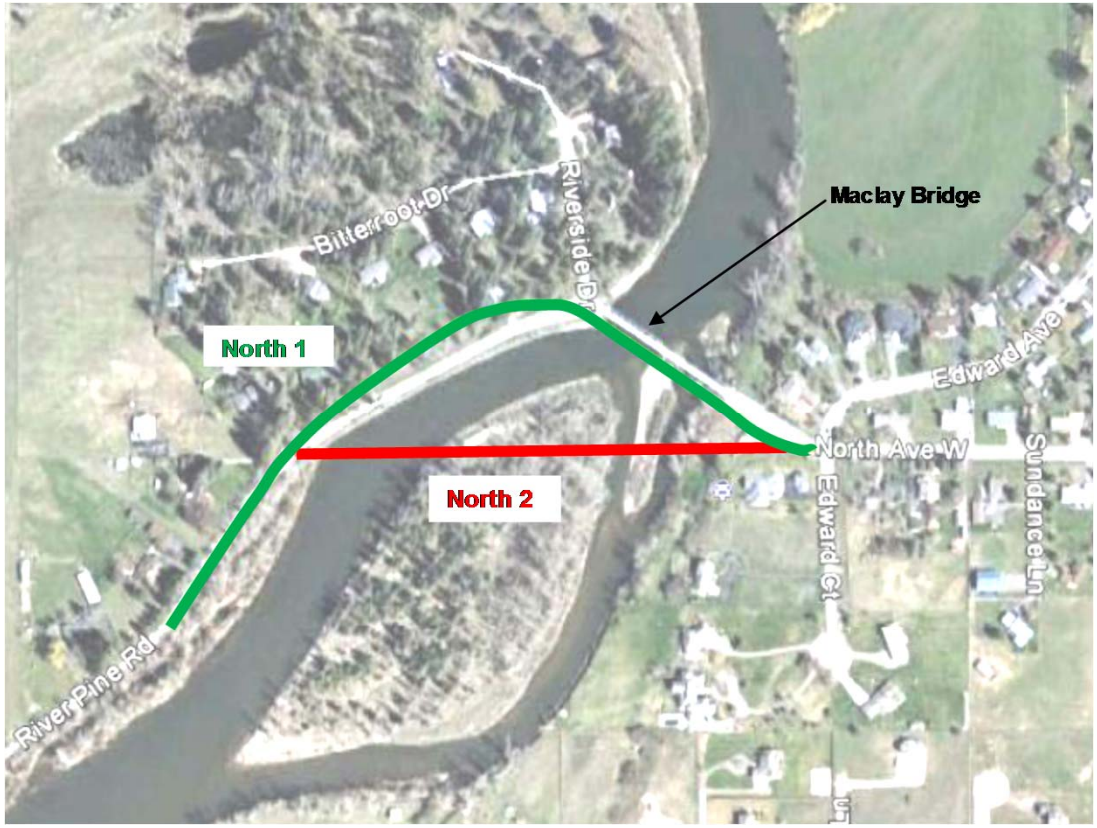
- Major rehabilitation would likely consist of the following specific work features:
  - Sand blast rusted steel members and re-paint as needed
  - Replace steel stringers and floor beams as determined necessary
  - Upgrade truss members as determined necessary
  - Evaluate abutments and piers for repair versus replacement
  - Replace bearing devices
  - Replace the short span pony truss with a new one lane truss
  - Rehabilitating the main truss will likely require removing the main truss from the river, rebuilding or repairing offsite and installation
  - Possible abutment and pier upgrades or replacement

Option 3 "New Locations" Graphic



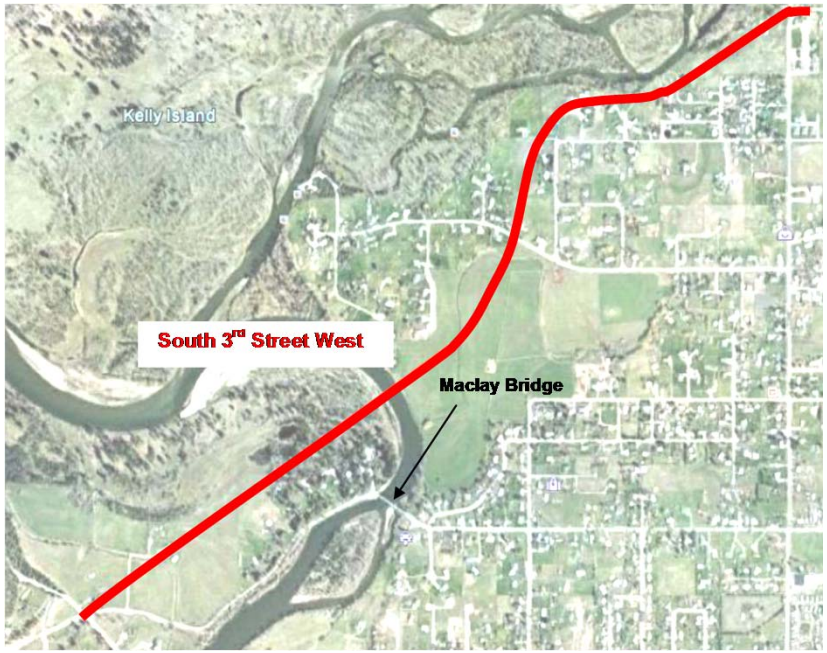
Option 3A: Build New Bridge
Connecting to North Avenue

- On existing alignment
- Off existing alignment but near North Avenue
  - North 1
  - North 2

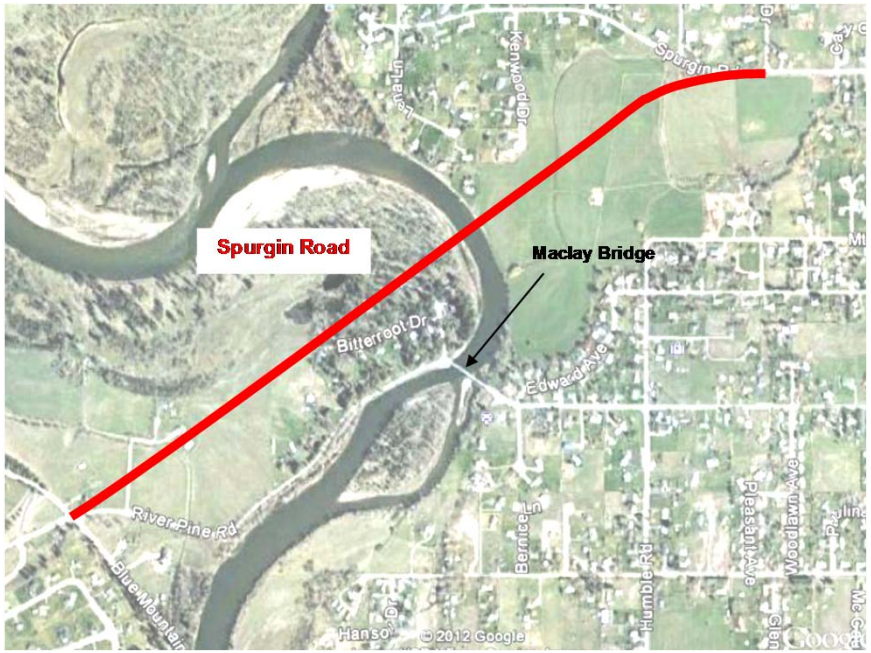


Option 3B: Build New Bridge
Northern Alignment

- S. 3rd Street West

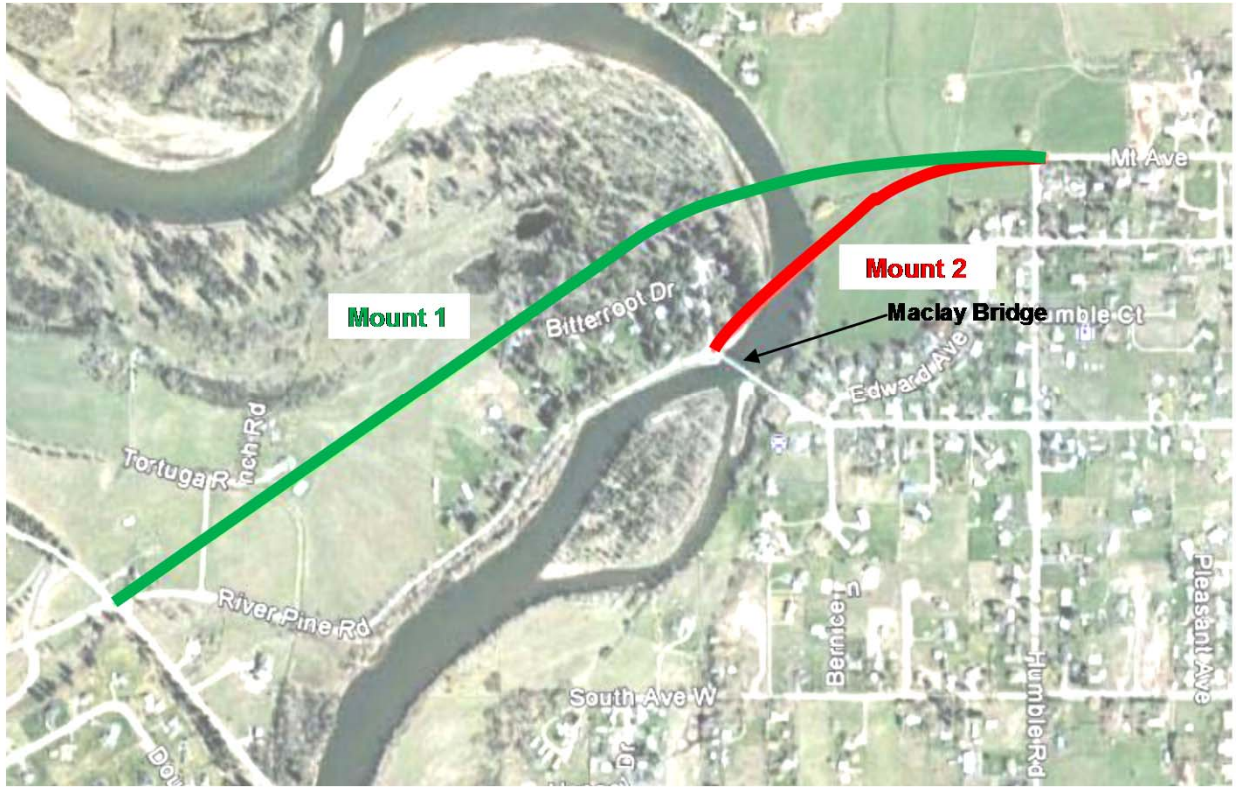


- Spurgin Road



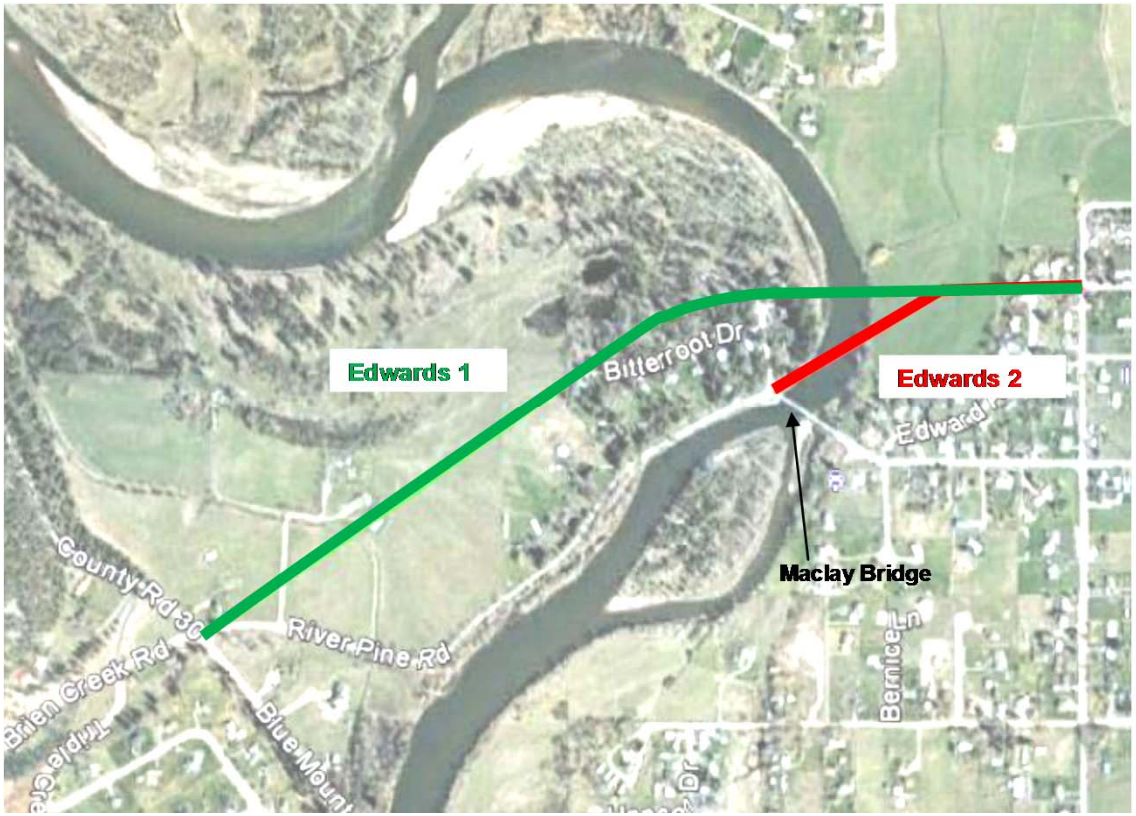
Option 3B: Build New Bridge
Mount Avenue Alignment

- Mount 1
- Mount 2



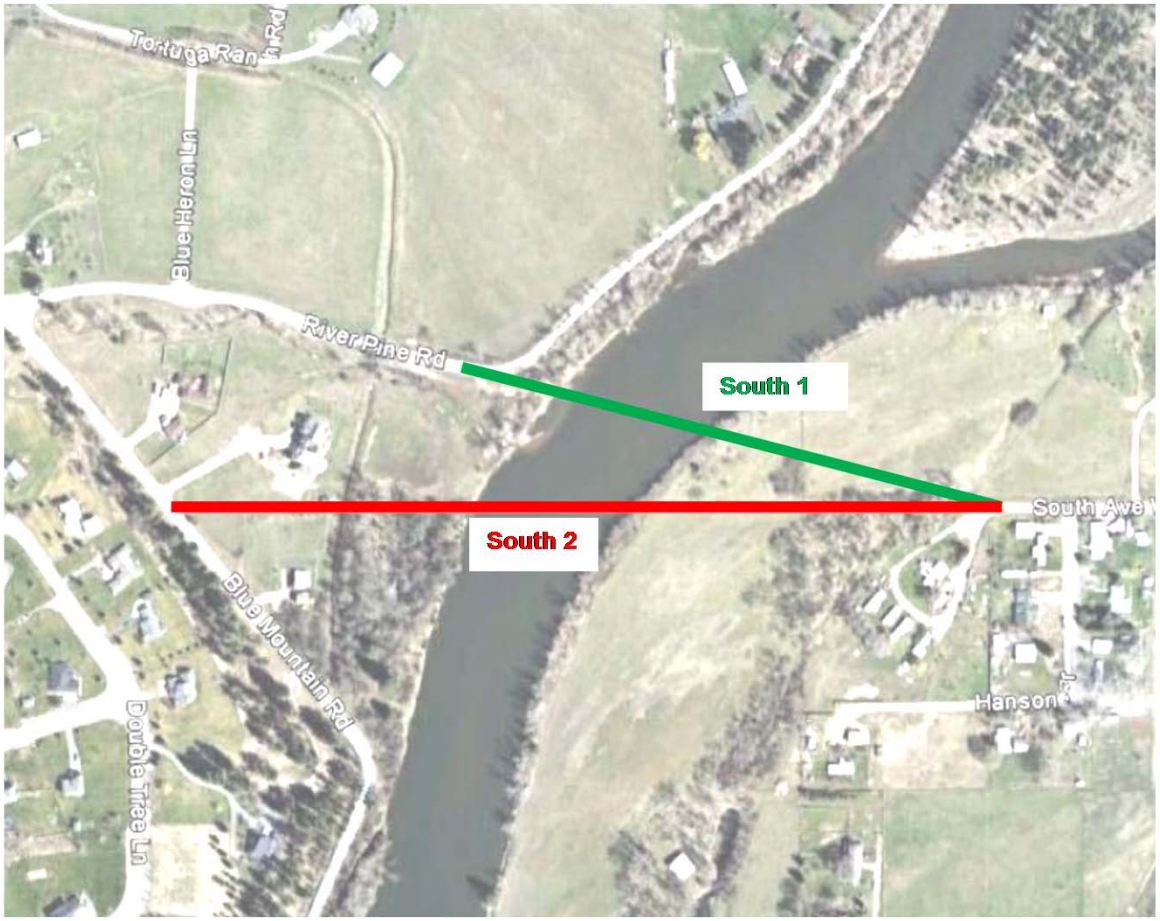
Option 3B: Build New Bridge
Edward Avenue Alignment

- Edwards 1
- Edwards 2



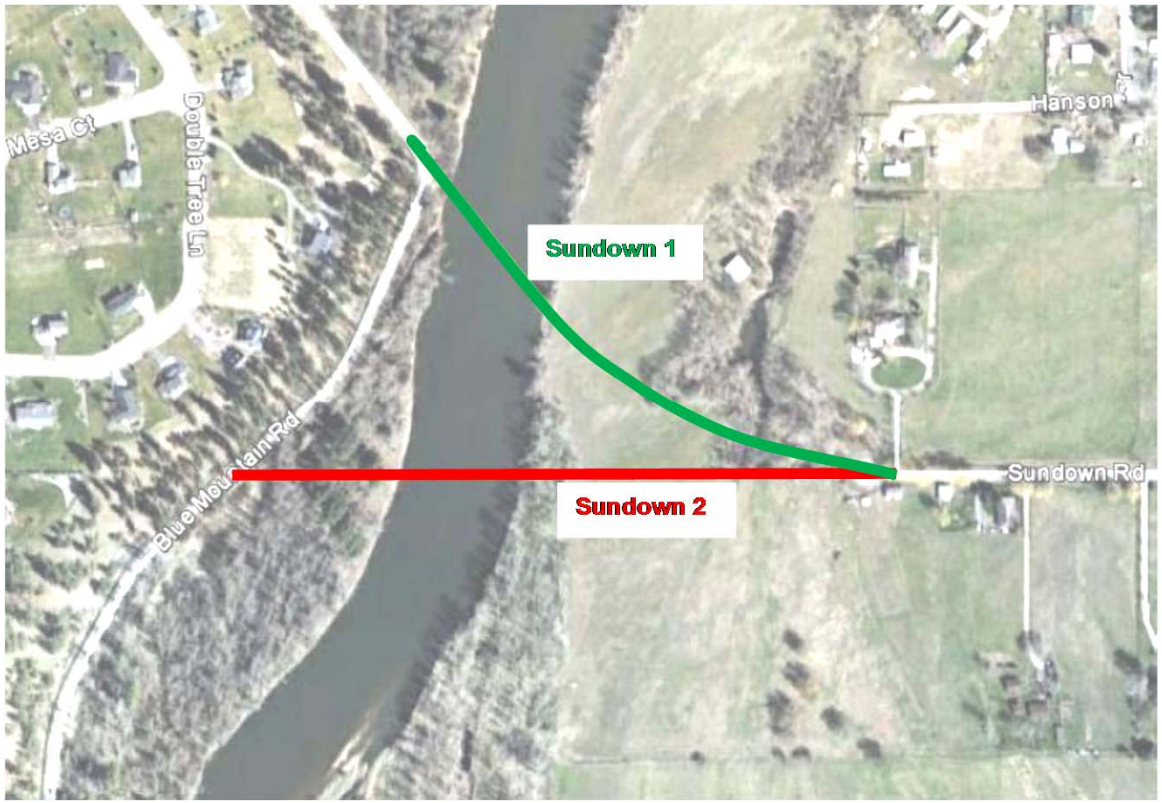
Option 3B: Build New Bridge
South Avenue Alignment

- South 1
- South 2



Option 3B: Build New Bridge
Sundown Road Alignment

- Sundown 1
- Sundown 2



Option 3B: Build New Bridge
Southern Alignment

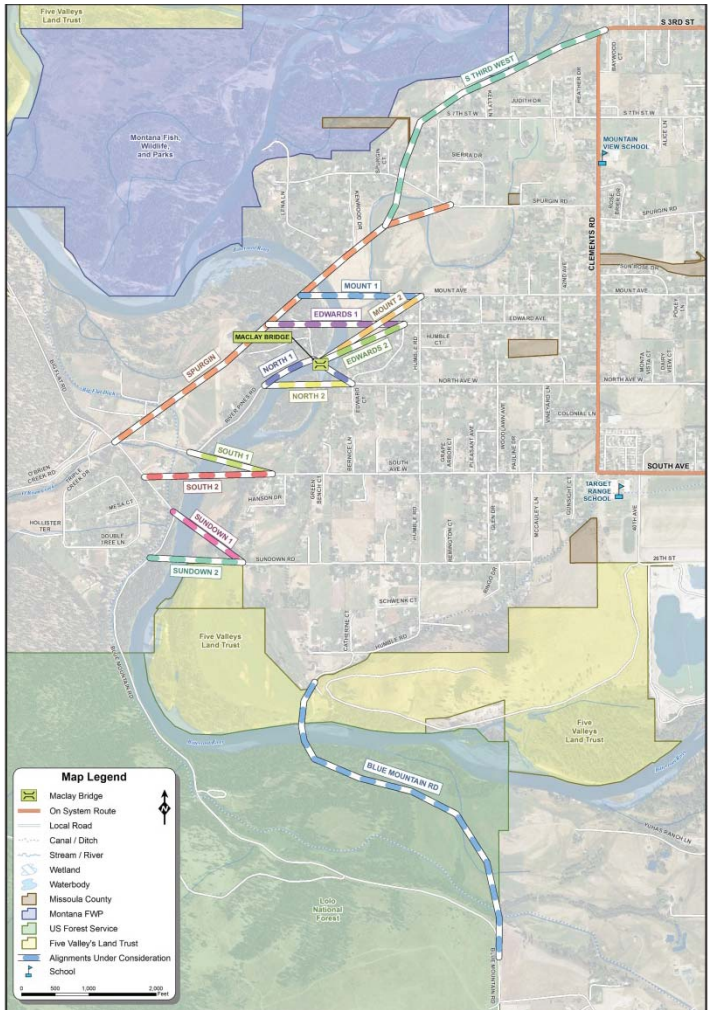
- Humble Road / Blue Mountain Road



Option 3B: Build New Bridge

New Location Not Identified in 1994 EA

- New locations
  - None identified……



Option 4A: Do Nothing

- Represents current situation for Maclay Bridge
- Bridge would remain in its present configuration
- Periodic maintenance to keep the structure in service under its current load limitation
- No changes to the configuration or alignment of the approaches
- Traffic operations at and near the Maclay Bridge would be unchanged
- Pedestrian and bicyclist travel would continue on the existing roadway or other facilities in the area



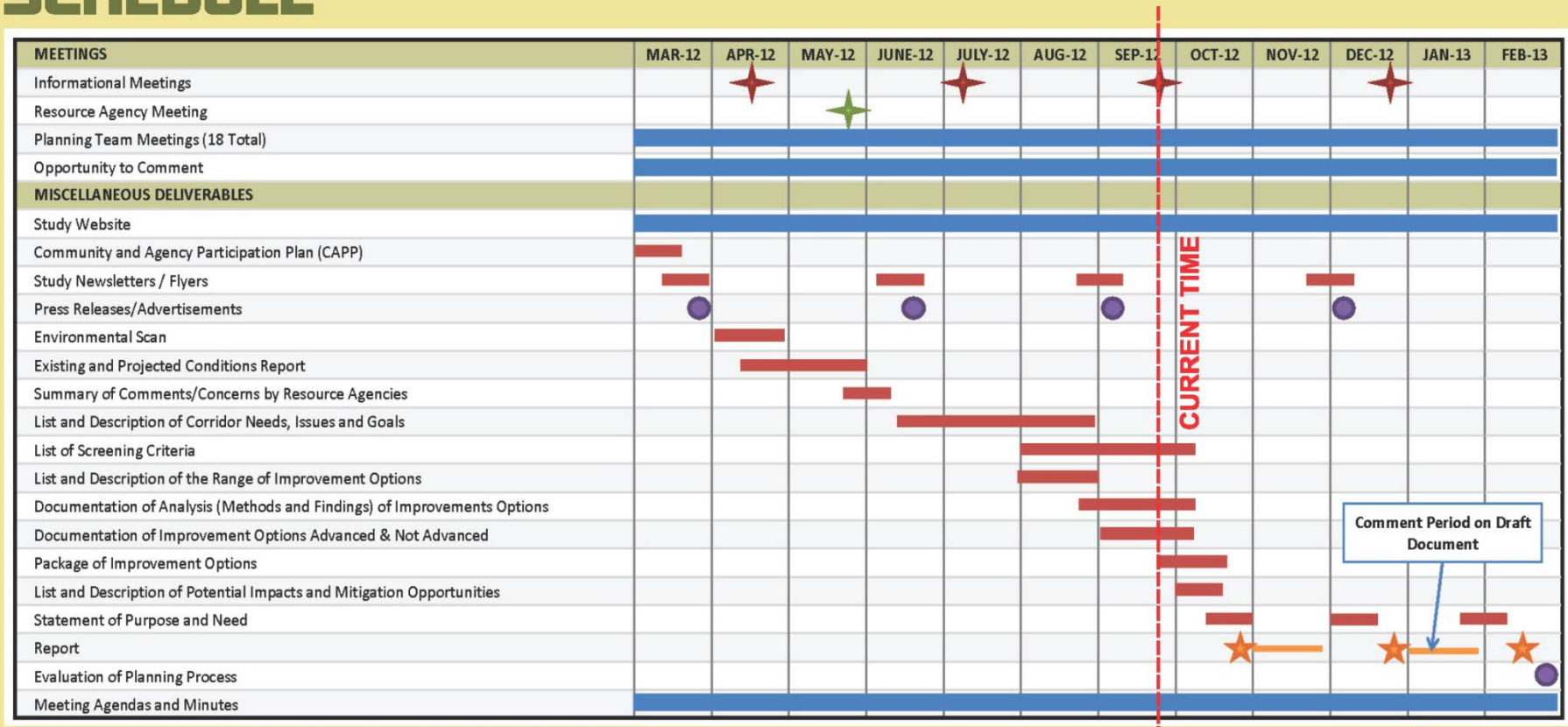
Next Steps and Conclusion

Next Steps

- Continue study coordination and outreach
- Finalize existing and projected conditions report
- Finalize transportation system needs & objectives
- Identify potential improvement options
- Screen potential improvement options based on screening process (*under development*)
- Draft corridor study report

Study Schedule

SCHEDULE



Prepare Planning Study Report

- Draft Study Report (December 2012)
  - Available to the public
    - Posted on website
    - In conjunction with Informational Meeting 4
  - Typically 3-week review
- Finalize the Study Report

Conclusion

- Questions, answers and/or comments?

  Study website:

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

  Study contacts:

Sheila Ludlow
Montana Department of Transportation
Statewide and Urban Planning
PO Box 201001
Helena, Montana 59620-1001

Email:
sludlow@mt.gov
Tel:(406) 444-9193

Lewis YellowRobe
Missoula County
Office of Planning and Grants
435 Ryman Street
Missoula, MT 59802

Email:
lyellowrobe@co.missoula.mt.us
Tel:(406) 258-4651

Erik Dickson
Missoula County
Dept. of Public Works
6089 Training Drive
Missoula, MT 59808

Email:
edickson@co.missoula.mt.us
Tel:(406) 258-3772

Maclay Bridge Planning Study

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 3

DETAILS

Location: Big Sky High School - Multi-Use Room / Cafeteria
915 South Avenue West, Missoula, MT
Date: September 27, 2012
Time: 6:00 PM – 9:30 PM

MEETING NOTIFICATION

- A press release for the meeting was released to area media outlets on September 17th.
- Display ads were posted in the *Missoula Independent* (September 6th and 20th) and the *Missoulian* (September 9th and 23rd).
- 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 81 individuals currently on the study email list.

PLANNING TEAM MEMBER ATTENDANCE

• Shane Stack	MDT
• Sheila Ludlow	MDT
• Susan Kilcrease	MDT
• Zia Kazimi	MDT
• Chris Hardan	MDT
• 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.

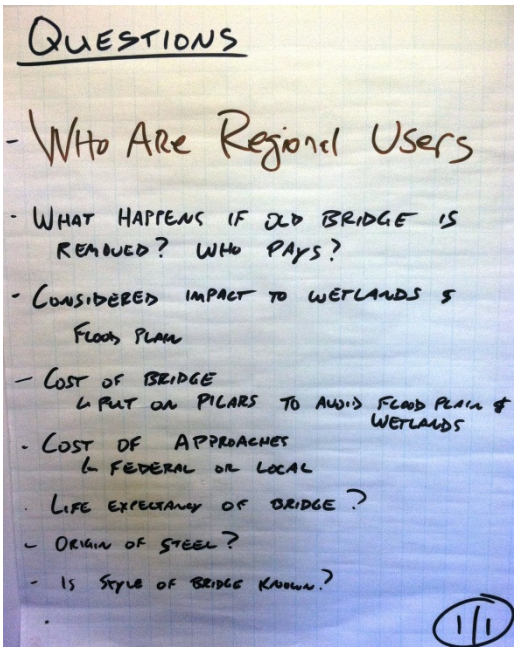
GENERAL

The third informational meeting for the *Maclay Bridge Planning Study* was held on Thursday, September 27th, 2012 at the Big Sky High School in Missoula. The purpose of the meeting was to review the draft needs and objectives, and draft improvement options under consideration, with the public. The meeting began at 6:00 PM. A presentation was made from 6:00 PM to 7:00 PM, followed by a comment period in which participants were asked to step up to the podium and give their comment in 3 minutes or less. Questions embedded in the comment(s) were recorded on a flip chart such that RPA could come back later and respond to the questions. Those participants that exceeded the 3 minute comment period had the option to go to the back of the line and rotate through again to finish their comment (several participants elected to do this).

A total of 81 members of the community signed in at the meeting. Others were present who did not sign in, bringing the estimated total attendance to approximately 100 individuals.

QUESTIONS

A number of comments were posed as questions during the comment period. These questions were recorded on a flip chart (see image). A summary of the questions received during the meeting is presented below, along with draft responses offered at the meeting:

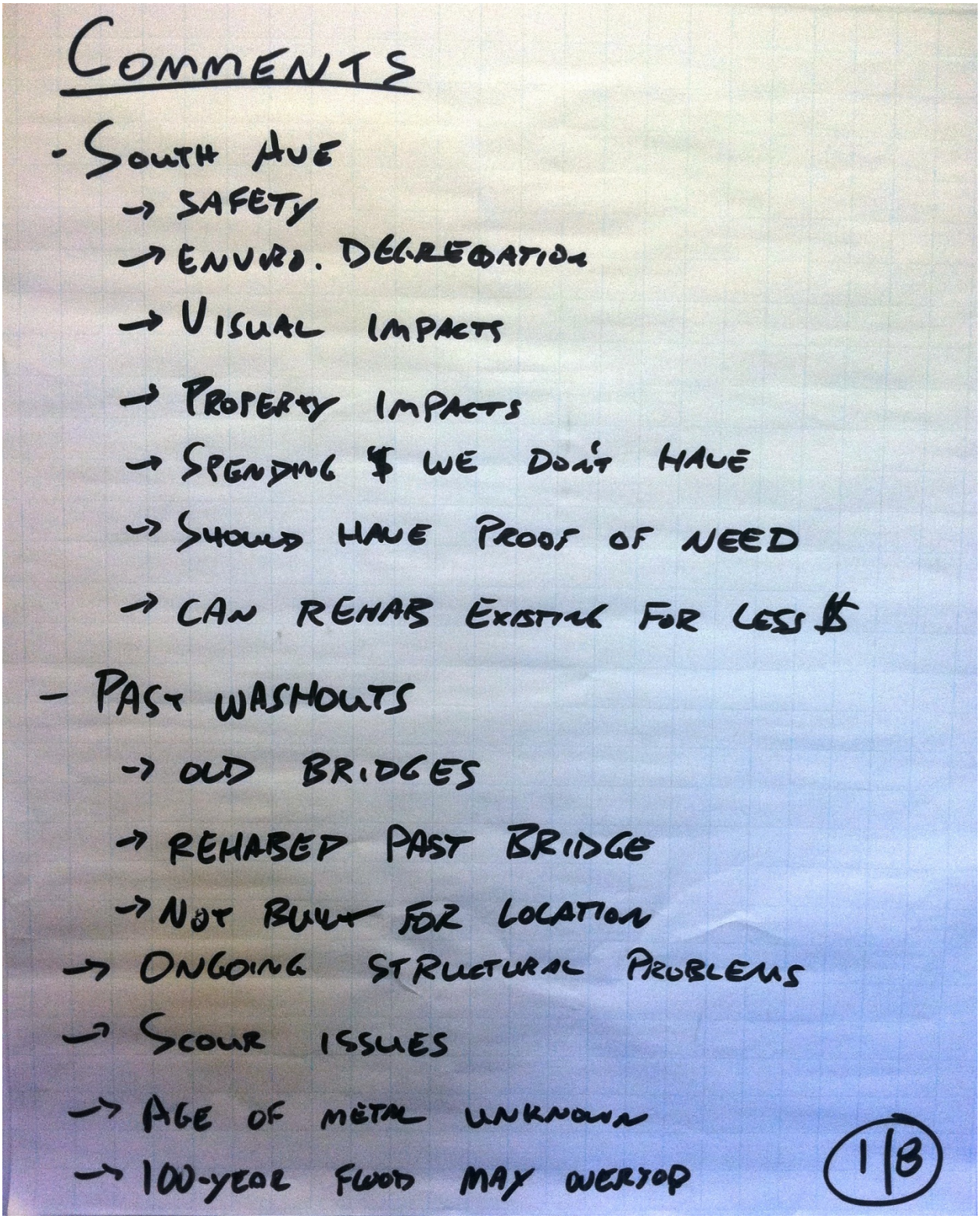


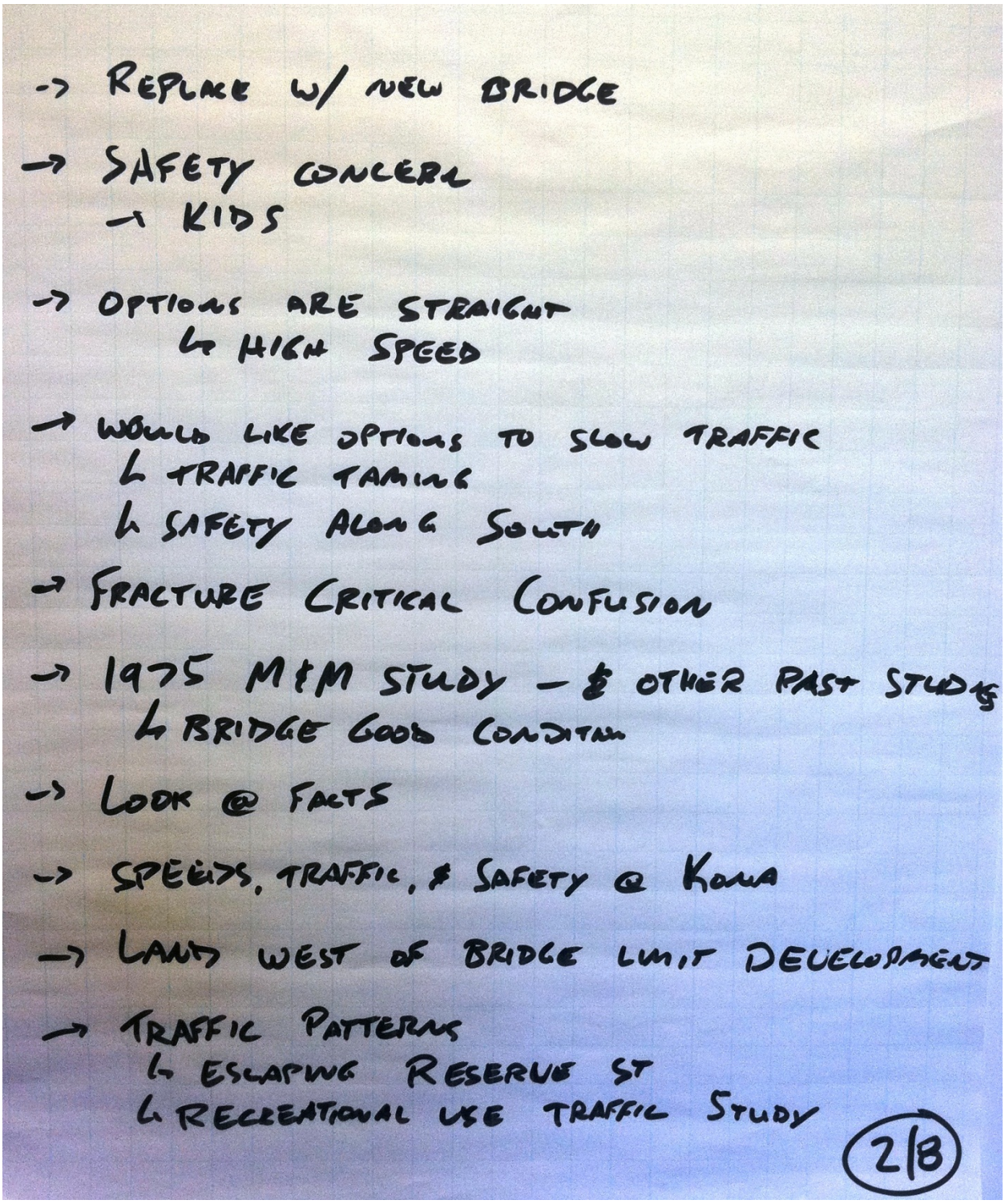
- Who are the “regional users” referenced in the draft Needs and Objectives?
  - *Regional users refer to those individuals in the Missoula urban area that may pass through the Maclay Bridge area to access recreational lands west of the Bitterroot River.*
- What happens if the old bridge is removed? Who pays for removal costs?
  - *The answer to this question was not immediately known at the public meeting.*
  - *Post-meeting clarification: removal costs for the existing single-lane bridge would be eligible costs via the MDT Off-System Bridge Program.*
- Have you considered the impact to wetlands and flood plains at the end of South Avenue?
  - *Wetlands have not been delineated. Wetland delineation is a project level activity that is performed if and when a project is developed. Accordingly, wetland delineation and potential impacts will not occur as part of this pre-NEPA/MEPA planning study. Floodplain limits are known, and will be considered for potential impacts as the study continues.*
- Do you know the cost of a new bridge at a South Avenue location? It would have to be put on pillars to avoid the flood plain and associated wetlands.
  - *The cost of a new bridge at a South Avenue location has not been calculated yet, however “rule-of-thumb” costs for simple bridges are approximately $150 per square foot of bridge.*

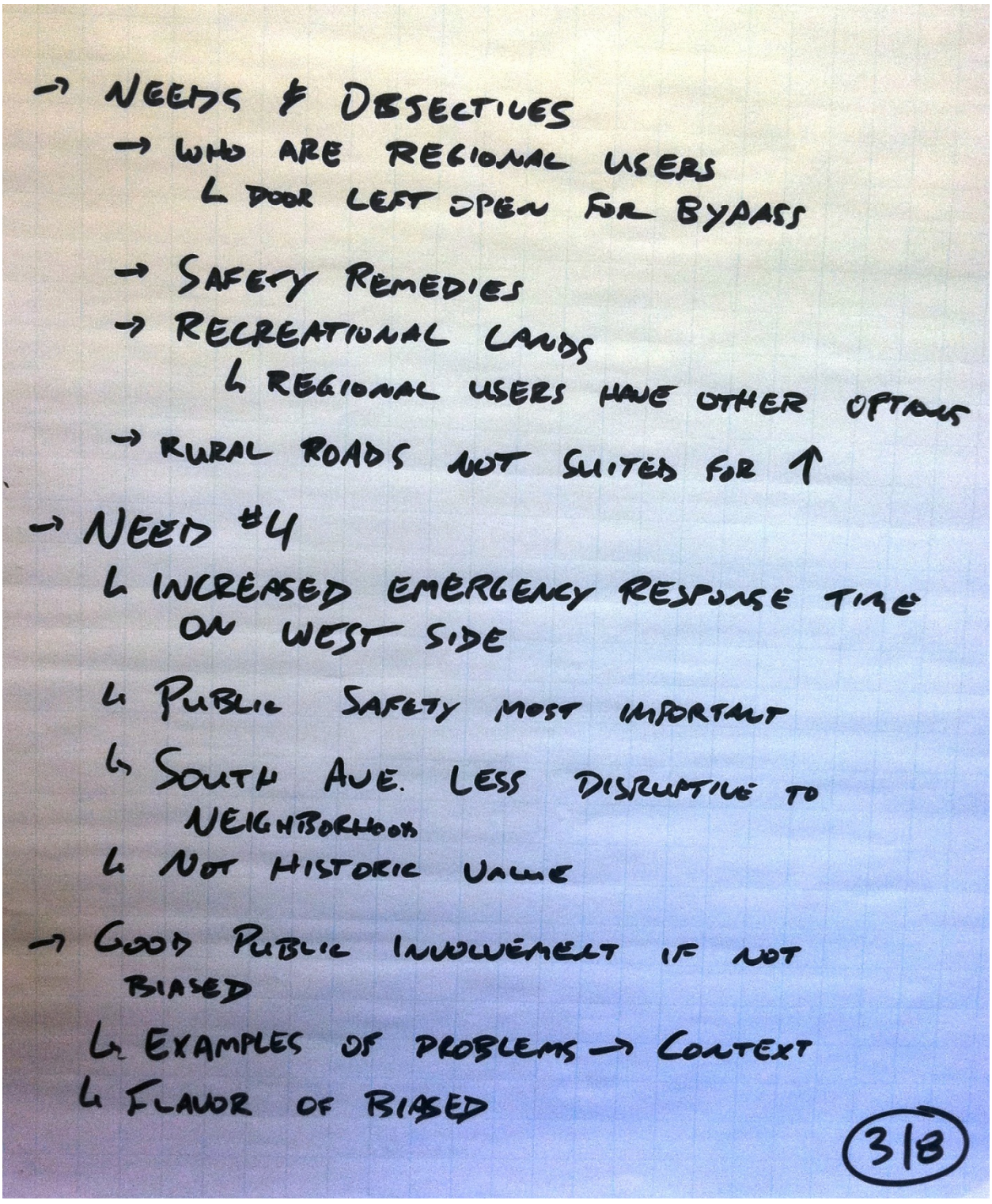
- If a new bridge was built, who pays for the approaches to the bridge, especially if considerable road work is necessary? Does it come from Federal, state or local funds?
    - *Who pays for approaches varies. The MDT Bridge Bureau has latitude when applying "off-system" bridge funds to approaches and roads that connect to the bridge. If the approach/road work is necessary to "tie-in" existing roads to the bridge and bring them up to standards, then generally they can be funded with Federal money through the off-system bridge program. If the approach and road work is a larger part of the overall bridge project, and perhaps builds numerous miles of new roadway, then it is likely not eligible for Federal off-system bridge funds. The MDT Bridge Bureau examines the proportion eligible for Federal funding on a case-by-case basis.*
- What is the life expectancy of the existing bridge under rehabilitation?
    - *Under a major rehabilitation, the goal would be to attain a life expectancy similar to that of a new bridge - between 50 and 100 years of service. For a minor rehabilitation, the life expectancy would be much less than that.*
- Do you know the origin of the steel, and how strong it is? That would influence the rehabilitation potential in the future.
    - *The origin and strength of steel is unknown. To obtain the strength of steel, samples would need to be obtained from the existing structure and tested in a laboratory.*
    - *Post-meeting clarification: the origin and strength of steel of the existing bridge can be reasonably estimated, and has been for analysis purposes, given the documented history and age of the individual bridge sections.*
- Is the style and width of a new bridge known?
    - *The style and width of a replacement bridge is not known. This is a project level discussion and would be decided if and when a project is developed. Due to the type of traffic and surrounding land uses, the minimum requirement for a two-way, two-lane bridge width would likely be 28 feet (two 12-foot driving lanes and two 2-foot shoulders).*

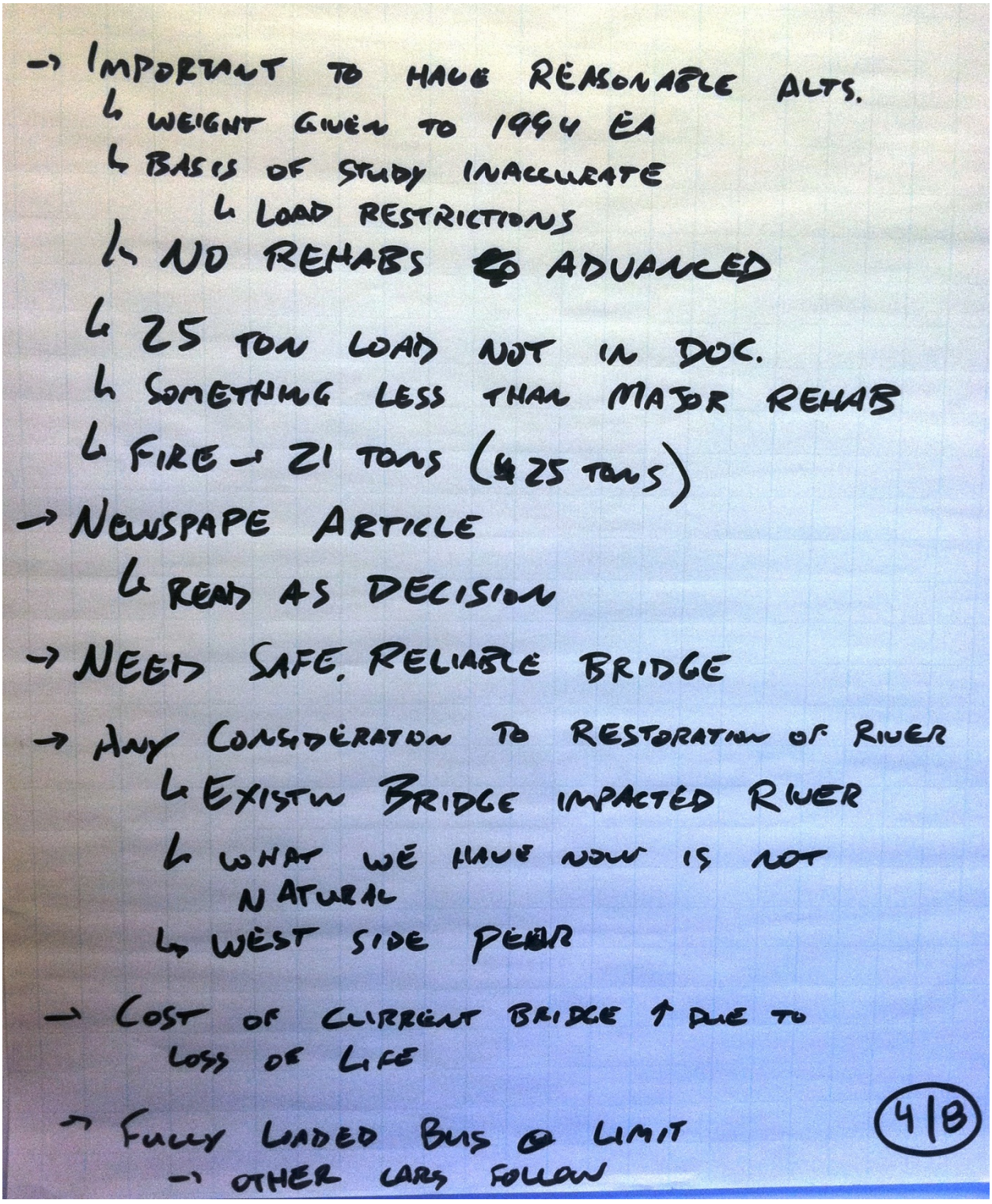
COMMENTS

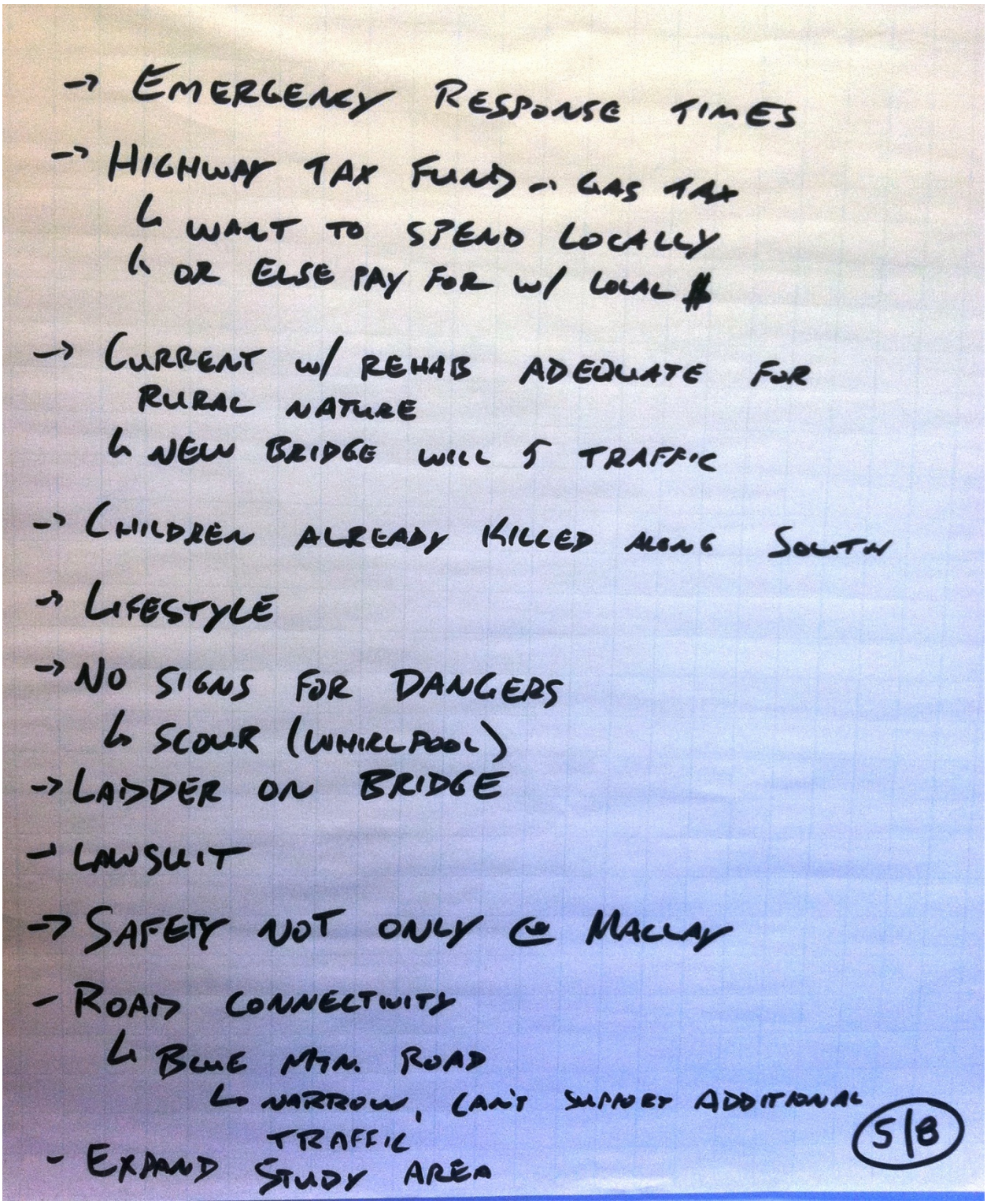
Numerous verbal comments were made during the comment period (i.e. after the presentation). In addition, comment sheets were available for all members of the audience. Several written comments were received at the meeting and are attached. Verbal comments received were transcribed on flip charts. Images of the flip chart notations are included below:

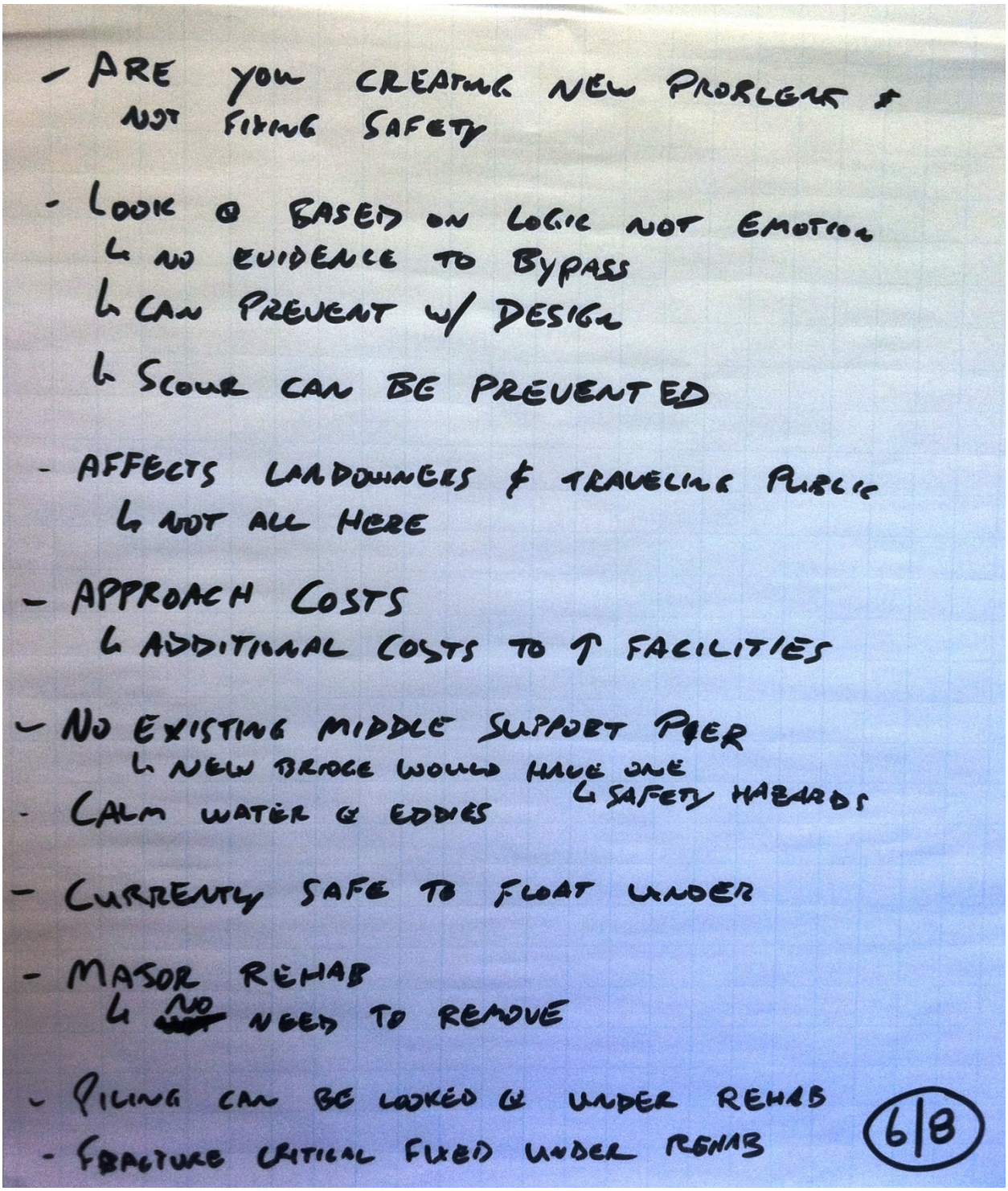

COMMENTS
- SOUTH AVE
→ SAFETY
→ ENVIRO. DEGREDATION
→ VISUAL IMPACTS
→ PROPERTY IMPACTS
→ SPENDING $ WE DON'T HAVE
→ SHOULD HAVE PROOF OF NEED
→ CAN REHAB EXISTING FOR LESS $
- PAST WASHOUTS
→ OLD BRIDGES
→ REHABED PAST BRIDGE
→ NOT BUILT FOR LOCATION
→ ONGOING STRUCTURAL PROBLEMS
→ SCOUR ISSUES
→ AGE OF METAL UNKNOWN
→ 100-YEAR FLOOD MAY OVERTOP
1/8

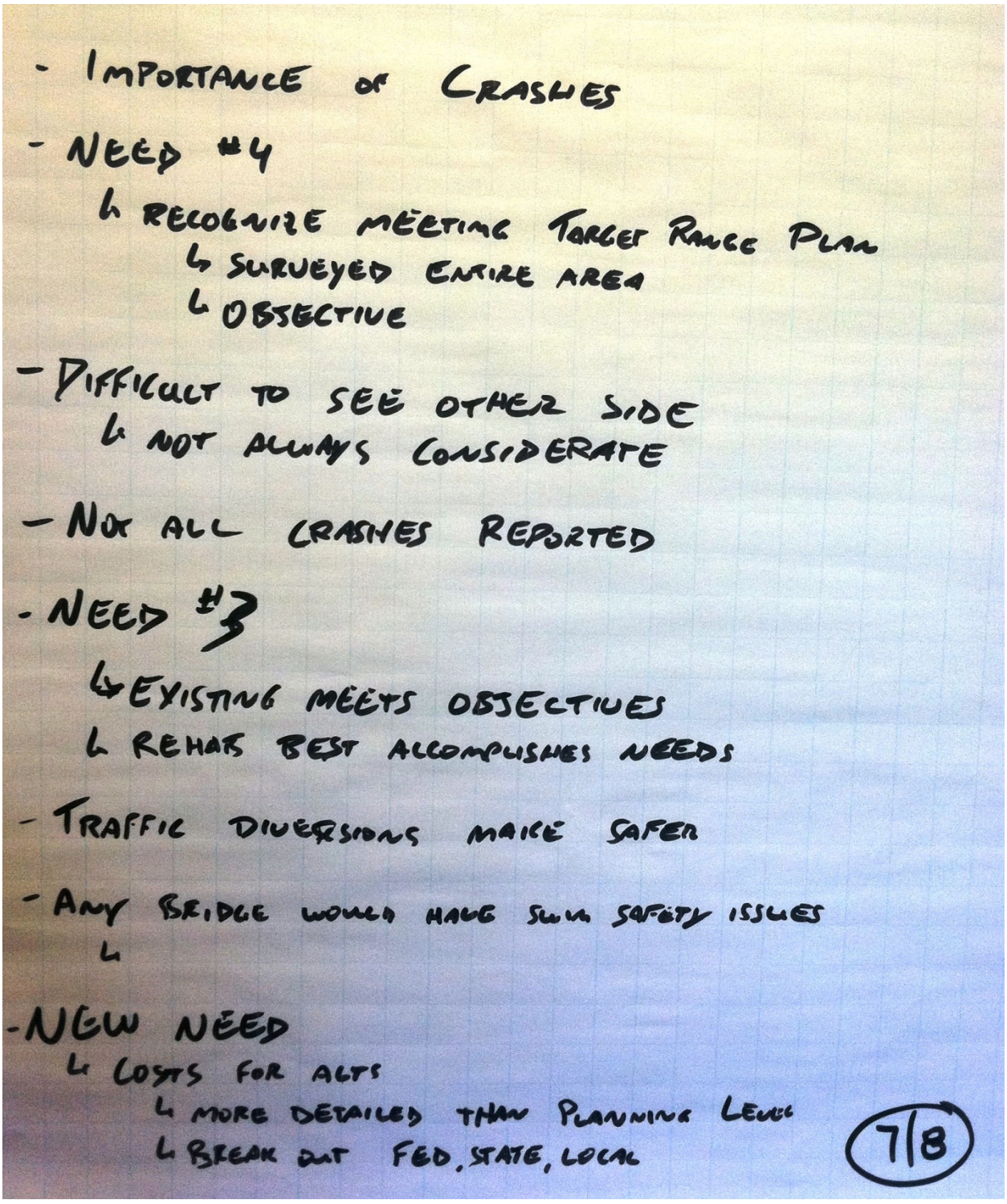

-> REPLACE W/ NEW BRIDGE
-> SAFETY CONCERN
-> KIDS
-> OPTIONS ARE STRAIGHT
L HIGH SPEED
-> WOULD LIKE OPTIONS TO SLOW TRAFFIC
L TRAFFIC TAMING
L SAFETY ALONG SOUTH
-> FRACTURE CRITICAL CONFUSION
-> 1975 M&M STUDY - & OTHER PAST STUDIES
L BRIDGE GOOD CONDITION
-> LOOK @ FACTS
-> SPEEDS, TRAFFIC, & SAFETY @ KONA
-> LAND WEST OF BRIDGE LIMIT DEVELOPMENT
-> TRAFFIC PATTERNS
L ESCAPING RESERVE ST
L RECREATIONAL USE TRAFFIC STUDY
2/8

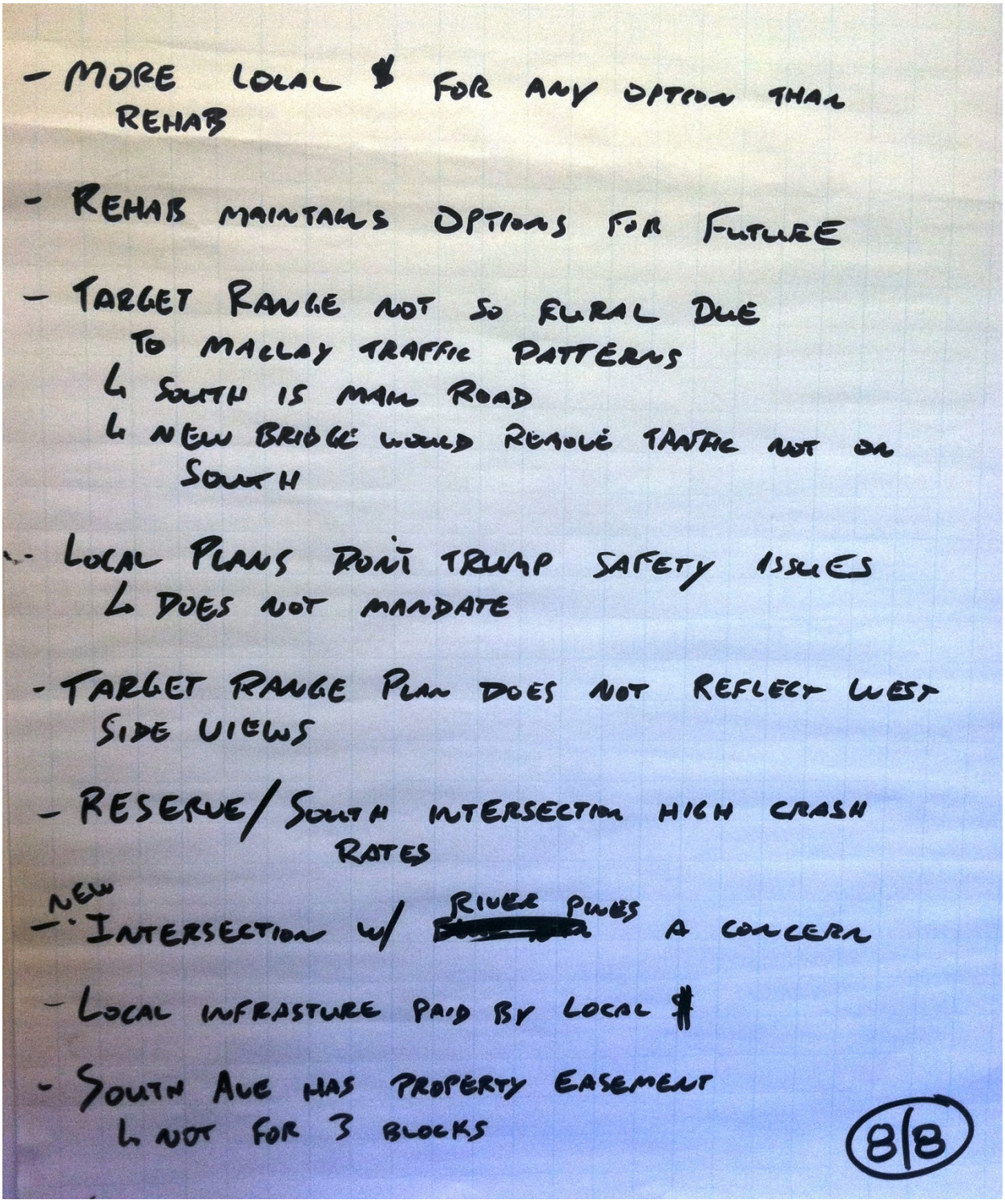

→ NEEDS & OBJECTIVES
→ WHO ARE REGIONAL USERS
↳ DOOR LEFT OPEN FOR BYPASS
→ SAFETY REMEDIES
→ RECREATIONAL LANDS
↳ REGIONAL USERS HAVE OTHER OPTIONS
→ RURAL ROADS NOT SUITED FOR ↑
→ NEED #4
↳ INCREASED EMERGENCY RESPONSE TIME ON WEST SIDE
↳ PUBLIC SAFETY MOST IMPORTANT
↳ SOUTH AVE. LESS DISRUPTIVE TO NEIGHBORHOOD
↳ NOT HISTORIC VALUE
→ GOOD PUBLIC INVOLVEMENT IF NOT BIASED
↳ EXAMPLES OF PROBLEMS → CONTEXT
↳ FLAVOR OF BIASED
3/8


→ IMPORTANT TO HAVE REASONABLE ALTS.
↳ WEIGHT GIVEN TO 1994 EA
↳ BASIS OF STUDY INACCURATE
↳ LOAD RESTRICTIONS
↳ NO REHABS & ADVANCED
↳ 25 TON LOAD NOT IN DOC.
↳ SOMETHING LESS THAN MAJOR REHAB
↳ FIRE → 21 TONS (↳ 25 TONS)
→ NEWSPAPE ARTICLE
↳ READ AS DECISION
→ NEED SAFE, RELIABLE BRIDGE
→ ANY CONSIDERATION TO RESTORATION OF RIVER
↳ EXISTG BRIDGE IMPACTED RIVER
↳ WHAT WE HAVE NOW IS NOT NATURAL
↳ WEST SIDE PIER
→ COST OF CURRENT BRIDGE ↑ DUE TO LOSS OF LIFE
→ FULLY LOADED BUS @ LIMIT
→ OTHER CARS FOLLOW
4/8


→ EMERGENCY RESPONSE TIMES
→ HIGHWAY TAX FUNDS - GAS TAX
↳ WANT TO SPEND LOCALLY
↳ OR ELSE PAY FOR W/ LOCAL $
→ CURRENT W/ REHAB ADEQUATE FOR RURAL NATURE
↳ NEW BRIDGE WILL ↑ TRAFFIC
→ CHILDREN ALREADY KILLED ALONG SOUTH
→ LIFESTYLE
→ NO SIGNS FOR DANGERS
↳ SCOUR (WHIRLPOOL)
→ LADDER ON BRIDGE
→ LAWSUIT
→ SAFETY NOT ONLY @ MACLAY
- ROAD CONNECTIVITY
↳ BLUE MTN. ROAD
↳ NARROW, CAN'T SUPPORT ADDITIONAL TRAFFIC
- EXPAND STUDY AREA
5/8


- ARE YOU CREATING NEW PROBLEMS & NOT FIXING SAFETY
- LOOK @ BASED ON LOGIC NOT EMOTION
↳ NO EVIDENCE TO BYPASS
↳ CAN PREVENT W/ DESIGN
↳ SCOUR CAN BE PREVENTED
- AFFECTS LANDOWNERS & TRAVELING PUBLIC
↳ NOT ALL HERE
- APPROACH COSTS
↳ ADDITIONAL COSTS TO ↑ FACILITIES
- NO EXISTING MIDDLE SUPPORT PIER
↳ NEW BRIDGE WOULD HAVE ONE
↳ SAFETY HAZARDS
- CALM WATER & EDDIES
- CURRENTLY SAFE TO FLOAT UNDER
- MASOR REHAB
↳ NO NEED TO REMOVE
- PILING CAN BE LOOKED @ UNDER REHAB
- FRACTURE CRITICAL FIXED UNDER REHAB
6/8


- IMPORTANCE OF CRASHES
- NEED #4
L RECOGNIZE MEETING TARGET RANGE PLAN
L SURVEYED ENTIRE AREA
L OBSECTIVE
- DIFFICULT TO SEE OTHER SIDE
L NOT ALWAYS CONSIDERATE
- NOT ALL CRASHES REPORTED
- NEED #3
L EXISTING MEETS OBJECTIVES
L REHAB BEST ACCOMPLISHES NEEDS
- TRAFFIC DIVERSIONS MAKE SAFER
- ANY BRIDGE WOULD HAVE SOME SAFETY ISSUES
L
-NEW NEED
L COSTS FOR ALTS
L MORE DETAILED THAN PLANNING LEVEL
L BREAK OUT FED, STATE, LOCAL
7/8


- MORE LOCAL $ FOR ANY OPTION THAN REHAB
- REHAB MAINTAINS OPTIONS FOR FUTURE
- TARGET RANGE NOT SO RURAL DUE TO MACLAY TRAFFIC PATTERNS
L SOUTH IS MAIN ROAD
L NEW BRIDGE WOULD REMOVE TRAFFIC NOT ON SOUTH
- LOCAL PLANS DON'T TRUMP SAFETY ISSUES
L DOES NOT MANDATE
- TARGET RANGE PLAN DOES NOT REFLECT WEST SIDE VIEWS
- RESERVE/SOUTH INTERSECTION HIGH CRASH RATES
- NEW INTERSECTION W/ [redacted] PINES A CONCERN
- LOCAL INFRASTURE PAID BY LOCAL $
- SOUTH AVE HAS PROPERTY EASEMENT
L NOT FOR 3 BLOCKS
8/8

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

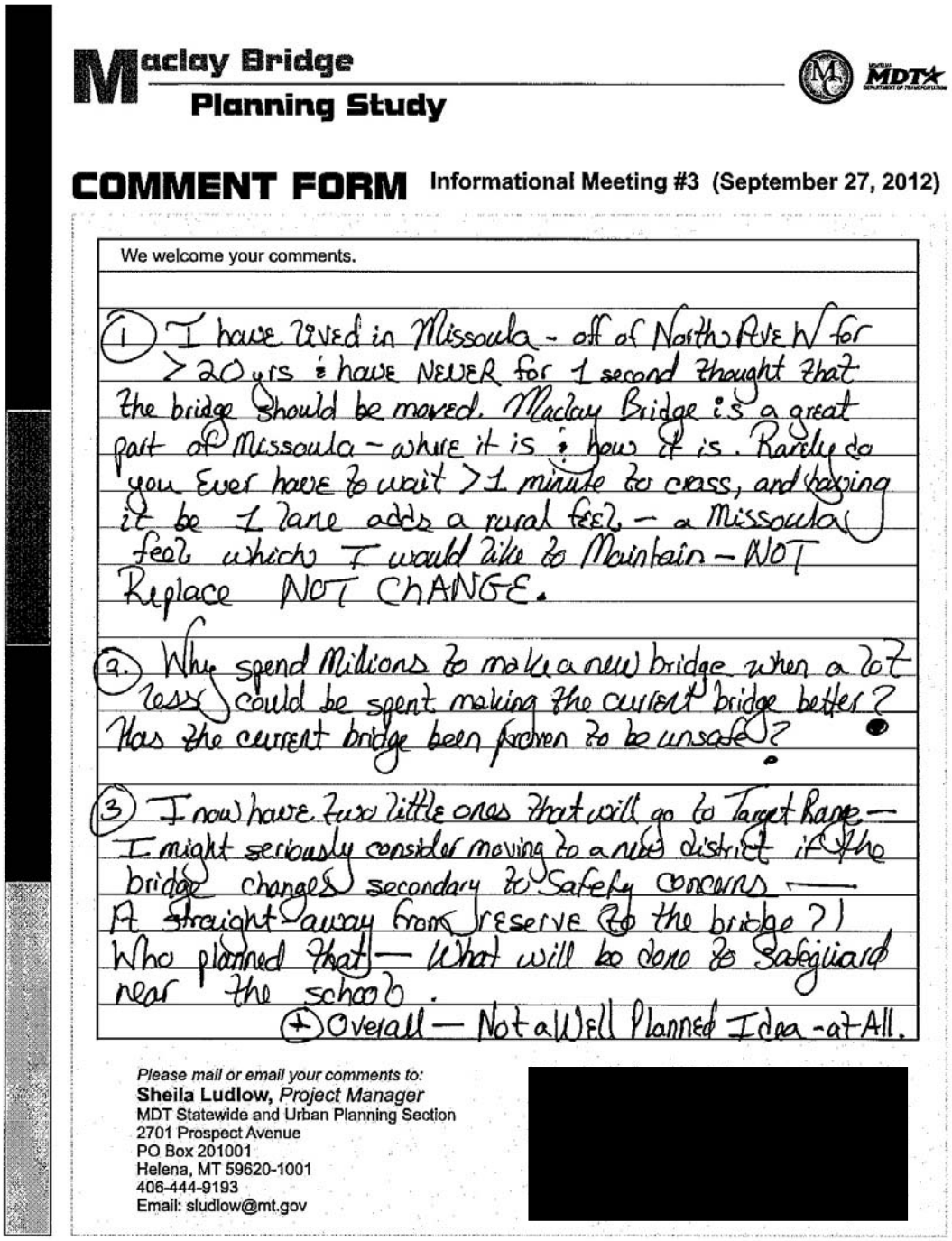
We welcome your comments.

Just as the '94 EA Study recommended, The best option continues to be building a new bridge at The South Ave #1 location. I would submit The following rationales for choosing This recommendation!

1) current bridge location creates scour hole That is an extremely dangerous manmade hazard that has already taken human life & damages river
2) current bridge cannot handle necessary loads for some emergency vehicles
3) current bridge could collapse w/ fully loaded school bus
4) current location causes traffic to reroute from south westby gas & polluting
5) current location takes more time for emergency vehicles from fire station & CMC to cross river - would be quicker @ South Ave.
6) South is already main artery Through target range w/ School, hospital, and fire house. Makes sense & is more efficient to have bridge on main artery.
7) have federal $ to build new bridge, unsure if we don't use federal $ & current bridge fails, would need to use county $.
8) new bridge would create local jobs
9) South Ave location would save gas $, provide cleaner air, eliminate risk, eliminate major county liability, & increase response time for emergency vehicles reaching west side of river
10) bridge @ South would preserve rural nature of Target Range by eliminating traffic That uses Fairview neighborhoods to access current bridge

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: _____
Address: _____
_____
Email: _____
Phone: _____



Maclay Bridge Planning Study

MDT

COMMENT FORM

Informational Meeting #3 (September 27, 2012)

We welcome your comments.

(1) I have lived in Missoula - off of North Ave W for >20 yrs & have NEVER for 1 second thought that the bridge should be moved. Maclay Bridge is a great part of Missoula - where it is & how it is. Rarely do you Ever have to wait >1 minute to cross, and having it be 1 lane adds a rural feel - a Missoula feel which I would like to Maintain - NOT Replace NOT CHANGE.

(2.) Why spend Millions to make a new bridge when a lot less could be spent making the current bridge better? Has the current bridge been proven to be unsafe?

(3) I now have two little ones that will go to Target Range - I might seriously consider moving to a new district if the bridge changes secondary to Safety concerns — A Straight-away from Preserve to the bridge?! Who planned that — What will be done to Safeguard near the school.

(+) Overall — Not a Well Planned Idea - at All.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

[redacted]

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments. — Thank you.

In the interests of preserving the unique character of the Target Range area, while addressing the real safety and traffic concerns presented by the current Maclay Bridge, I would like to see the most minimal approach be adopted. Being a rural community, we don't really need a large new infrastructure, so rehabilitating the current structure and perhaps adding another single lane parallel to the current bridge seems to me to be the most common sense and cost effective approach. Most of the roadway and traffic infrastructure is already present and there would be minimal disruption to traffic if the new sister span was built prior to the current bridge being refurbished. Done properly with traffic calming measures incorporated, this option would seem to have the least additional impact and still address the functional needs of the community, while preserving its same character and charm.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

[redacted]

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

I feel the options have been very well explored and explained.

The importance of traffic calming on South Ave Big Flat / Blue Mtn is paramount with a bridge design.

It was a very well managed meeting!

Thank you!

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

I'm on your email list already.

[redacted]

Maclay Bridge Planning Study

COMMENT FORM Informational Meeting #3 (September 27, 2012)

We welcome your comments.

I live on the West Side of the Bitterroot River. We need Access to the East side. I support the a new Bridge and Retaining the Maclay Bridge Maintained to the End of its Useful Life. The new Bridge doesn't have to Be Like the Kona Bridge. Property Values will Be Effected By Reduced Access. Increased Emergance Response time. Safety is important. We should Not give up the option of funding or PRIORITY for Replacement at County or State Levels. I don't Feel that the Target Range Home owner assoc. (TRHOA) Represents the Interest of all the Residents on the West Side of the River as they Claim.

Please mail or email your comments to:
Sheila Ludlow, *Project Manager*
MDT Statewide and Urban Planning Section
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001
406-444-9193
Email: sludlow@mt.gov

To receive further study information, please provide your name and address:
Name: _____
Address: _____
_____
Email: _____
Phone: _____

Maclay Bridge
Needs and Objectives Comments

Sept. 27, 2012

[redacted]

Need Number 3: Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the area.

I feel Big Flat/Blue Mtn.Rd. in itself is a recreational "site". It's a favorite of all type of bicyclists. It's well-known as the most scenic part of the Missoula Marathon and runners and walkers are frequently seen on all areas of the road. My concern with a Kona Ranch-style bridge is that it will not only increase traffic, but will encourage even larger trucks to use the road. I think Missoula needs, and would benefit more, from keeping this rural area scenic, instead of turning it into another commercial highway. I'm concerned that, as we try to keep up with "progress" and growth, we'll be losing a part of historical, rural, and scenic Missoula that we can't reclaim.

Need Number 4:

I wholeheartedly agree with the objective to "recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events". Regardless of the outcome of the bridge decision (though I favor a one-lane bridge), I feel very strongly about the importance of leaving Maclay Bridge intact as a part of Missoula's history and to be used by bicyclists and pedestrians,

Thanks for listening.

Sincerely,

[redacted]

Maclay Bridge
NEEDS & OBJECTIVES COMMENTS

[redacted]

My home is west of the Bitterroot River, adjacent to Big Flat Road, about 4 miles from Maclay Bridge. I would like to comment about these NEEDS AND OBJECTIVES.

1. The introductory paragraph of the draft report talks about 'local and regional' use of the bridge. My assumption is that 'local' refers to neighborhood users, ie, those that live in Target Range or Big Flat areas, including O'Brien Creek. So, "Who are regional users?" The word "Regional" is used several times in this report, but there is no explanation. It is a term that could be interpreted as a door left open for a by-pass in spite of denials that there is any intent to do that.

2. Need number 1: "Improve the safety and operation of the river crossing and connecting roadway network." This is a commendable goal, but Montana Department of Transportation has only recently assessed crash trends at this location and prescribed remedies. Since those remedies have yet to be implemented, it would seem that a large part this need may have already been met.

3. Need number 2: "Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area." One objective for this need is: "Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River. Again, we see the term 'regional', but another key word is recreational lands. I would like to point out that 'regional users' have two other nearby bridges to accommodate recreational access. Certainly, the few minutes lost in using Buckhouse or Kona Ranch Bridges does not inhibit recreation. If recreation is driving the need for access, that purpose imposes neither a sense of urgency nor the need for large capital investment to enhance a short-cut to an area served by two other nearby bridges. Opening an alternate corridor into this area will jeopardize recreational values west of the river by channeling higher speed, higher volume traffic onto rural roads ill-suited for such purposes.

4. Need number 3: "Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area." An objective for this need is "Provide reasonable access to recreational sites in the study area." Surely, the existing Maclay Bridge, plus two existing high capacity bridges, satisfies that need. Another objective is "Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options." The Target Range Neighborhood Plan did consider the bridge and potential replacements. The best solution for neighborhood goals

was continued maintenance and support of the existing bridge, which happens to be eligible for the National Historic Register. Any other option appears to be contrary to the Neighborhood Plan. Therefore, I submit to you that in-place rehabilitation of the existing Maclay Bridge best accomplishes these objectives, while accommodating the recognized needs of this Study and the Target Range Neighborhood Plan.

Thank you,

[redacted]

News

January 21, 2013

FOR IMMEDIATE RELEASE

For more information:
Lori Ryan, Public Information, MDT, (406) 444-6821

Informational meeting to present the Draft Maclay Bridge Planning Study – Missoula County

Missoula – Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. A fourth informational meeting will be held on Thursday, January 31, 2013 at the GuestHouse Inn, Suites and Conference Center, 3803 Brooks Street in Missoula. The conference facility is located on the north end of the property, and can be accessed from Old Highway 93. The meeting will be an open-house format starting with a presentation at 6:00 p.m., followed by a comment and question period. The purpose of the meeting is to present the screening process, and to gather feedback on the draft planning study report. Beginning on January 30, 2013, the draft planning study report may be viewed at:

http://www.mdt.mt.gov/pubinvolve/maclay/documents.shtml

The Maclay Bridge Planning Study is a pre-environmental study allowing for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study identifies potential options and assists in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project.

The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach.

Participation is a very important part of the process, and citizens are encouraged to attend and participate. Opinion, comments and concerns may be submitted in writing at the meeting, by mail to Sheila Ludlow,

Project Manager, MDT Statewide and Urban Planning, PO Box 201001, Helena, MT. 59620-1001, or online at

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate that your comments are for the Maclay Bridge Planning Study. Comments are due by February 22, 2013.

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

---------END----------

Project name: Maclay Bridge Planning Study
Missoula County

News

Informational Meeting

Present Draft Maclay Bridge Planning Study
Missoula County
Thursday, January 31, 2013 6:00 p.m.
GuestHouse Inn, Suites & Conference Center
3803 Brooks St., Missoula, MT

Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The purpose of the meeting is to present the screening process, and to gather feedback on the draft planning study report.

The planning study identifies potential options and assists in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not an environmental analysis, design or construction project. The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach.

The meeting is open to the public and the public is encouraged to attend. Local governments attempt to provide accommodations for any known disability that may interfere with a person's participation in this meeting. For reasonable accommodations to participate in this meeting, please contact Jeff Key, Robert Peccia & Assocs. Inc, at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment_form.shtml Please indicate comments are for the Maclay Bridge Planning Study.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
LINDA St-Peter	4805 Bitterroot DR	stpeterlinda@yahoo.com
Don Stevenson	4528 Edward - Msla	
Mike Brunside	4610 Edwards Msla	maclaybridge@gmail.com
Michele Landquist	BCC	MLandquist@co.missoula.mt.us
Jenaiva Soule	2416 Hanson DR - Msla, MT	jsoule@co.missoula.mt.us
GENE KAUFMAN		gene.kaufman@dot.gov
Lewis Yellow Robe	County Planning Office	
PAT LANDELLS	4700 US Hwy 93 S	Patamahoot@Yahoo.com
Brian Riggers, Linh Hoang Beccasyte/Riggers	2495 Green Bench Ct	Camessonia@gmail.com briggers@Camessonia
Greg Peters	3803 Spurgin Rd	petersg@bjsk.net
Lloyd Acker	4425 North Ave W	
Jim Roach	4720 Humble Rd	jimbobmt@gmail.com
Dave Loomis	8155 Mesa Ct	mizoola@gmail
WILL McDOWELL	4660 Spurgin Rd	willymcdowell@yahoo.com
Sharon Sterbis	4652 South Ave W	sterbis@montana.com
Liz Stevenson	8300 RED HAWK VIEW	
Charles Stevenson	" " "	
Suzanne Schweitzer	11905 Green Acres Rd Missoula, MT	suzannemt@hotmail.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Avi Roscoe	855 Big Sky Ln Missoula, MT 59801	
Darla Steeb's (Bryan)	17142nd Ave	
Jim O'Reilly	4319 Sierra Dr	joreilly@bresnan.net
FRANKLIN R. MUTH	2707 MOUNT	fmuth@muthengrs.com
George Hirschenberger	4475 Sundown Rd 59804	—
LARRY MARTIN	4740 South	—
Jason Helms / Jen Helms	2200 Rafferty Lane	jjhelms@hotmail.com
Tim & Mary Thompson	4544 Edward Ave	
Dana Headapohl	4740 South Ave W	dana@headapohl.com
Thomas Peterson	N855 HOWSON MSLA	
Mitch Fam	3704 Mount	
Jim Flaherty	4516 South Ave mslA	MTRoadKill@AOL
Kathleen Harvey	1235 Windemere Dr 59804	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Don St. Peter	3605 Britton Rd. 59804	donSTPLaw@hotmail.com
Linda L. Daniels	1810 Riverside Dr. Miss 59804	
Dona T. Soule	2416 Hanson Drive Missoula, MT 59804	—
Fred Stewart	4675 South Ave W. 59804	
Roger & Janet Anthes	3840 Spurgin Rd 59804	
James A Hempleman	4400 North Ave 59804	
Steve Seninger		
Shayna Gedney	4412 Spurgin Rd	
Ken Madden	4623 South Ave W	Ken@psnwmt.com
ROY OWINGS JR.	c	
Joe Jensen	4611 North ave W	
Jon Weisul	2292 Bald Eagle Close	
Willis Curdy	11280 Kona Ranch Rd	
Jim Stauffer	2637 Cardinal Dr.	stauffermontana@gmail.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
George, Gladys, Shannon Schreiner	855 Big Sky Ln Msl MT 59804	snowstar04@hotmail.com
Olleke Rappe-Daniels	1810 Riverside Dr Msla MT 59804	orappedaniels@gmail.com
Bob Schweitzer	11905 Greenacres Rd Msla 59804	outlaw143@hotmail.com
Charles Crowther	4236 Edward Msla 59804	
Peggie Morrison	4415 So Ave NW.	ak_pegm@yahoo.com
Nancy Chandler	4401 South Ave W Msla 59804	mhnchandler@q.com
Michael Chandler	" "	"
Susan Smalley	4248 Mount ave	
Lonna Ryckman	4404 Mount Ave.	
Don Loftsgarden	4400 Spurgin Rd	don@tempesttech.com
Nanette Loftsgaarden	"	"
Sam Ensign	O'Brien Cr	
GARY BOTCHEK	2500 GUNSIGHT CT. MSCA	n/le1946@live.com
Bonnie White	13451 O'Brien Creek Rd.	
DUSTIN HIROSE	1626 BRENDAN WAY	dustin.hirose@hdrinc.com
JOHN C DUBOIS	10930 CEDAR RIDGE Rd.	MONTDUB65@YAHOO
GRANT KIRK	PO BOX 8953, MSLA, 59807	grant@fwlt.org
Lee R. Coleman	2213 PADDINE Dr. 59804	
DAVE GRAY	2236 S. 13th St. W 59801	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Frances A. Cuning #1	3401 Hanson Dr. Missoula, Mont.	
Bob Carter	SPRUCE RD.	
Rita Mae Pratt	4231 Mount Ave West	chipperga177@yahoo.com
Helen Scanlan	2555 Blue MT Rd	
Jay GETZ	3204 FIVER Rd	jay.getz@fbmt.com
Maureen Wessel	2292 Bald Eagle Close	
Kathy Armstrong	10475 Cedar Ridge	Kathy_Armstrong@FSAFed.com
Jerry Armstrong	"	"
Keanan Armstrong	"	"
Marcia Kircher	8061 Grebe Court	R.M.Kircher@bresnan.net
Robert Kircher	" " "	RKircher@Bresnan.net.
Katelyn Bykaki	4228 South Ave W	katelyn.bykaki@gmail.com
Bill Cahill	2521 South Ave.	b.cahill@mdt.mt.gov
Gene Thompson	4320 Sierra DR	genejthompson@gmail
Tony Menendez	3900 N. Ave W 59804	menendeztony@msn.com.
Kim Briggeman	4250 Lacasa Missoula	Kbriggeman@missoula.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
DEAN GINGERICH	4406 SPURGIN	
Mike Houck	4614 South Ave W	msh@bresnan.net
Pete Blud	3948 Sunrose Dr.	
Mary Thompson	4544 Edward	
Jill Alban	9950 O'Brien Creek Road	jillyjmb@hotmail.com
TOM BRIGHAM	11455 GREENACRES RD	tbbrigham@gmail.com
Diane Stauffer	2635 Cardinal Dr Msla	stauffermontana@gmail.com

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Sandra Ackes	4425 North Ave W Msla 59804	
Patrick O'Herren	200 West Broadway Mso	poherren@co.missoula.mt.us
John & Becky Peters	4610 South Ave W Msla 59804	johnandbeck@yahoo.com
Daphne Herling	9601 Cedar Ridge Rd Msla 59804	
Ben & Chris Deeble	2475 Humble Rd Msla 59804	bddeeble@gmail.com
John Jacobs	4608 South Ave W 59804	J.3RED@Att.com
Shannon Jacobs	"	Shannon.M.Jacobs@Gmail.com
Bill Carey	199 W. Pine (02)	bcarey@co.missoula.mt.us

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Whitney Martin		thebezoars@gmail.com
Tom Stockstill	2109 Woodlawn	

Maclay Bridge Planning Study

SIGN-IN SHEET Informational Meeting #4 (January 31, 2013)

NAME	ADDRESS	EMAIL
Geri Stewart	4675 So. Ave. W.	

Maclay Bridge
Planning Study

WELCOME

INFORMATIONAL MEETING #4
JANUARY 31, 2013





MONTANA
DEPARTMENT OF TRANSPORTATION

SECOND LEVEL SCREENING POINT ASSIGNMENTS & RANKING

Second Level Screening Question ID	POINT ASSIGNMENTS FOR OPTIONS CONSIDERED						
	OPTION 1 - IMPROVE SAFETY AND OPERATIONS ON EXISTING BRIDGE	OPTION 2 - REHABILITATE THE BRIDGE		OPTION 3 - BUILD NEW BRIDGE			
	1G Add New 1 – Lane Bridge & Retain Old for 1-Way Travel	2C Minor Rehab (includes Approaches)	2D Major Rehab (includes Approaches)	3A.2 North 1	3C.2 Mount 2	3E.1 South 1	3E.2 South 2
OS1. Would the option improve sub-standard elements on the bridge?	7	7	7	1	1	1	1
OS2. Would the option improve vehicle load restrictions on the bridge?	7	7	1	1	1	1	1
OS3. Would the option accommodate bicyclists/pedestrians on the bridge and its approaches?	7	7	7	1	1	1	1
OS4. Would the option reduce crashes resulting from approaches to the bridge?	7	1	1	1	1	1	1
OS5. Would the option accommodate future capacity demands?	1	7	7	1	1	1	1
OS6. Would the option help reduce or eliminate vehicle delays at the river crossing?	7	7	7	1	1	1	1
OS7. Does the option provide an efficient grid connection to the major road/street network in the Missoula area?	3	5	5	5	7	1	2
CC1. Planning level construction costs.	3	1	2	4	7	5	6
CC2. Annual maintenance costs.	6	7	3	5	2	1	4
R 1. Effects on aquatic resources?	7	5	5	5	1	2	3
R 2. Will the options have impacts to protected 4 (f) or Section 106 resources?	1	1	7	7	7	1	1
R 3. Will the options affect lands held under conservation easements?	1	1	1	1	1	1	1
NS1. Number of privately owned parcels Impacted?	1	6	6	6	4	2	3
NS2. Number of structures impacted?	1	7	7	7	1	1	1
NS3. R/W needs?	4	2	2	2	7	5	6
NS4. Does the option compare favorably with year 2040 “no action” model traffic volume increases in front of Target Range School?	5	2	2	4	1	7	6
TOTAL TABULATED POINTS	68	73	70	52	44	32	39
RANKING	5	7	6	4	3	1	2

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:

Sheila Ludlow
Montana Department of Transportation
Statewide and Urban Planning
PO Box 201001
Helena, Montana 59620-1001

Email:
sludlow@mt.gov
Tel:(406) 444-9193

Lewis YellowRobe
Missoula County
Office of Planning and Grants
435 Ryman Street
Missoula, MT 59802

Email:
lyellowrobe@co.missoula.mt.us
Tel:(406) 258-4651

Erik Dickson
Missoula County
Dept. of Public Works
6089 Training Drive
Missoula, MT 59808

Email:
edickson@co.missoula.mt.us
Tel:(406) 258-3772

Submit comments on draft report to:

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

Maclay Bridge Planning Study

MEETING MINUTES

INFORMATIONAL MEETING - NUMBER 4

DETAILS

Location: Guest House Inn & Suites Conference Center
3803 Brooks Street, Missoula, MT
Date: January 31, 2013
Time: 6:00 PM – 9:10 PM

MEETING NOTIFICATION

- A press release for the meeting was released to area media outlets on January 17th.
- Display ads were posted in the *Missoula Independent* (January 17th and 31st).
- 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 108 individuals currently on the study email list.

PLANNING TEAM MEMBER ATTENDANCE

• Shane Stack	MDT
• Sheila Ludlow	MDT
• Zia Kazimi	MDT
• Chris Hardan	MDT
• Corrina Collins	MDT
• Gene Kaufman	FHWA
• Lewis YellowRobe	Missoula County
• Erik Dickson	Missoula County
• Jeff Key	RPA
• Trish 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.

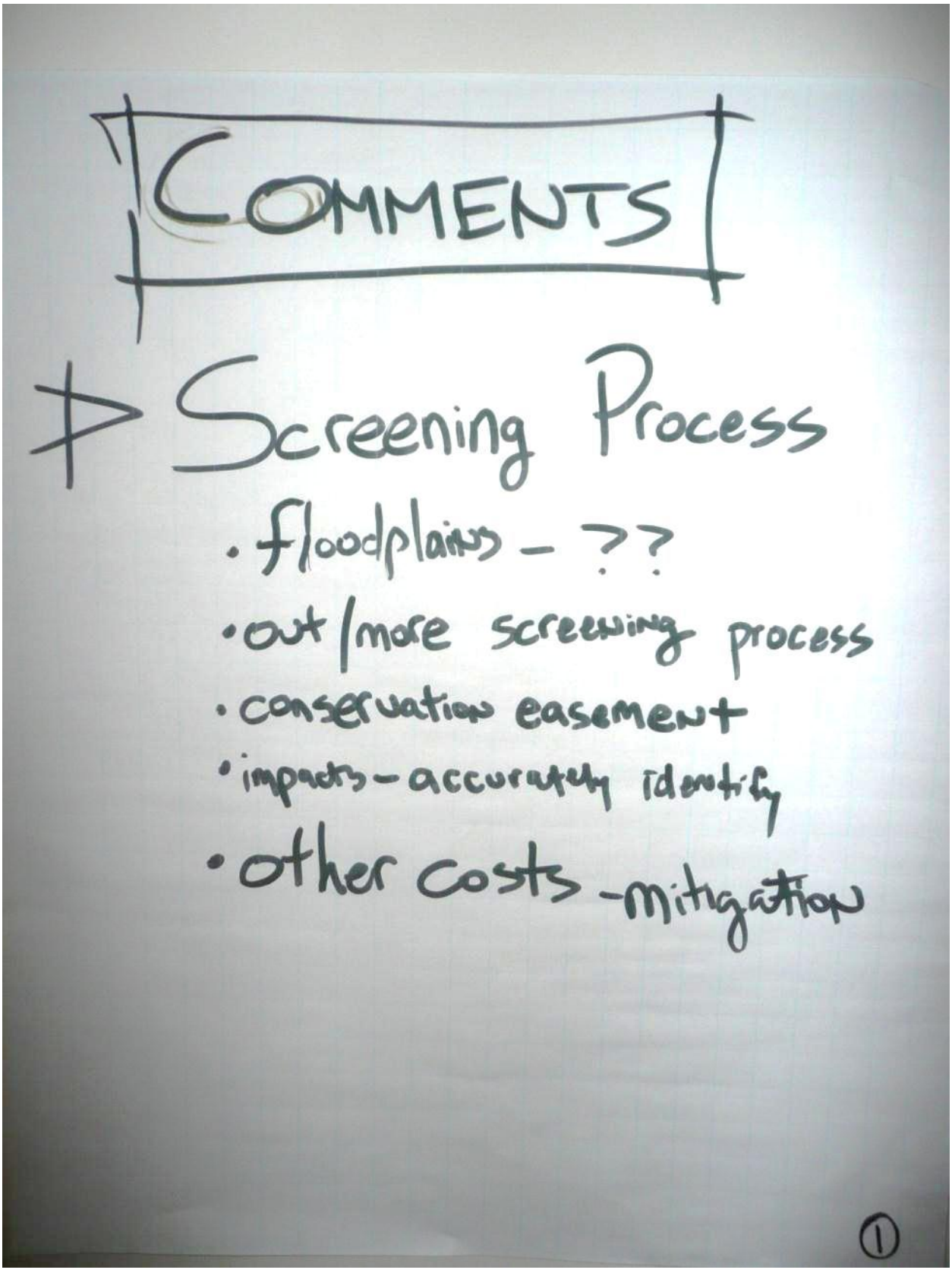
GENERAL

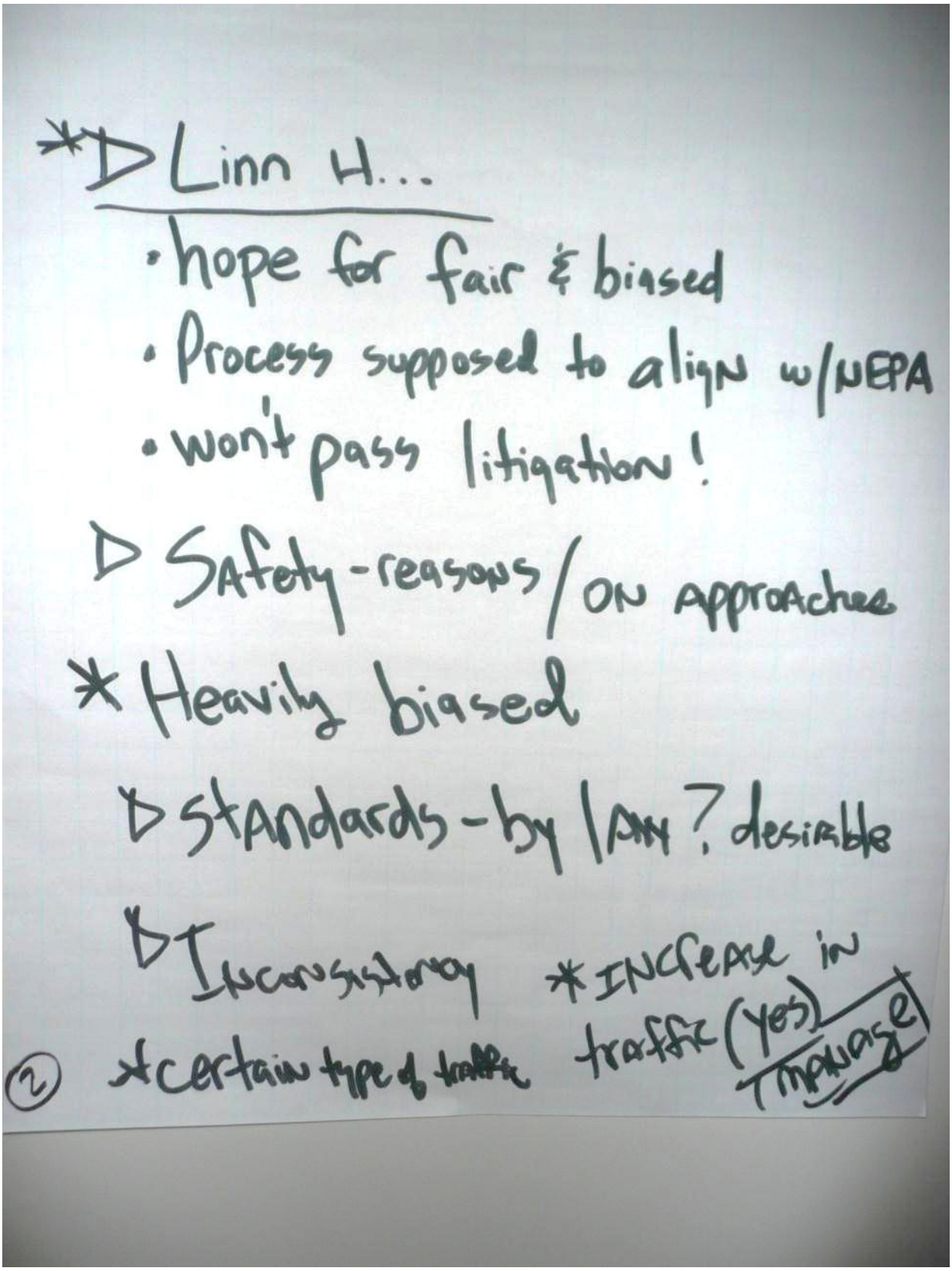
The fourth informational meeting for the *Maclay Bridge Planning Study* was held on Thursday, January 31, 2013 at the Guest House Inn & Suites in Missoula. The purpose of the meeting was to review the screening process and the recommended option with those in attendance. The meeting began at 6:00 PM. A presentation was made from 6:00 PM to 7:00 PM, followed by a comment period in which participants were asked to step up to the podium and give their comment in 4 minutes or less. Those participants that exceeded the 4 minute comment period had the option to go to the back of the line and rotate through again to finish their comment (several participants elected to do this). The comment period was closed at 9:10 PM.

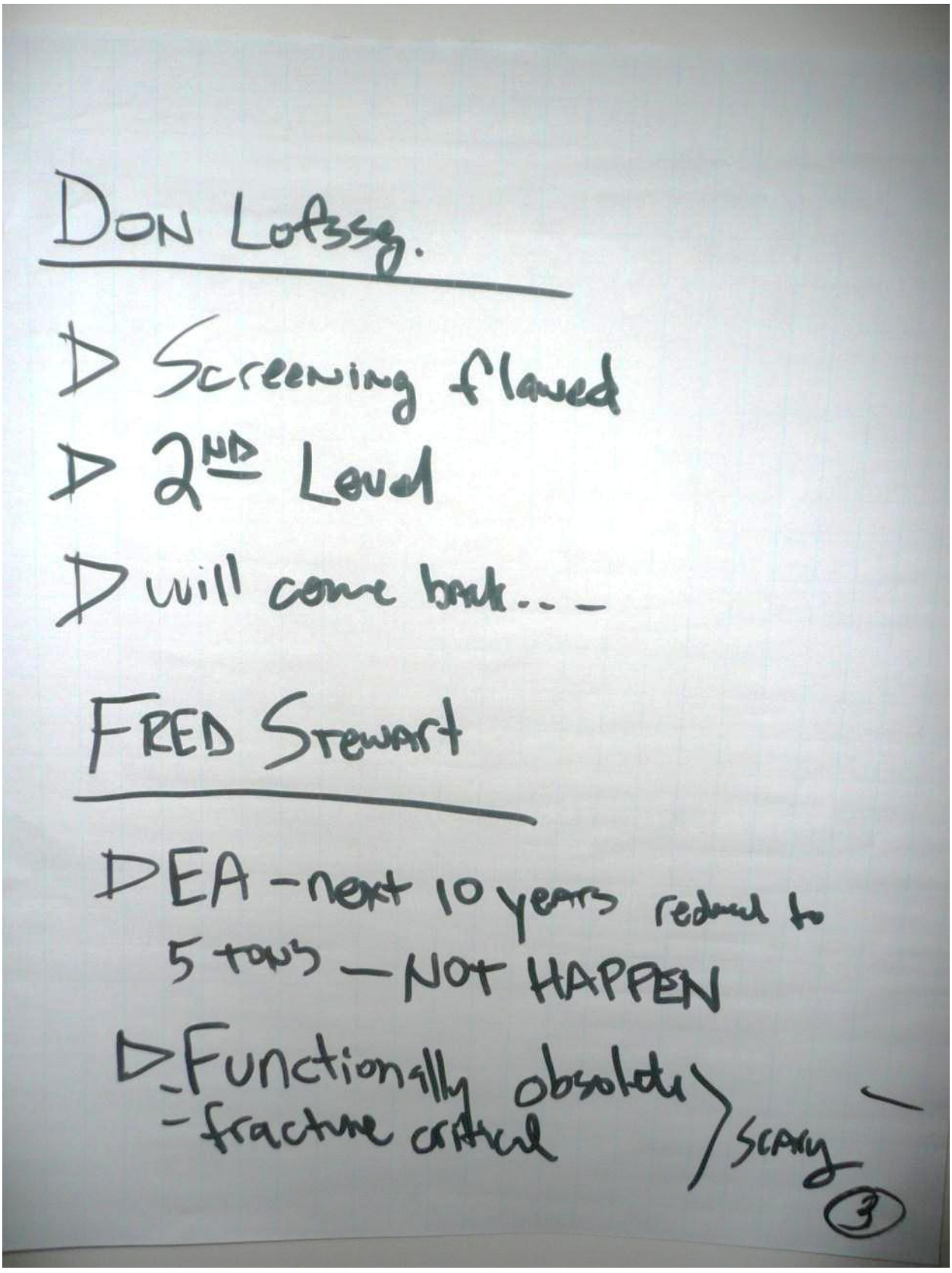
A total of 110 members of the community signed in at the meeting. Others were present who did not sign in, bringing the estimated total attendance to approximately 120 individuals.

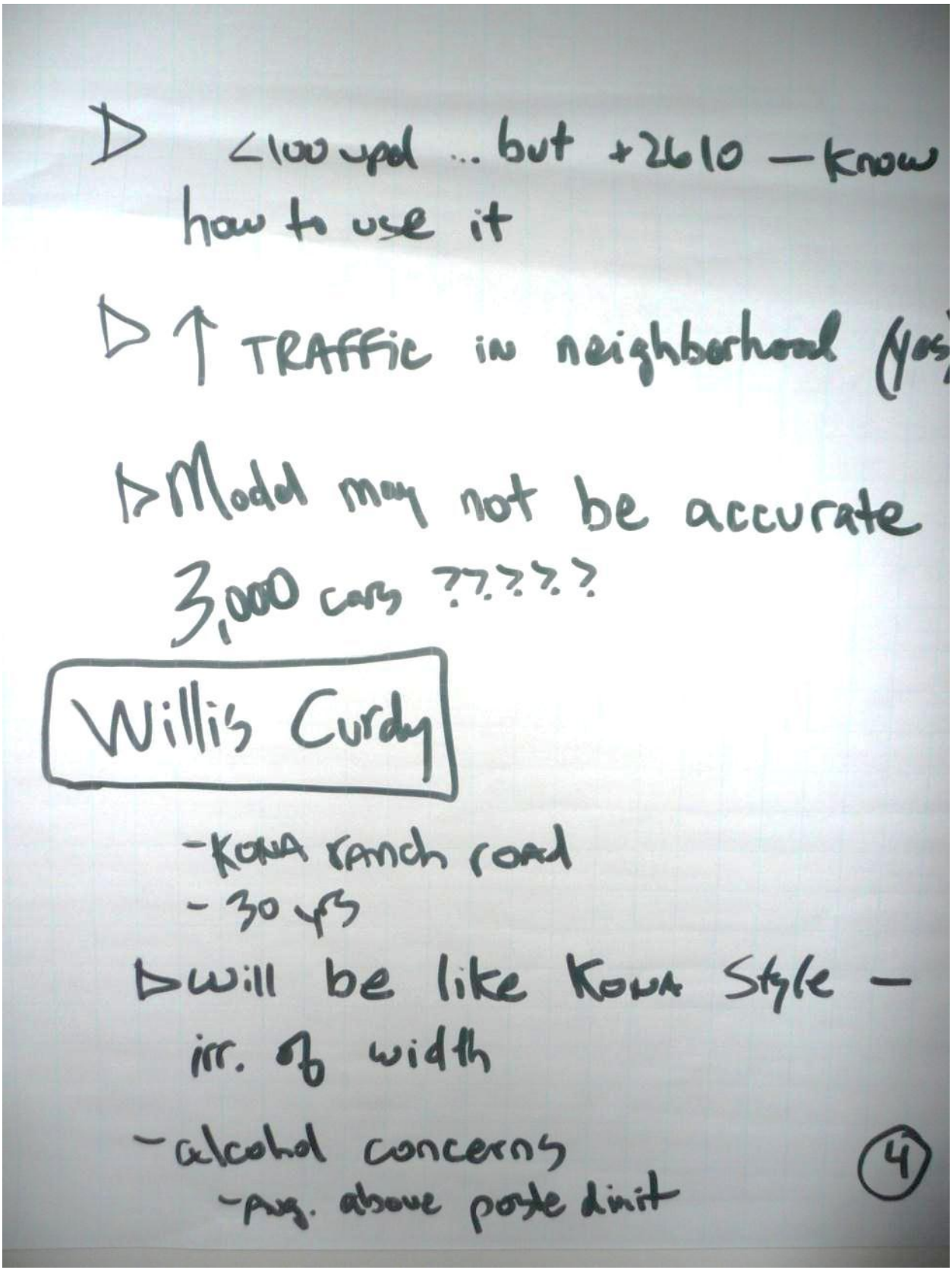
COMMENTS

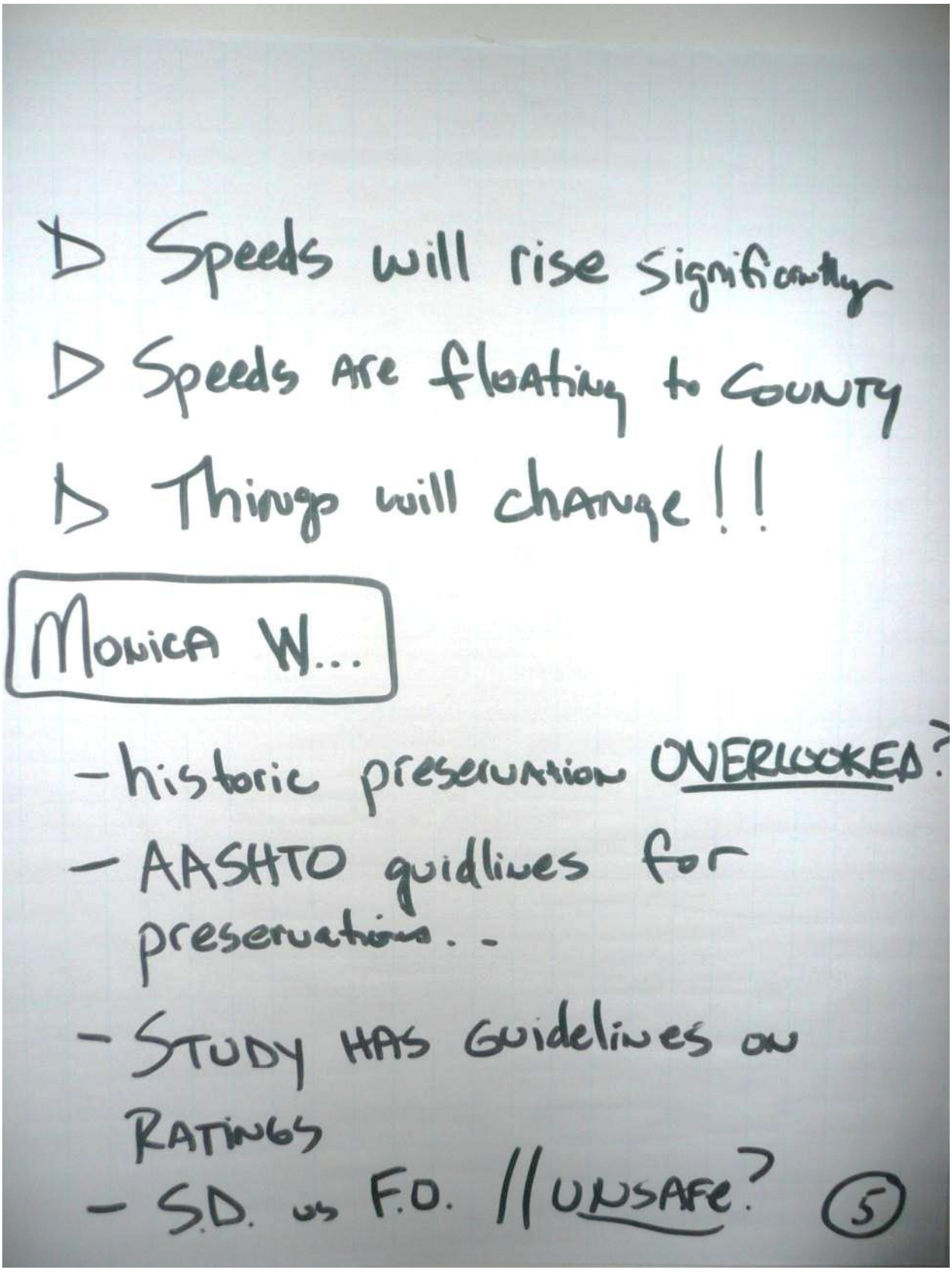
Numerous verbal comments were made during the comment period (i.e. between 7:00 PM and 9:10 PM after the presentation). Comment sheets were available for all members of the audience. Verbal comments received were transcribed on flip charts. Images of the flip chart notations are included. Handouts were provided by two members of the public and distributed to some members of the audience and are also included below.

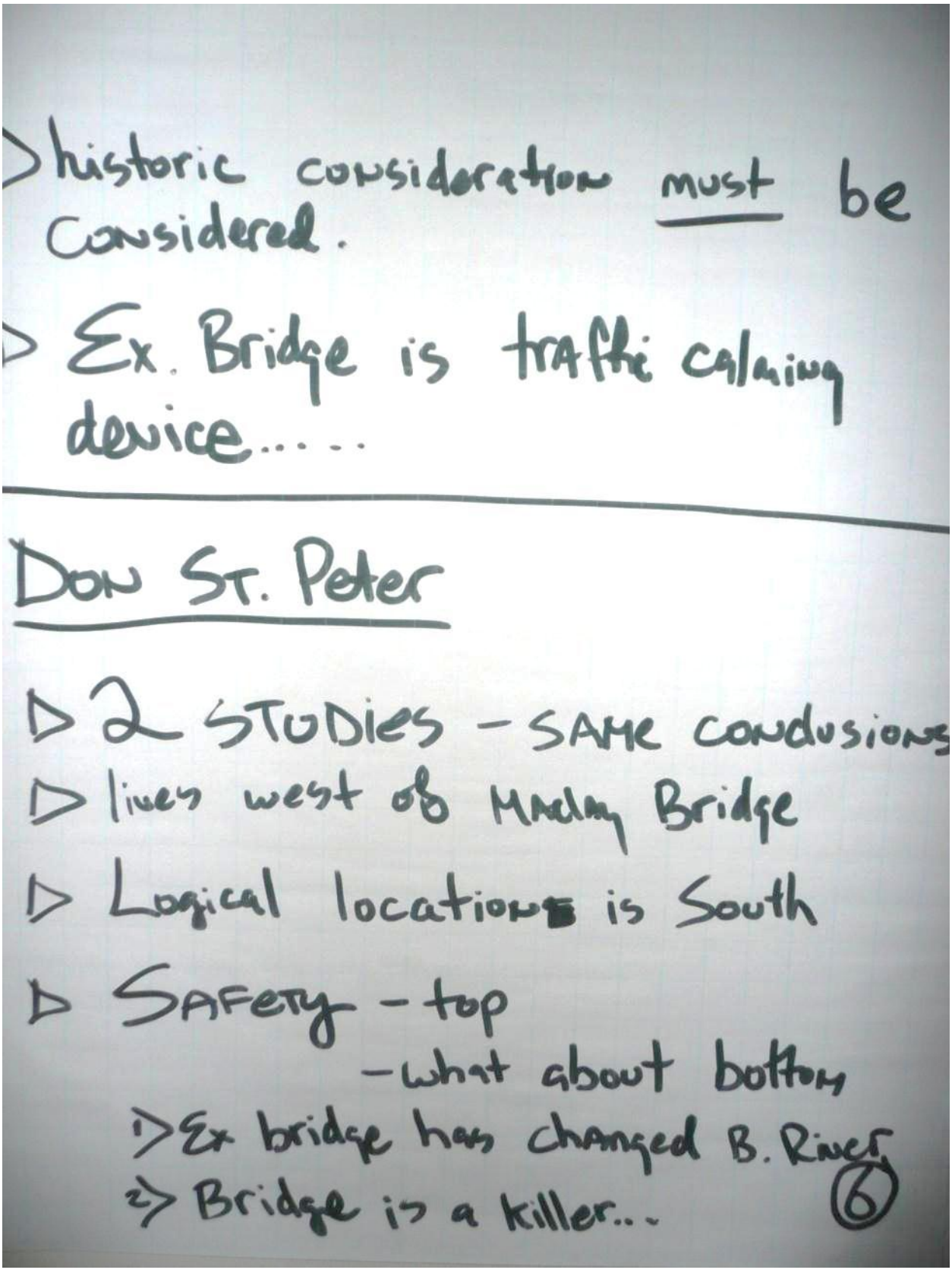

COMMENTS
Screening Process
• floodplains – ??
• out/more screening process
• conservation easement
• impacts – accurately identify
• other costs – mitigation
①

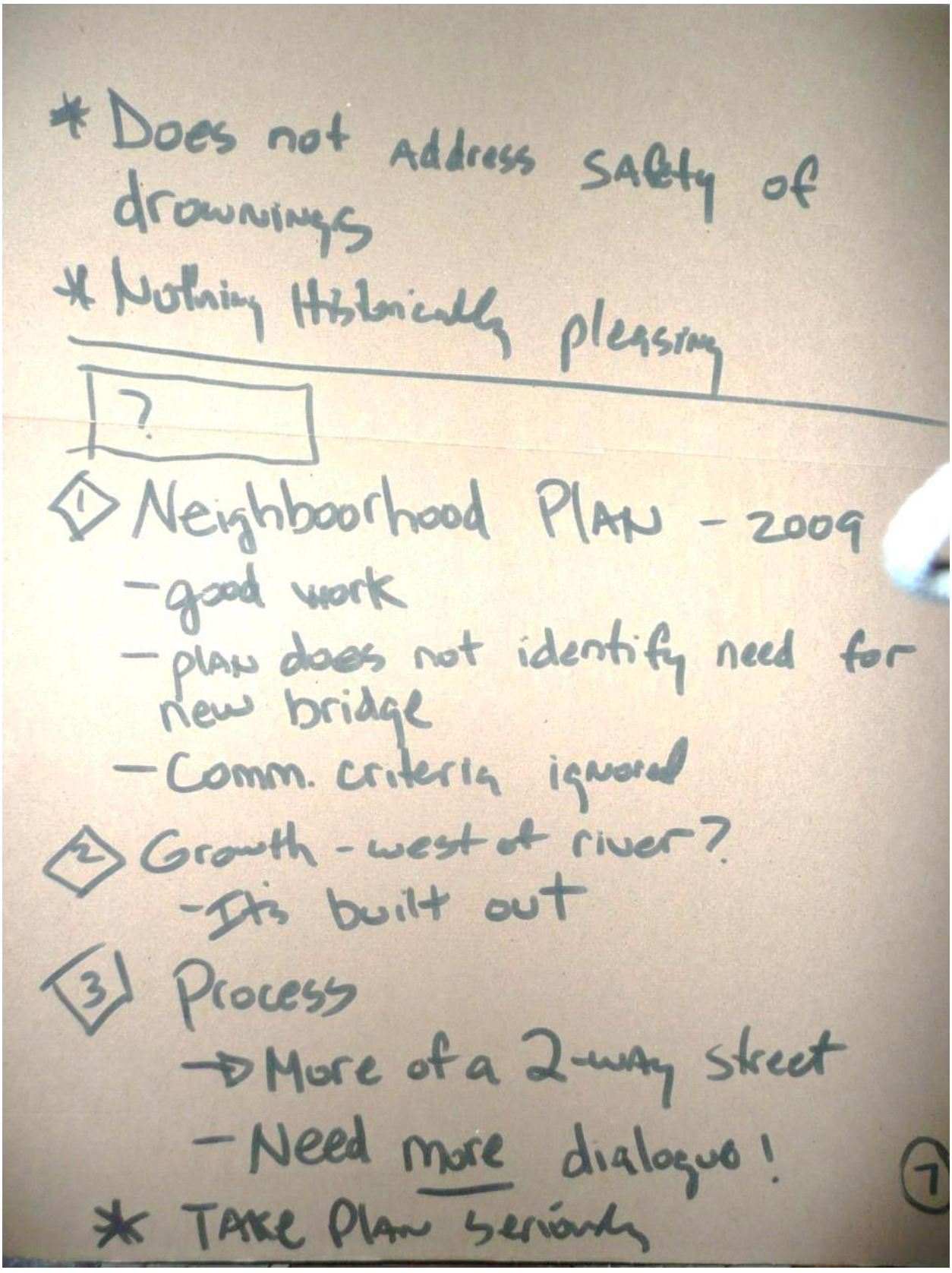

*▷ Linn H...
• hope for fair & biased
• Process supposed to align w/NEPA
• won't pass litigation!
▷ Safety-reasons/ON approaches
* Heavily biased
▷ standards-by/Any? desirable
▷ Inconsistency
* certain type of traffic
* INCrease in traffic (yes) Increase
(2)

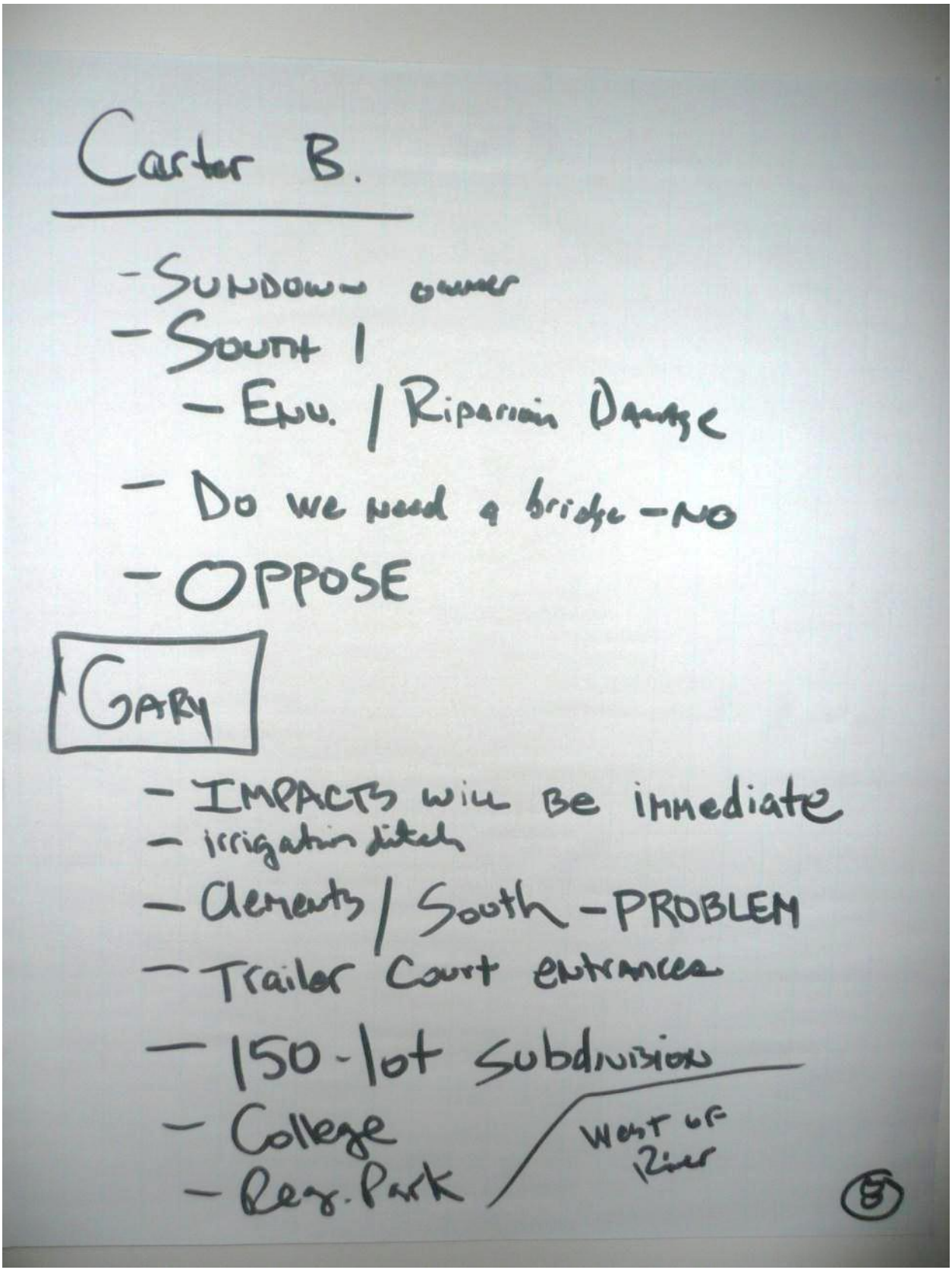

DON Lofsg.
▷ Screening flawed
▷ 2ND Level
▷ will come back...
FRED Stewart
▷ EA - next 10 years reduced to 5 tons — NOT HAPPEN
▷ Functionally obsolete
- fracture critical
scary
3

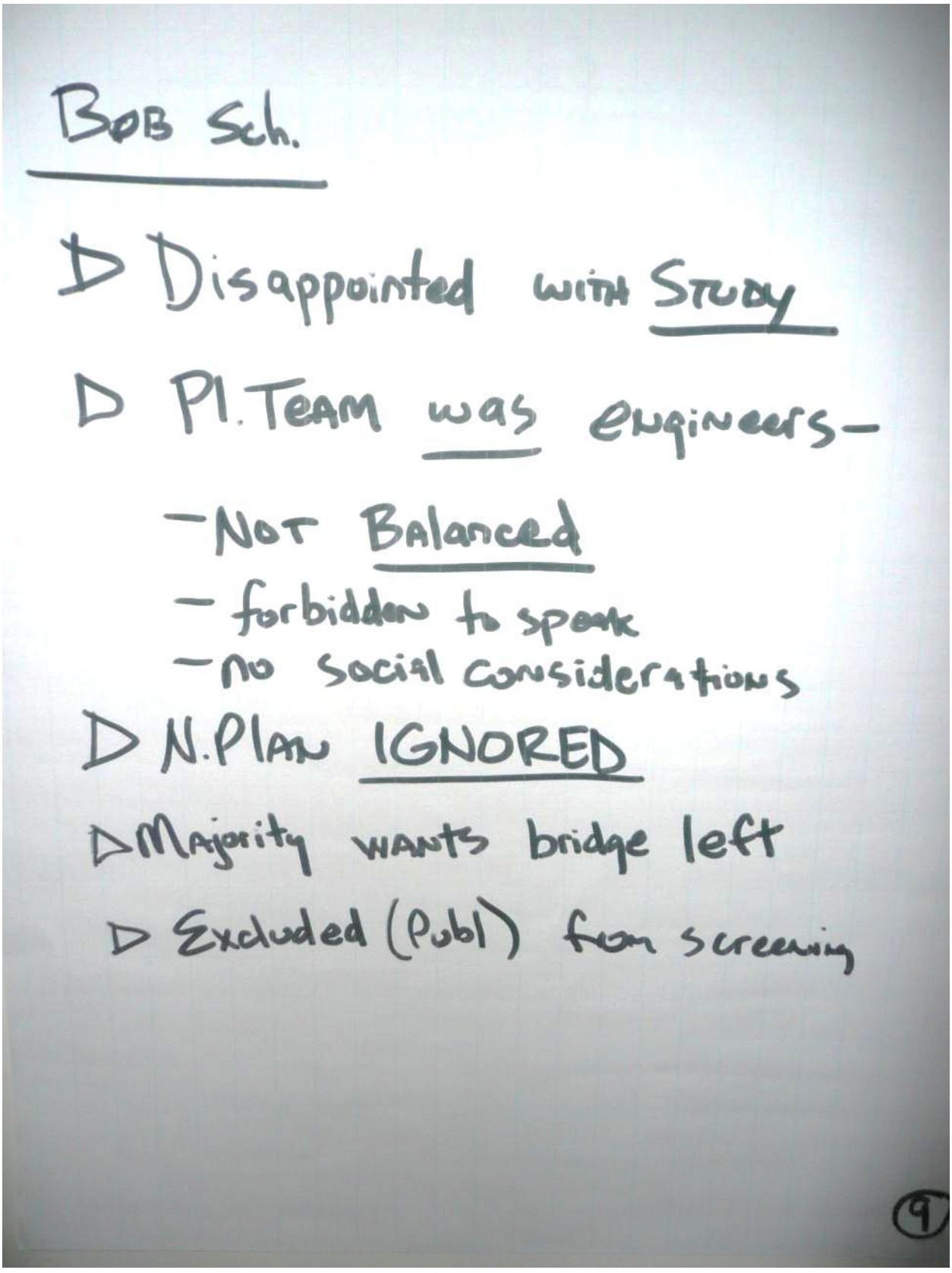

▷ <100 vpd ... but +2610 – know how to use it
▷ ↑ TRAFFIC in neighborhood (yes
▷ Model may not be accurate
3,000 cars ?!?!?!?
Willis Curdy
- Kona ranch road
- 30 yrs
▷ will be like Kona Style – irr. of width
- alcohol concerns
- Avg. above poste limit
4

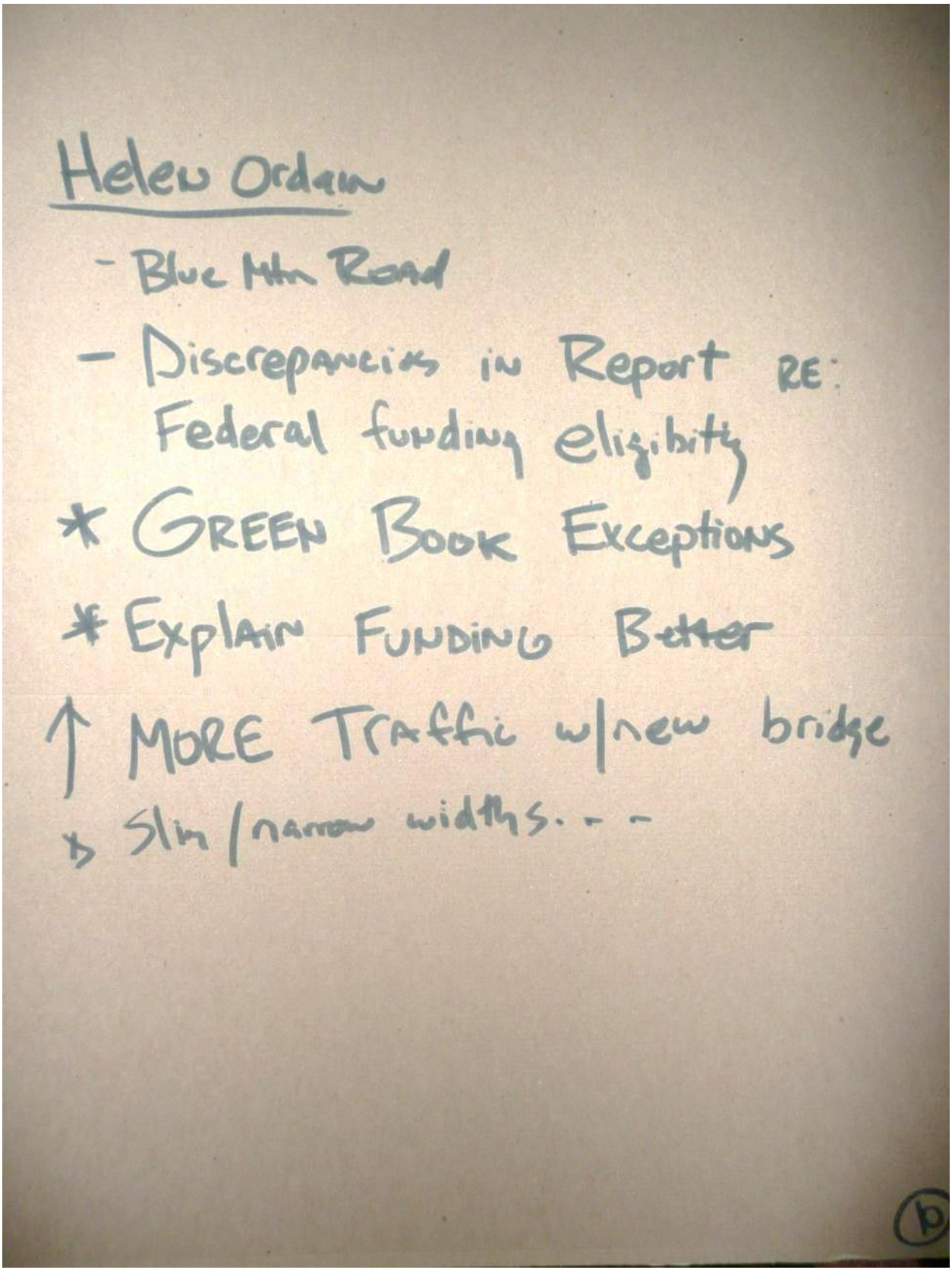

▷ Speeds will rise significantly
▷ Speeds are floating to County
▷ Things will change!!
Monica W...
- historic preservation OVERLOOKED?
- AASHTO guidlines for preservations..
- STUDY HAS Guidelines on RATINGS
- S.D. vs F.O. // UNSAFE?
5

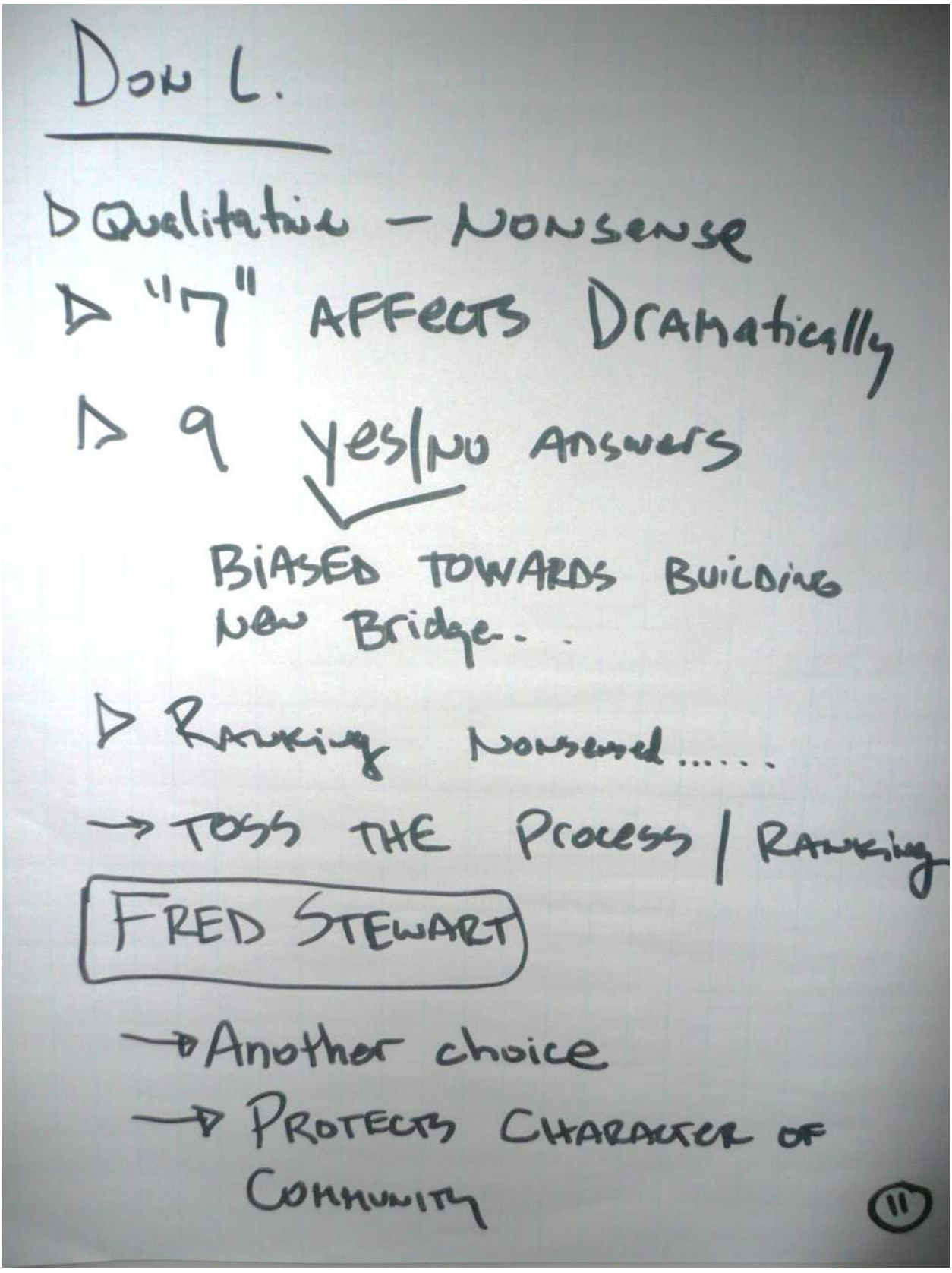

historic consideration must be considered.
Ex. Bridge is traffic calming device.....
Don St. Peter
2 STUDIES - SAME CONCLUSIONS
lives west of Maclay Bridge
Logical location is South
SAFETY - top
- what about bottom
1> Ex bridge has changed B. River
2> Bridge is a killer...
6

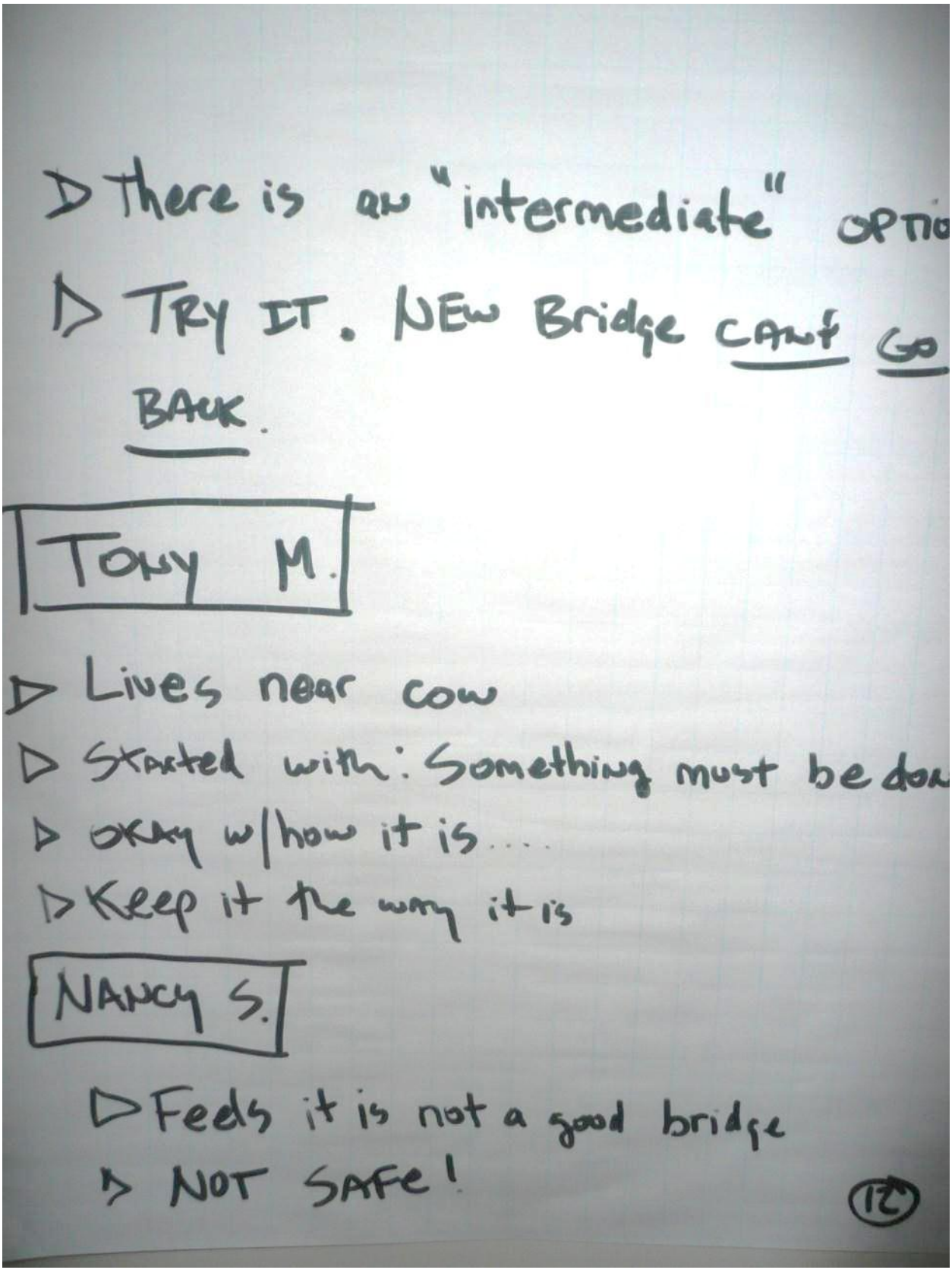

* Does not address safety of drownings
* Nothing Historically pleasing
?
1 Neighboorhood PLAN - 2009
- good work
- PLAN does not identify need for new bridge
- Comm. criteria ignored
2 Growth - west of river?
- Its built out
3 Process
→ More of a 2-way street
- Need more dialogue!
* TAKE Plan seriously
7

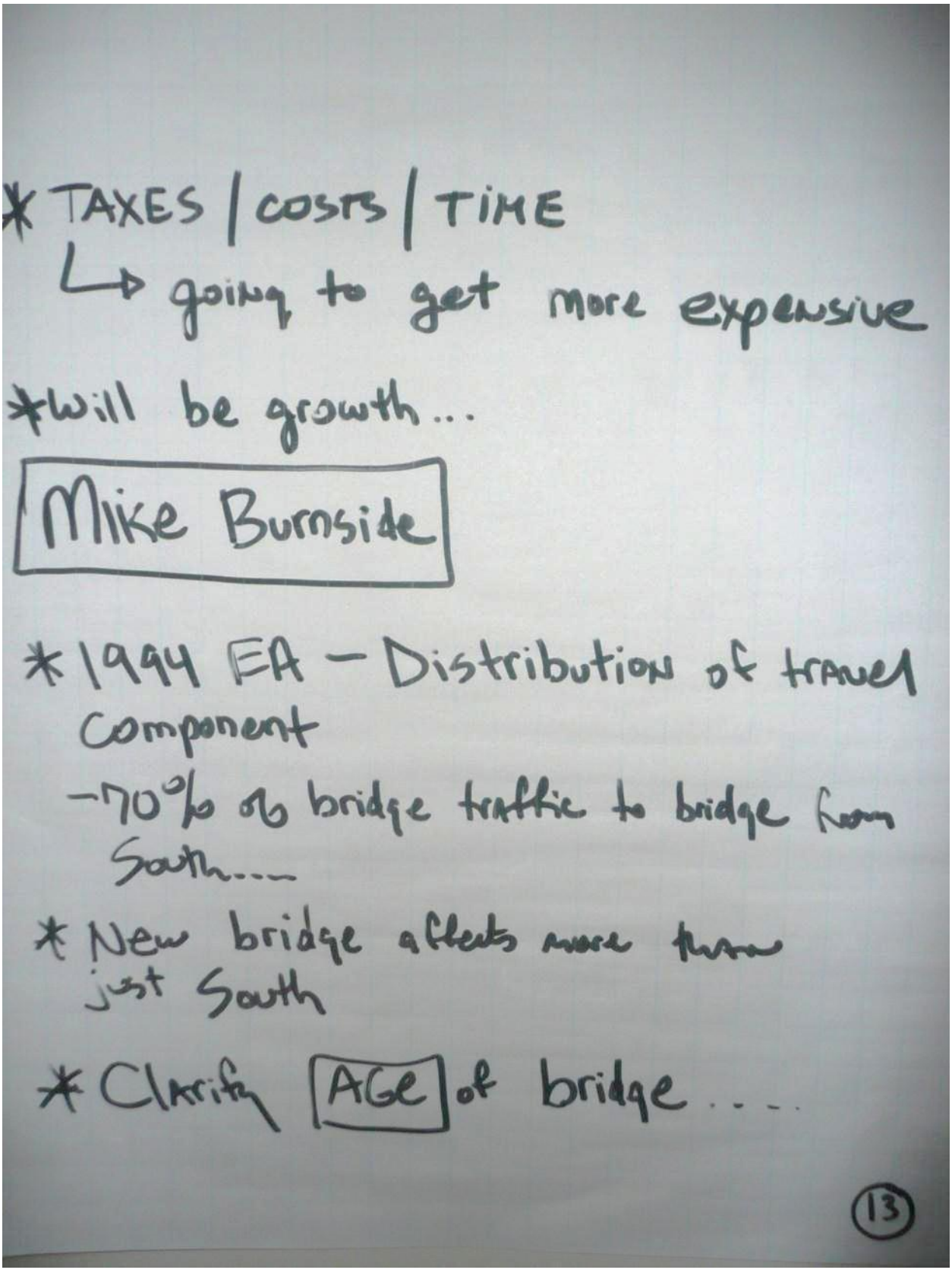

Carter B.
- Sundown owner
- South 1
- Env. / Riparian Damage
- Do we need a bridge - NO
- OPPOSE
GARY
- IMPACTS will be immediate
- irrigation ditch
- Clements / South - PROBLEM
- Trailer Court entrance
- 150-lot subdivision
- College
- Reg. Park
West of River
(8)

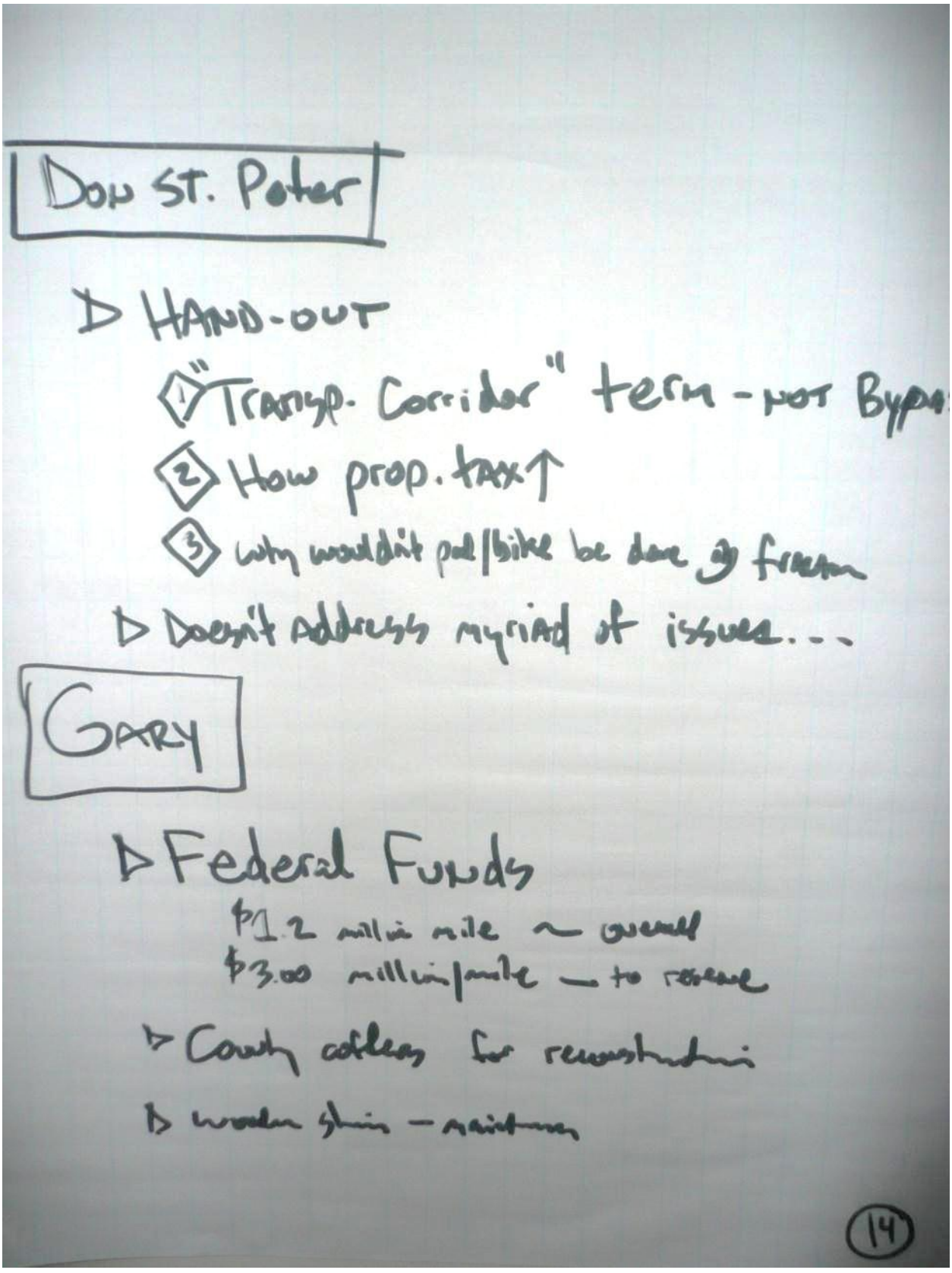

BOB Sch.
▷ Disappointed with Study
▷ Pl. Team was engineers–
– Not Balanced
– forbidden to speak
– no social considerations
▷ N. Plan IGNORED
▷ Majority wants bridge left
▷ Excluded (Publ) from screening
9

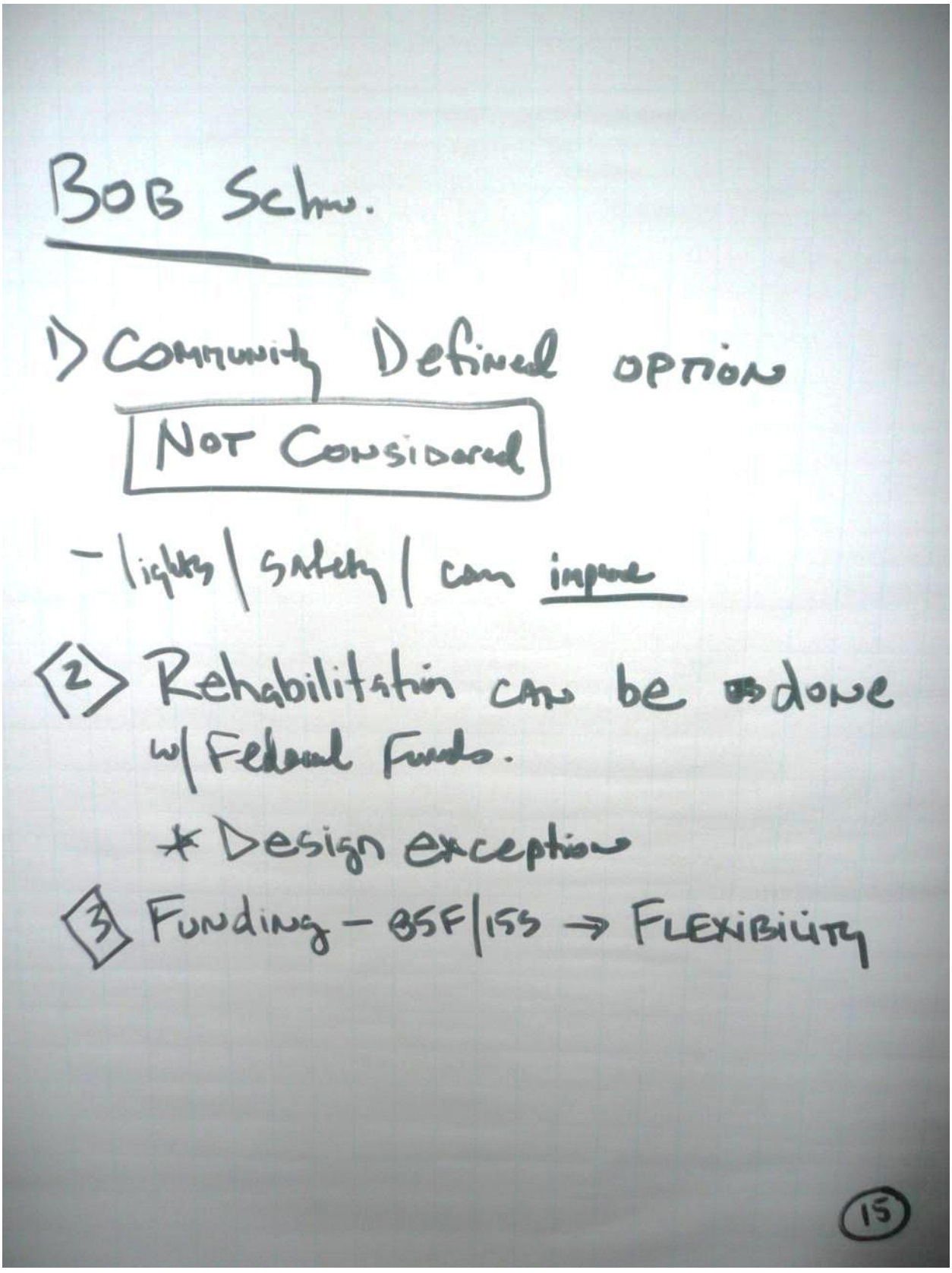

Helen Ordain
- Blue Mtn Road
- Discrepancies in Report RE: Federal funding eligibity
* GREEN BOOK Exceptions
* Explain FUNDING Better
↑ MORE Traffic w/new bridge
↳ Slim/narrow widths. - -
(p)

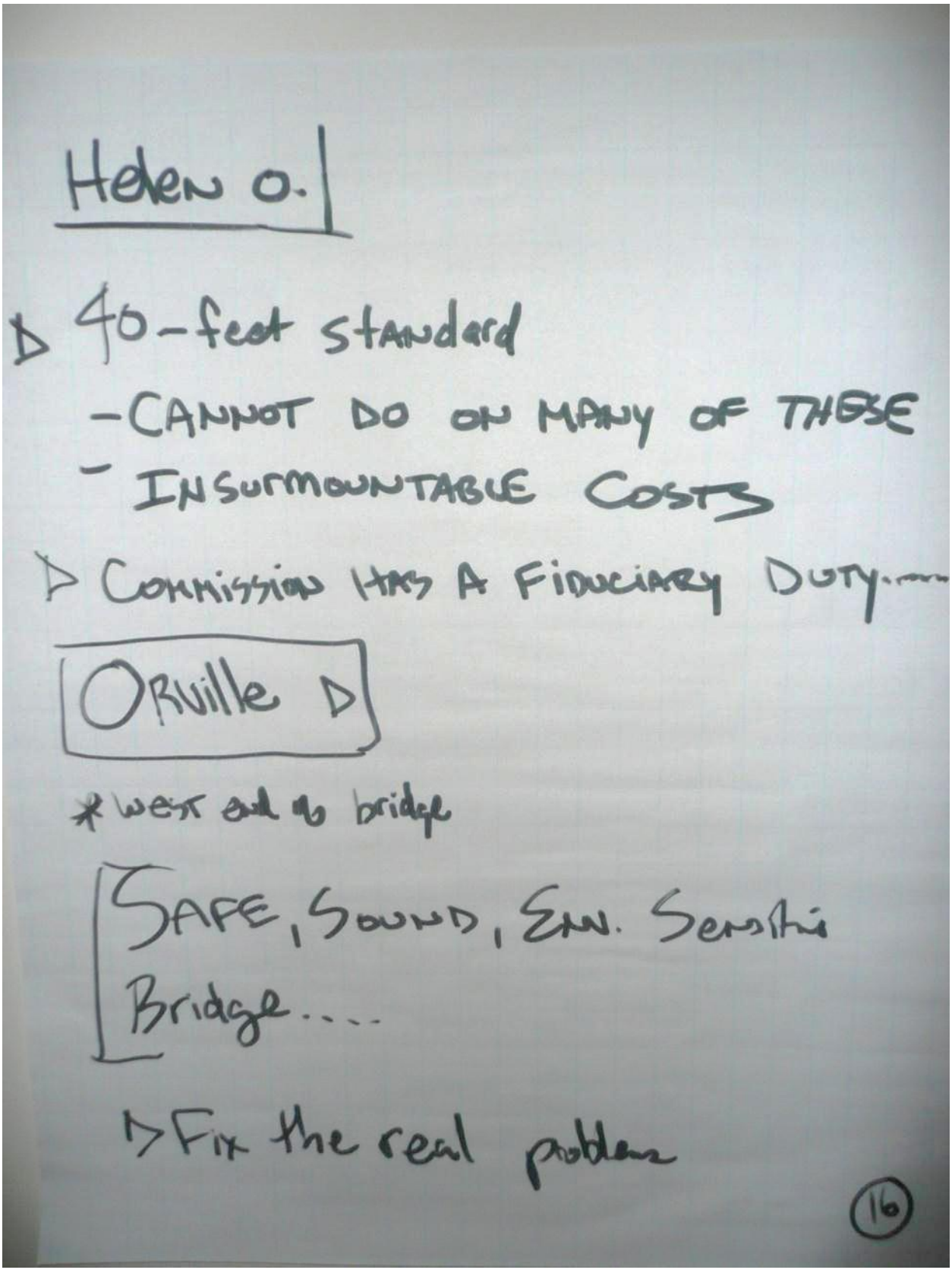

DON L.
▷ Qualitative – NONSENSE
▷ "17" AFFECTS DRAMATICALLY
▷ 9 YES/NO ANSWERS
BIASED TOWARDS BUILDING NEW BRIDGE..
▷ RANKING NONSENSE.....
→ TOSS THE PROCESS / RANKING
FRED STEWART
→ Another choice
→ PROTECTS CHARACTER OF COMMUNITY

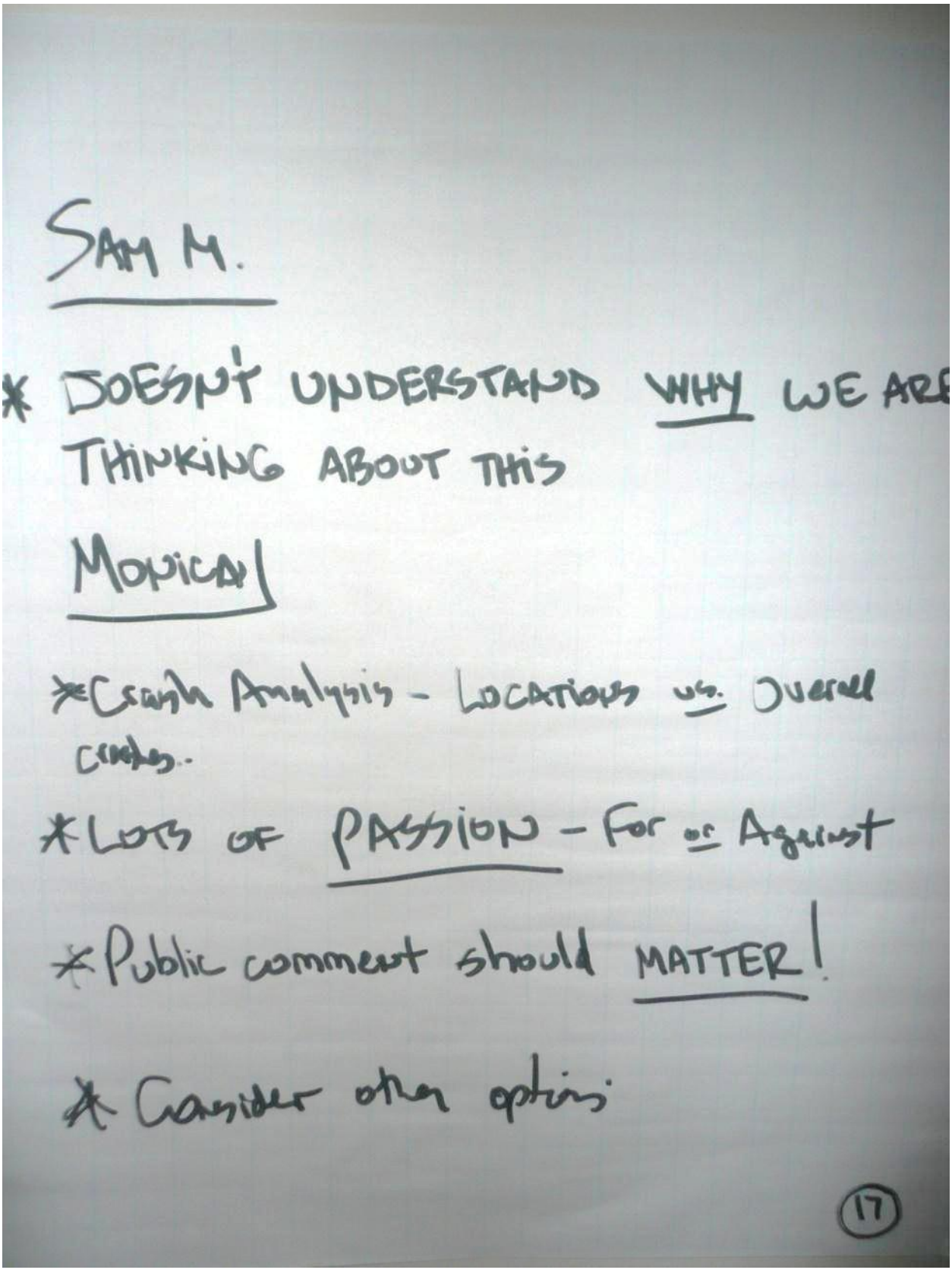

▷ there is an "intermediate" OPTIO
▷ TRY IT. NEW Bridge CANT GO BACK.
TONY M.
▷ Lives near cow
▷ Started with: Something must be don
▷ okay w/how it is....
▷ Keep it the way it is
NANCY S.
▷ Feels it is not a good bridge
▷ NOT SAFE!
12

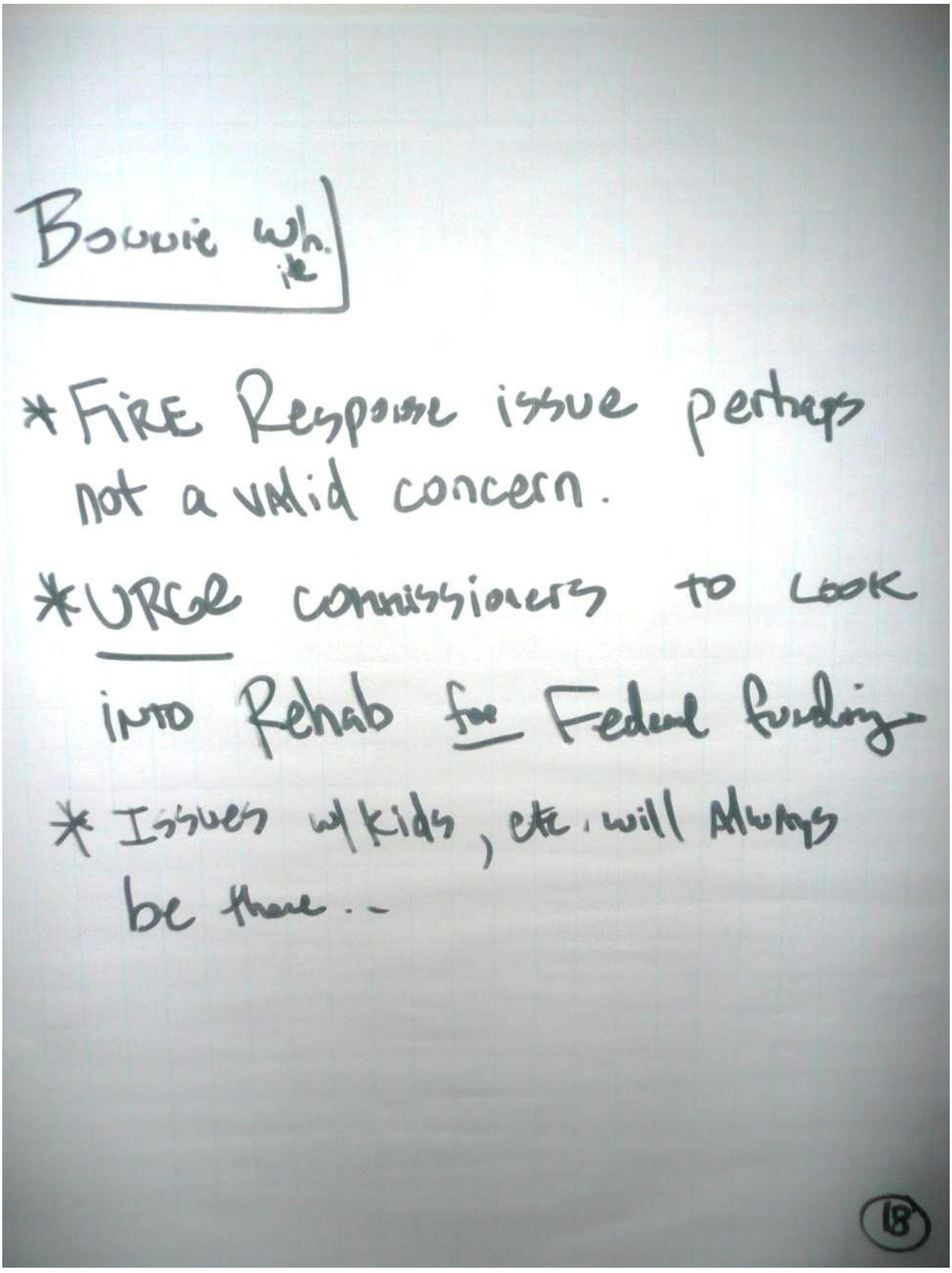

* TAXES | COSTS | TIME
↳ going to get more expensive
*Will be growth...
Mike Burnside
*1994 EA – Distribution of travel component
-70% of bridge traffic to bridge from South...
* New bridge affects more than just South
* Clarify AGE of bridge....
13

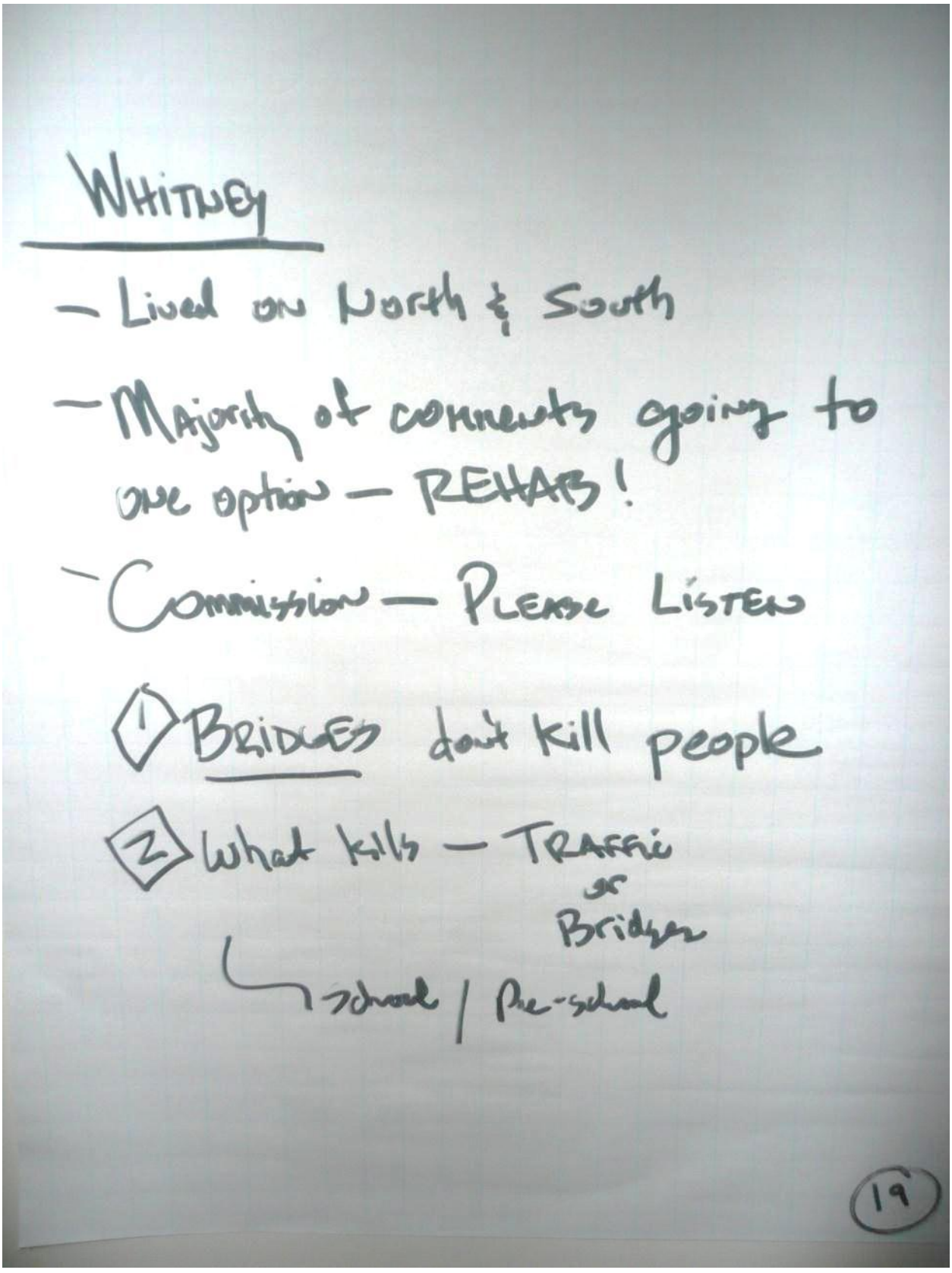

Don St. Peter
▷ HAND-OUT
1 "Transp. Corridor" term - not Bypa
2 How prop. tax ↑
3 why would ped/bike be done gg freeway
▷ Doesn't address myriad of issues...
GARY
▷ Federal Funds
$1.2 million mile ~ overall
$3.00 million/mile — to release
▷ County catalog for reconstruction
▷ wooden chair - maintenance
14

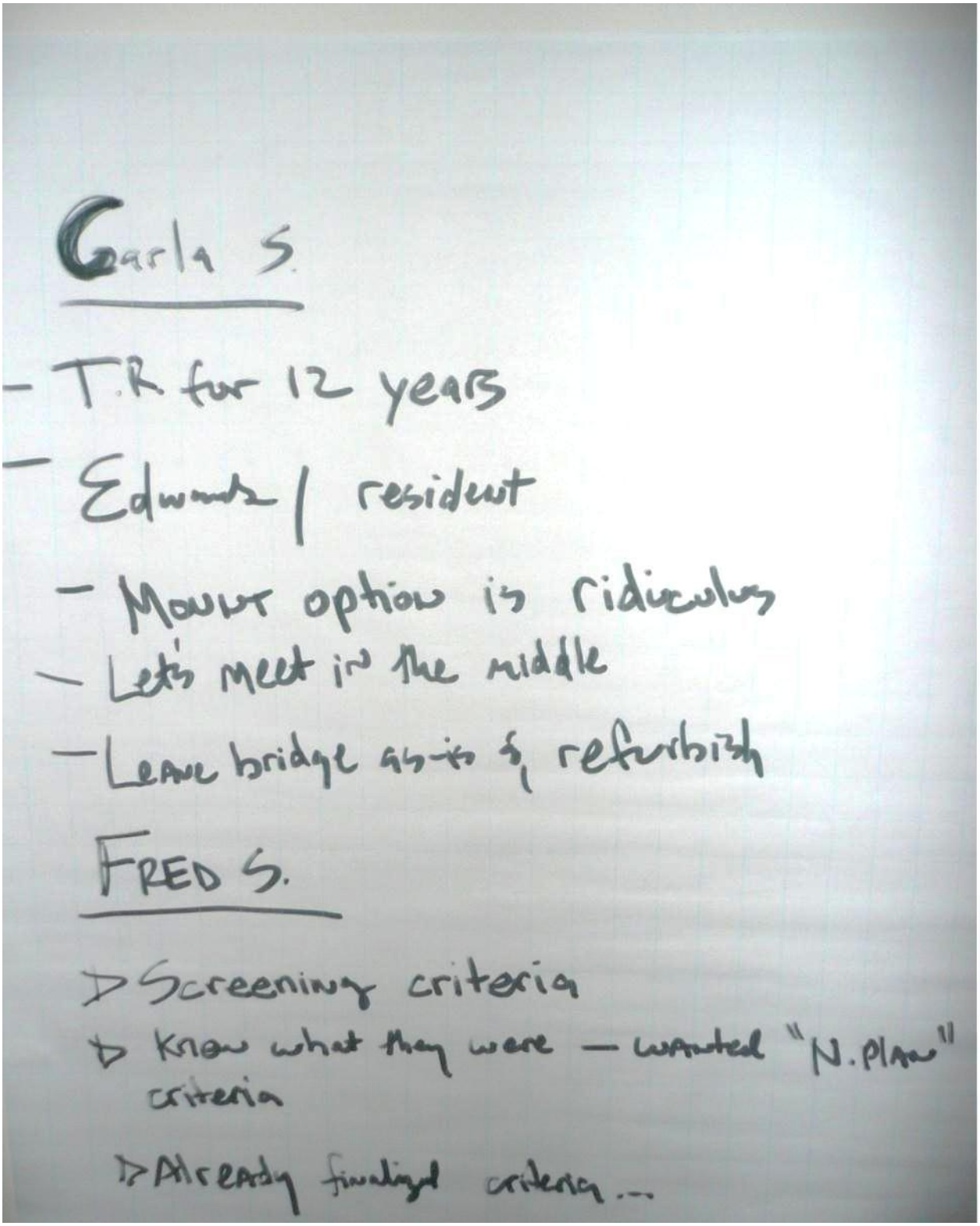

BOB Schw.
1) Community Defined OPTION
NOT Considered
- lights / safety / can improve
2) Rehabilitation can be done w/ Federal Funds.
* Design exception
3) Funding - 85F/15S → FLEXIBILITY
15

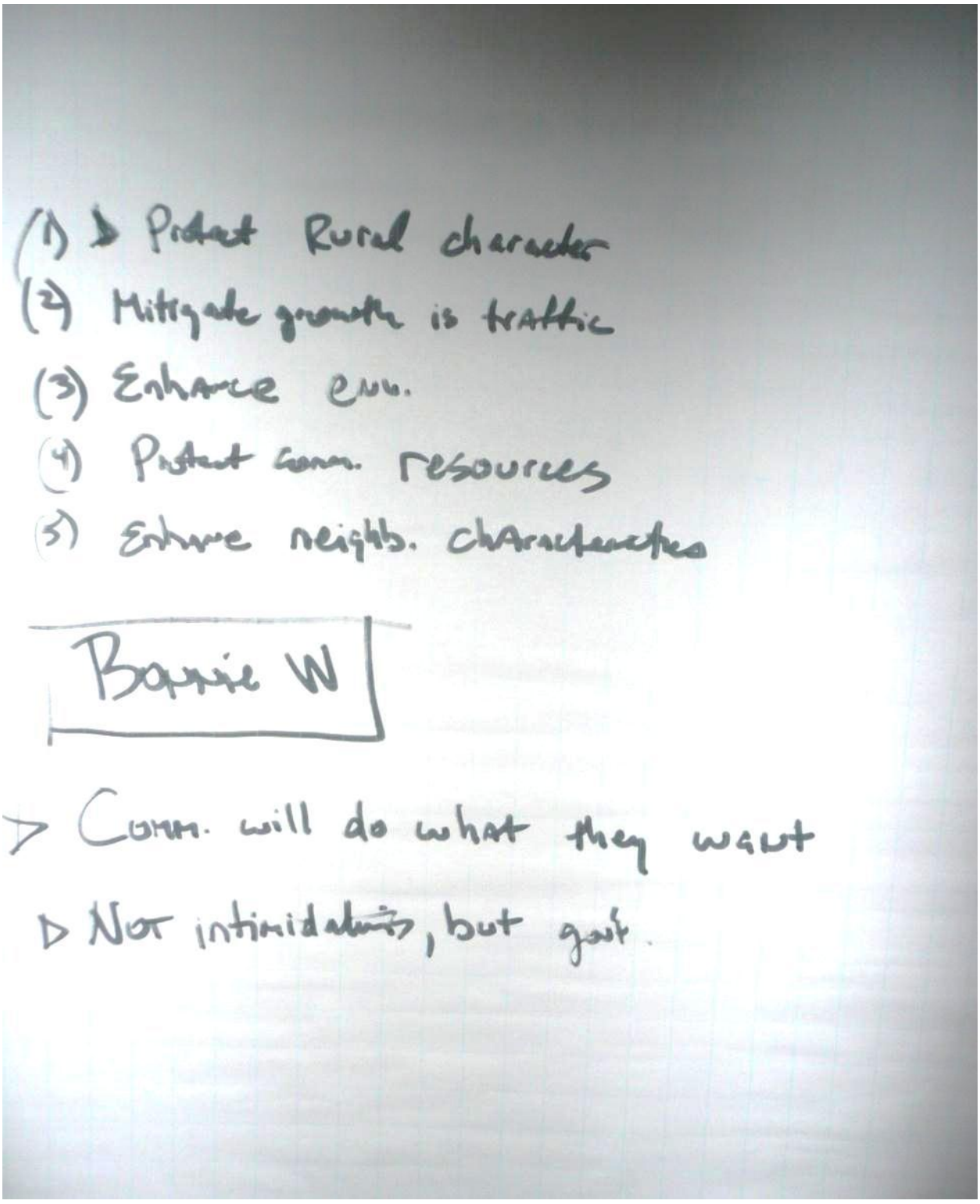

Helen O.
40-feet standard
-CANNOT DO ON MANY OF THESE
- INSURMOUNTABLE COSTS
COMMISSION HAS A FIDUCIARY DUTY....
ORville
*west end of bridge
SAFE, SOUND, ENV. Sensitive
Bridge....
Fix the real problem
16

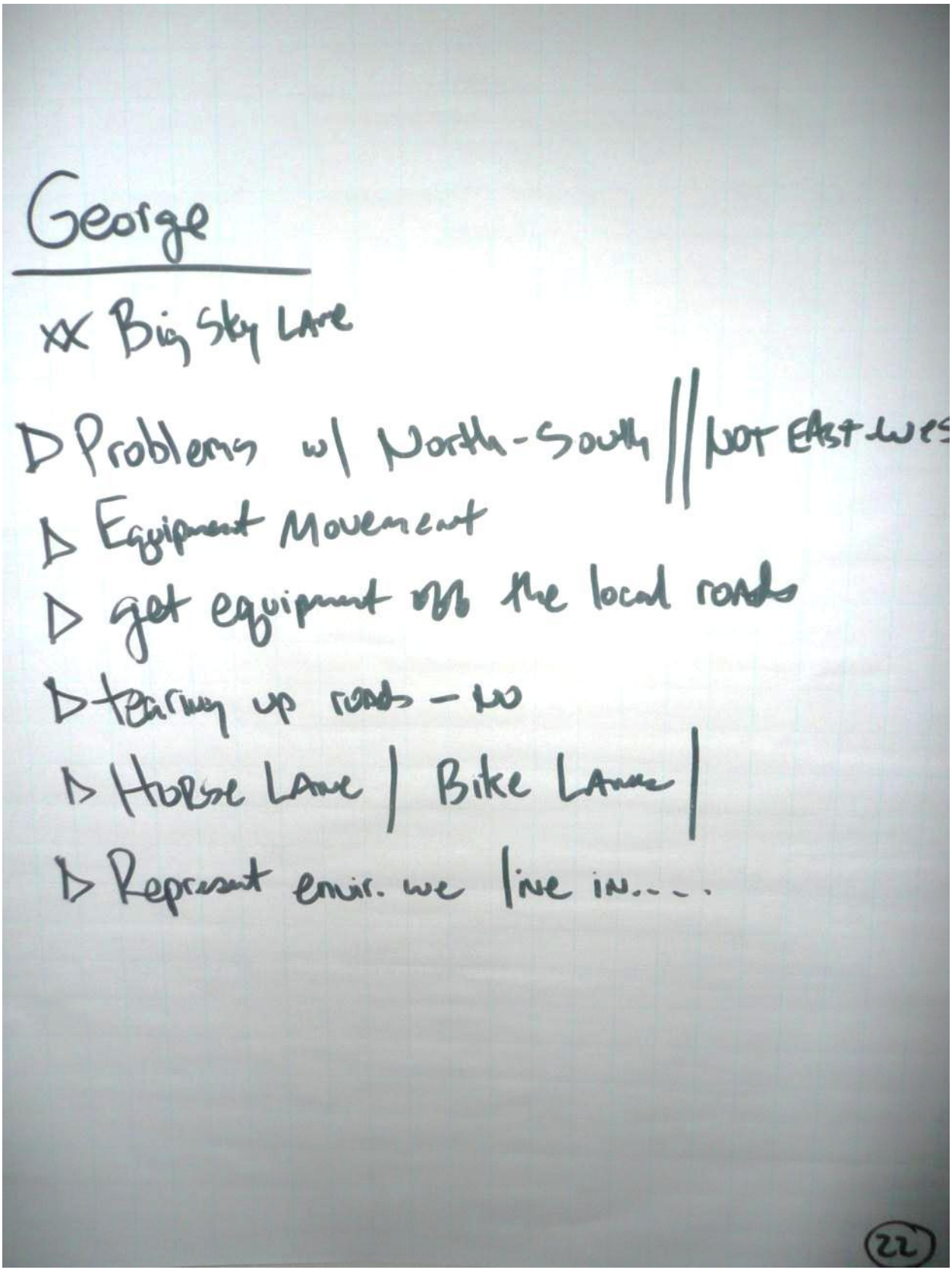

SAM M.
* DOESN'T UNDERSTAND WHY WE ARE THINKING ABOUT THIS
MONICA!
*Crash Analysis - LOCATIONS vs. Overall
*LOTS OF PASSION - For or Against
*Public comment should MATTER!
*Consider other options
17

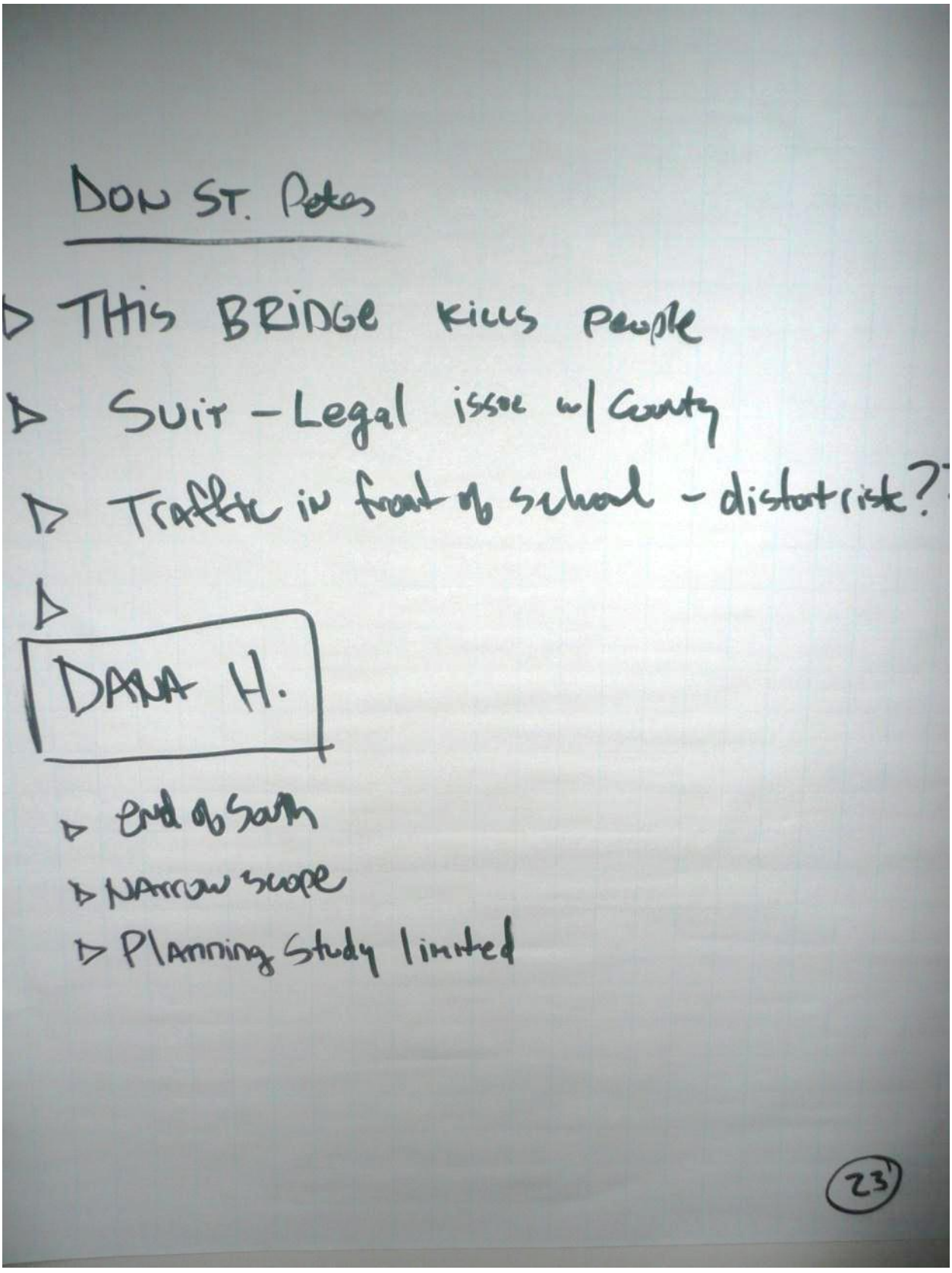

Bonnie wh.
* FIRE Response issue perhaps not a valid concern.
* URGE commissioners to look into Rehab for Federal funding
* Issues w/ kids, etc. will Always be there..
18

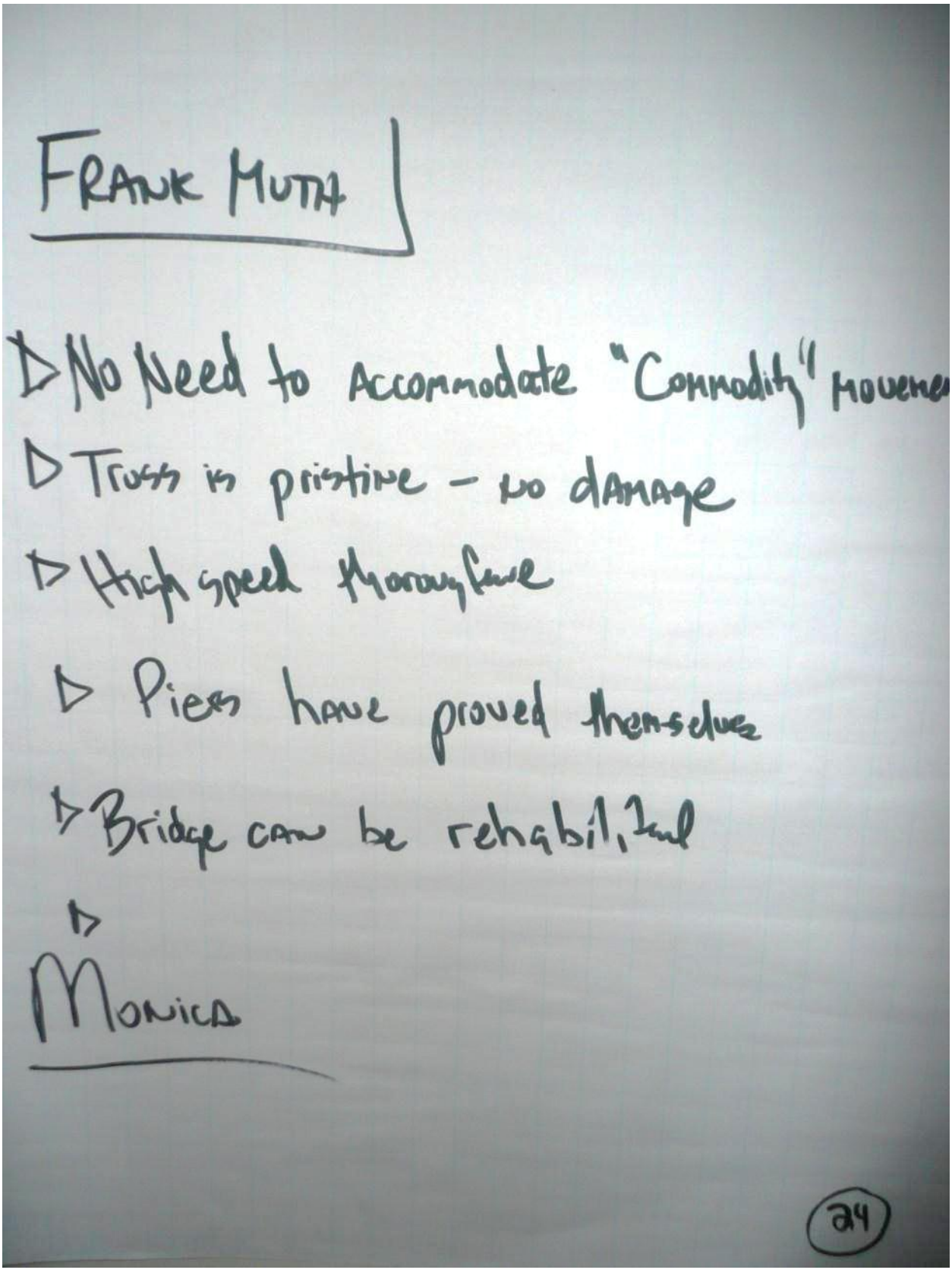

WHITNEY
– Lived on North & South
– Majority of comments going to one option – REHAB!
– Commission – PLEASE LISTEN
1 BRIDGES don't kill people
2 What kills – TRAFFIC or Bridges
School / Pre-school
19

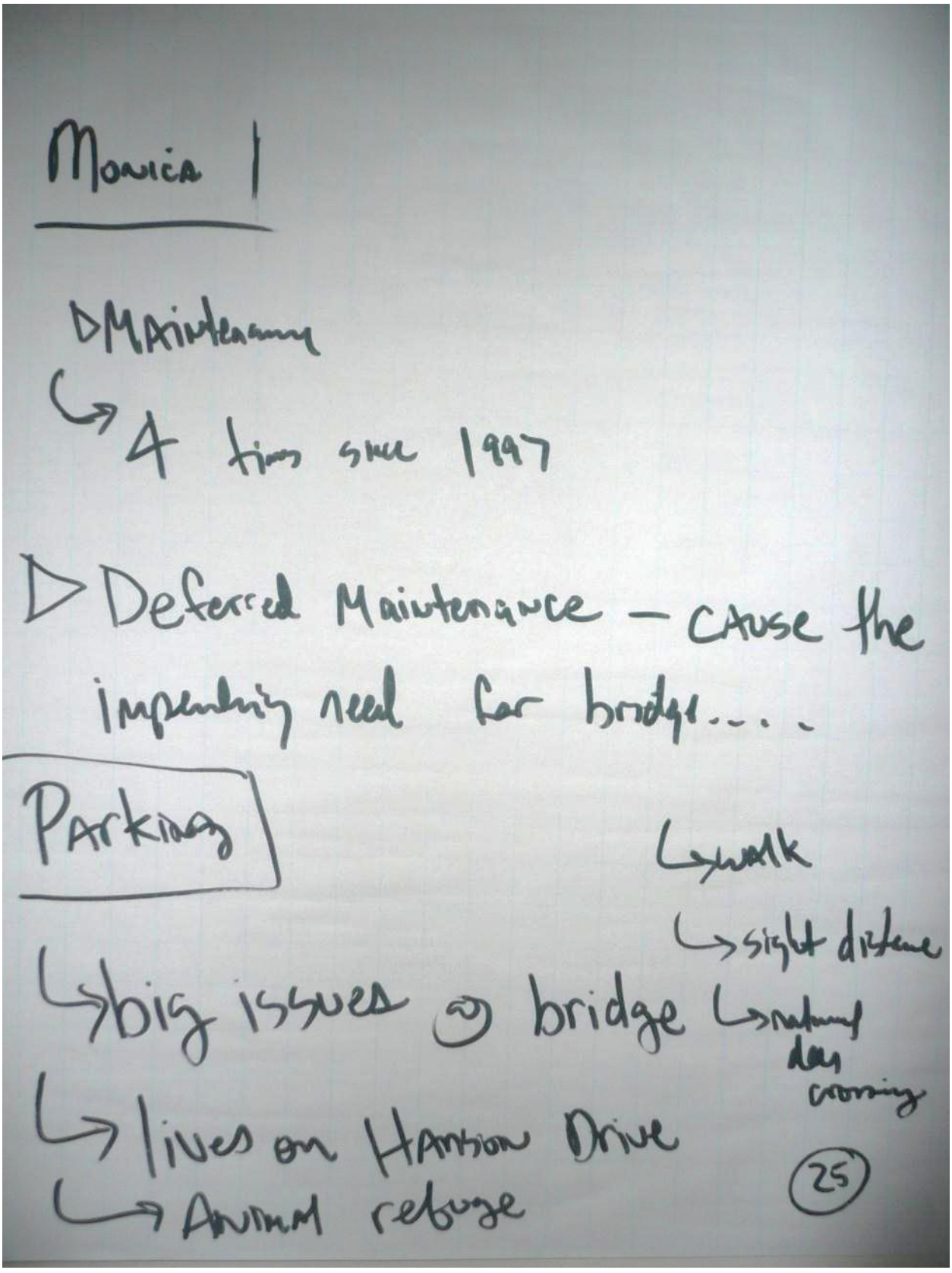

Carla S.
- T.R for 12 years
- Edwards / resident
- Mount option is ridiculous
- Let's meet in the middle
- Leave bridge as-is & refurbish
FRED S.
▷ Screening criteria
▷ Know what they were — wanted "N. Plan" criteria
▷ Already finalized criteria ...


(1) ▷ Protect Rural character
(2) Mitigate growth is traffic
(3) Enhance env.
(4) Protect comm. resources
(5) Enhance neighb. characteristics
Barrie W
▷ Comm. will do what they want
▷ Not intimidated, but goal.


George
xx Big Sky Lane
▷ Problems w/ North-South // not East-wes
▷ Equipment Movement
▷ get equipment off the local roads
▷ tearing up roads – no
▷ Horse Lane | Bike Lane |
▷ Represent envir. we live in....
22


DON ST. Peters
▷ THIS BRIDGE KILLS People
▷ SUIT – Legal issue w/ County
▷ Traffic in front of school – distort risk?
▷
DANA H.
▷ End of South
▷ Narrow scope
▷ Planning Study limited
23


FRANK MUTH
▷ No Need to Accommodate "Connodity" moveme
▷ Truss is pristine – no damage
▷ High speed thoroughfare
▷ Piers have proved themselves
▷ Bridge can be rehabilitated
▷
MONICA
24


Monica 1
▷ Maintenance
↳ 4 times since 1997
▷ Deferred Maintenance – cause the impending need for bridge....
Parking
↳ walk
↳ sight distance
↳ big issues @ bridge ↳ natural day crossing
↳ lives on Harrison Drive
↳ Animal refuge
25

Submitted by Don Loftsgaarden, Retired Statistician Jan. 31, 2013

The **screening procedures** used to rank the various bridge options have not been open to public comment before. However, they have already been used to screen and rank the various bridge options and recommend the bridge option to choose. This is unfortunate, as there are very serious flaws in these screening procedures making the final rankings of the options totally meaningless. (Study Ch. 6)

The following statement is a direct quote from the study. (Chapter 6 in Study)
"Items or considerations used to evaluate options are referred to as ***screening criteria.*** *Screening may be carried out through one or more iterations (levels) with the screening criteria for each level becoming more specific. Screening may rely upon qualitative or quantitative screening criteria.* ***Qualitative*** *criteria refer to subjective evaluations often based on ratings (yes/no, excellent to poor, high to low, or pass/fail).* ***Quantitative*** *criteria typically refer to items than can be readily calculated or quantified through analysis like construction costs, right-of-way needs/relocations, or general areas of impact."*

Twenty-four bridge options were identified from doing nothing, to rehabbing the current Maclay Bridge, to building a new 2-lane bridge at various locations. The screening was carried out in two stages. The first level screening was based on two qualitative (subjective) Yes or No questions.

Q1. Would the option improve safety on the bridge and its approaches? (Yes or No)

Q2. Does the option provide an efficient connection with the street/road system in the area? (Yes or No)

Any bridge option that did not get a Yes answer to both questions was eliminated from further consideration. Seven bridge options made it to the Second Level Screen. **These two Qualitative criteria were used in a correct manner.**

The remaining bridge options are:
1G Add a new 1-lane bridge, retain old for 1-way travel
2C Minor Rehab (includes approaches)
2D Major Rehab (includes approaches)
3A.2 North 1 a new 2-lane bridge
3B.2 Mount 2 a new 2-lane bridge
3B.4 South 1 a new 2-lane bridge
3B.4 South 2 a new 2-lane bridge

The goal of the Second Level screening was to rank the 7 remaining options from best to worst (i.e. 1 to 7). 16 criteria were used, 9 Qualitative (Yes or No) and 7 Quantitative (based on a number).

Using a small, made-up example, I will explain how this was done in the study and how the Qualitative Criteria were badly misused leaving the ranking of bridge options meaningless. I start the example by showing how ranking is done correctly **with Quantitative Criteria.**

				Ranks		
	X	**Y**	**Z**	**X**	**Y**	**Z**
No. of acres of R/W needed	.5	3.5	4	1	2	3
Planning costs	$1000	$500	$750	3	1	2
No. private lots affected	5	4	6	2	1	3
			Rank Sums	**6**	**4**	**8**
			Final Ranking	**2**	**1**	**3**

Quantitative criteria are for creating rankings and were used correctly in the study.

The study had 9 Qualitative criteria (Yes or No answers.) The study used the Qualitative Criteria for ranking by **assigning arbitrary numbers as follows: Yes-1, No-7.**

Let's add a Qualitative criteria to the above example showing how they were misused in the study.

				Ranks		
	X	Y	Z	X	Y	Z
No. of acres or R/W needed	.5	3.5	4	1	2	3
Planning costs	$1000	$500	750	3	1	2
No. private lots affected	5	4	6	2	1	3
Would delays be reduced?	Yes	No	Yes	1	7	1
			Rank Sums	**7**	**11**	**9**
			Final Ranking	**1**	**3**	**2**

The 1-7-1 are supposed to be ranks 1-3. It is obvious how even one Qualitative criterion, treated as pseudo-Quantitative criterion, can have a strong effect on the final ranking. Qualitative criteria are not for ranking. You cannot turn a Qualitative criterion into a Quantitative criterion by assigning arbitrary numbers to YES AND NO!!

Nine such Qualitative criteria were misused in the study making the ranking of the 7 final bridge options meaningless.

Major problems with the way the screening/ranking analysis was performed:

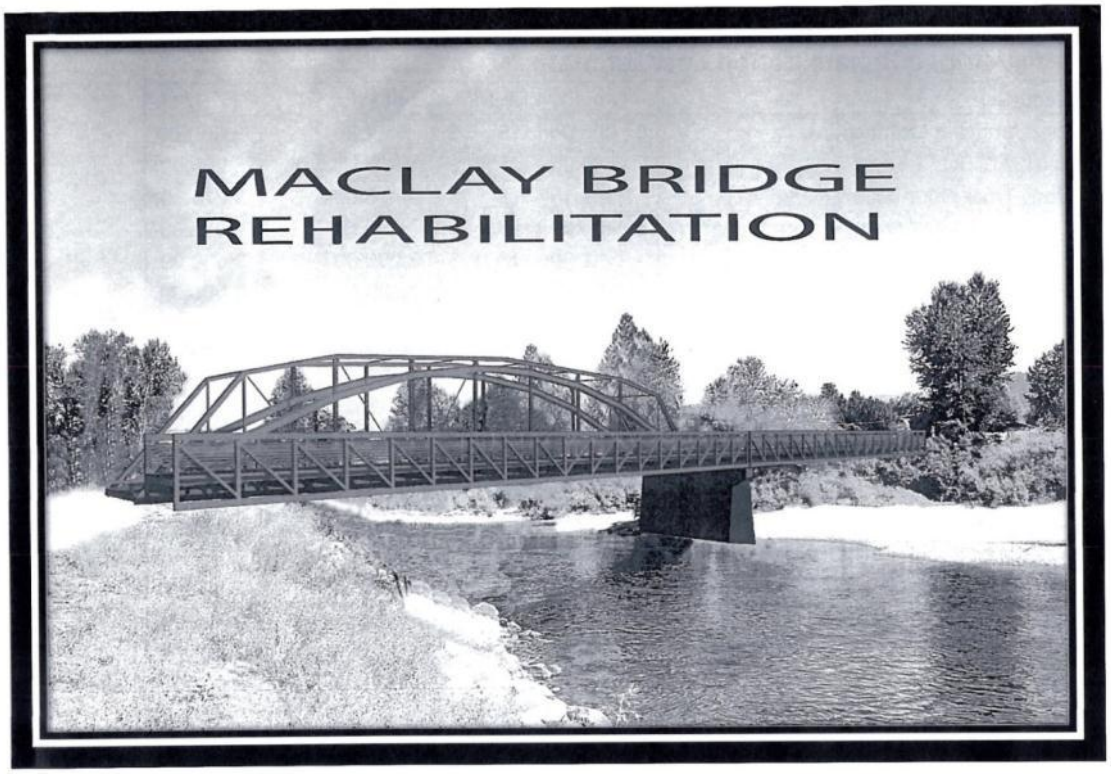
1. **One very important Quantitative criterion was not used at all, "Cost of bridge."** This would have been a far better screening criterion to use in making the rankings than the 9 Qualitative criteria that were misused. **If the ranking is made using the 7 Quantitative criteria in the study plus an 8th, "Cost of the Bridge", the winner would have been the option: "A major Rehab of the existing Maclay Bridge."**

2. **The 9 Qualitative criteria used in the study were heavily biased in favor of building a new bridge.**
   Results in the study for the 9 Qualitative questions were as follows:
   a. The 2 bridge rehab options **each** had 3 Yeses=1 and 6 Nos =7 for a total of 3+42 = 45 pts toward their final ranking **based just on the Qualitative criteria.**
   b. The top 2 bridge options in the final rankings, the 2 South Ave. options, **each** had 9 Yeses=1 and 0 Nos=7 for a total of 9+0 = 9 points toward their final ranking.
   c. **The choice of a final bridge option was for all practical purposes made before the Quantitative criteria were even used and those criteria are the only ones that can be used to make rankings.**

3. Qualitative variables are not intended to produce rankings and were entirely misused.

4. Even if this was a correct use, assigning values of Yes=1 and No=7 produced major skewing. The effect of this numbering scheme was to gave far more weight to the Qualitative Criteria than to the Quantitative Criteria. In addition, where ranks 1-7 should have be put into the ranking table, only 1s and 7s were used.

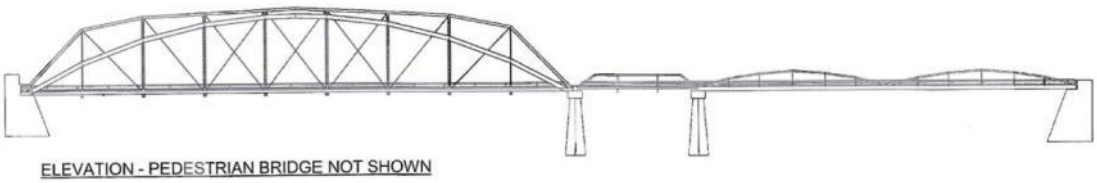
5. None of the criteria, other than the number of cars passing Target Range School, addressed community values as stated in numerous places in the *Target Range Neighborhood Plan*. While future traffic in front of the school is important, there are many other community characteristics that are also important that will be affected by a new bridge, and they are not reflected in this screening process.



An Affordable Alternative
to the
Maclay Bridge Planning Study

The benefits of refurbishing the existing bridge include:

- Costs a fraction of any new bridge.
- Adds a separate pedestrian & bike bridge.
- Is consistent with Target Range Neighborhood Plan.
- Increases the load limit to more than 25 tons – adequate for all emergency vehicles and busses.
- Preserves the existing historic neighborhood bridge.
- Keeps traffic, noise, & pollution at a tolerable level.
- The *total* cost of any new bridge will be significantly more than the *Planning Study* suggests.
- Local taxpayers will be responsible for the additional infrastructure costs of any new bridge.



ELEVATION - PEDESTRIAN BRIDGE NOT SHOWN

(The rehabilitated bridge image has been colored red merely to show contrast.)

Maclay Bridge Rehabilitation Cost Estimates				
Description	Quanity	Unit	Unit Price	Total
1. Tied Arch and Connections	62,000.00	LB	$ 2.80	$ 173,600.00
2. DWIDAG Ties, 1 3/8 A722	740.00	LF	$ 5.00	$ 3,700.00
3. Pony Truss Floor Beams (S18x54.7)	1,887.15	LB	$ 2.00	$ 3,774.30
4. Concrete Bridge Arch	15,200.00	LB	$ 2.50	$ 38,000.00
5. Saw Cut Existing (43 LF)	1.00	LS	$ 2,000.00	$ 2,000.00
6. Parker Truss Bearings	4.00	EA	$ 2,500.00	$ 10,000.00
Sub Total				$ 231,074.30
Mobilization (8%)				$ 18,485.94
Contingency (10%)				$ 24,956.02
Total Estimated Rehabilitation				**$ 274,516.27**

Maclay Pedestrian Bridge Cost Estimates				
Description	Quanity	Unit	Unit Price	Total
1. Steel Pipe Pile	440.00	LF	$ 46.00	$ 20,240.00
2. Drive Pile	424.00	LF	$ 10.00	$ 4,240.00
3. Class DD Concrete	127.72	CY	$ 600.00	$ 76,632.00
4. Class S Concrete	82.58	CY	$ 550.00	$ 45,419.00
5. Reinforcing Steel	17,500.00	LB	$ 1.50	$ 26,250.00
6. Pedestrian Bridge, 180 ft (section 1)	1.00	EA	$ 215,000.00	$ 215,000.00
7. Pedestrian Bridge, 150 ft (section 2)	1.00	EA	$ 180,000.00	$ 180,000.00
8. Pedestrian Bridge Installation	2.00	LS	$ 10,000.00	$ 20,000.00
Sub Total				$ 587,781.00
Mobilization (8%)				$ 47,022.48
Contingency (10%)				$ 63,480.35
Total Estimated Pedestrian Bridge				**$ 698,283.83**
			Total Project Cost	**$ 972,800.10**

These costs include the following:

- Maclay Bridge Rehabilitation to increase the load limit to 25+ tons
- Corrects any "fracture critical" design issues
- A separate pedestrian & bike bridge

Presented by: Maclay Bridge Alliance, 11905 Green Acres Road Missoula, MT 59804

MDT Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

STEPHEN POTTS
U.S. ENVIRONMENTAL PROTECTIONS AGENCY REGION 8 – MONTANA OFFICE
10 WEST 15TH STREET, SUITE 3200
HELENA, MT 59626

Subject: Invitation to Participate in Maclay Bridge Planning Study

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Environmental Services Bureau Chief

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MDT Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

MIKE MCGRATH
U.S. FISH & WILDLIFE SERVICE – ECOLOGICAL SERVICES FIELD OFFICE
585 SHEPARD WAY
HELENA, MT 59601

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MDT Montana Department of Transportation
2701 Prospect Avenue
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Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

TODD TILLINGER
U.S. ARMY CORPS OF ENGINEERS
HELENA REGULATORY OFFICE
10 WEST 15TH STREET, SUITE 2200
HELENA, MT 59626

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April 30, 2012

TONY LIANE
MT DEPARTMENT OF NATURAL RESOURCES AND CONSERVATION
SOUTHWEST LAND OFFICE
1401 27TH AVE.
MISSOULA, MT 59804

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MATT HALL
MT DEPARTMENT OF NATURAL RESOURCES AND CONSERVATION
MISSOULA UNIT OFFICE
3206 MAVERICK LANE
MISSOULA, MT 59804

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Eric Merchant, MT Department of Environmental Quality
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Bill Gray, US Bureau of Reclamation

MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

MACK LONG
MT DEPARTMENT OF FISH, WILDLIFE AND PARKS – REGION 2
3201 SPURGIN ROAD
MISSOULA, MT 59804

Subject: Invitation to Participate in Maclay Bridge Planning Study

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Tom Martin
Environmental Services Bureau Chief

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MDT Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

JENNIFER CHAMBERS
MT DEPARTMENT OF ENVIRONMENTAL QUALITY
WATER PROTECTION BUREAU
PO BOX 200901
HELENA, MT 59620-0901

Subject: Invitation to Participate in Maclay Bridge Planning Study

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MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

TODD KLIETZ
MISSOULA COUNTY OFFICE OF PLANNING AND GRANTS
435 RYMAN STREET
MISSOULA, MT 59802

Subject: Invitation to Participate in Maclay Bridge Planning Study

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MDT Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

FRED BOWER
U.S. FOREST SERVICE – REGION 1
200 EAST BROADWAY
PO BOX 7669
MISSOULA, MT 59807

Subject: Invitation to Participate in Maclay Bridge Planning Study

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2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

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SUE COLYER
U.S. FOREST SERVICE
LOLO NATIONAL FOREST
FORT MISSOULA BUILDING 24
MISSOULA, MT 59804

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2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

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Brian Schweitzer, Governor

April 30, 2012

ERIC MERCHANT
MT DEPARTMENT OF ENVIRONMENTAL QUALITY
PO BOX 200901
HELENA, MT 59620-0901

Subject: Invitation to Participate in Maclay Bridge Planning Study

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ROBERT RAY
MT DEPARTMENT OF ENVIRONMENTAL QUALITY
1520 EAST SIXTH AVE
PO BOX 200901
HELENA, MT 59620-0901

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JEFF RYAN
MT DEPARTMENT OF ENVIRONMENTAL QUALITY
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Environmental Services Bureau Chief

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Todd Tillinger, US Army Corps of Engineers
Tony Liane, MT Department of Natural Resources & Conservation Southwest Land Office
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MDT
Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001
Timothy W. Reardon, Director
Brian Schweitzer, Governor

April 30, 2012

BEAU DOWNING
MT DEPARTMENT OF FISH, WILDLIFE AND PARKS
1420 EAST SIXTH AVENUE
P.O. BOX 200701
HELENA, MT 59620-0701

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MDT Montana Department of Transportation
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PO Box 201001
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Timothy W. Reardon, Director
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SHARON ROSE
MT DEPARTMENT OF FISH, WILDLIFE AND PARKS - REGION 2
3201 SPURGIN ROAD
MISSOULA, MT 59804

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BILL GRAY
U.S. BUREAU OF RECLAMATION
COLUMBIA-CASCADES AREA OFFICE
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YAKIMA WA 98901-2058

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WORKSHOP AGENDA

RESOURCE AGENCY WORKSHOP

WORKSHOP GOALS:

This workshop will include a presentation of the *Maclay Bridge Planning Study* and discussion about resource area concerns and issues located within the environmental scan boundary. The workshop will begin promptly at 9:30 AM, and will end no later than NOON. The following items will be discussed at this resource agency workshop:

WORKSHOP AGENDA:

1. Welcome and Introductions (9:30 AM—9:45 AM)
2. Presentation about Planning Study (9:45 AM—10:15 AM)
3. Discussion about Resource Areas—Issues and Concerns (10:15 AM—?)
4. Conclusion and Next Steps

DETAILS:

Location: HELENA
MDTCNF Planning A Conference Room
2960 Prospect Avenue

MISSOULA
Missoula District Office Second Floor Conference Room
2100 West Broadway

Date: May 21, 2012

Time: 9:30 AM – NOON

FOR QUESTIONS CONTACT:
Jeff Key, PE
RPA Project Manager
(406) 447-5000
Jeff.key@rpa-hln.com

MDT, Missoula County and RPA attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this project. Alternative accessible formats of this information will be provided upon request. For further information call (406) 447-5000 or TTY (800) 355-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to any scheduled meetings and/or other activities.

Maclay Bridge Planning Study





Resource Agency Workshop

May 21st, 2012

Outline of Presentation

- Study objectives
- Pre-NEPA/MEPA planning studies
- Study input
- Environmental conditions in the corridor
- Next steps

Purpose of this Workshop

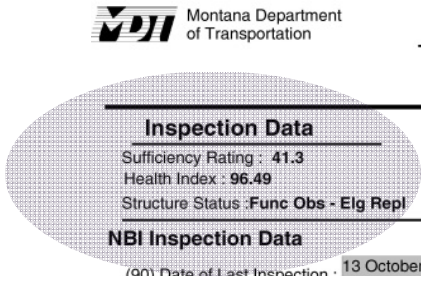
- Introduce the *Maclay Bridge Planning Study*
- Provide an overview of pre-NEPA/MEPA Planning Process
- Solicit input from Resource Agencies regarding data gathered
  - Is the data complete?
  - Are we missing data?
  - Are there areas of concern?
  - General comments about the site conditions.

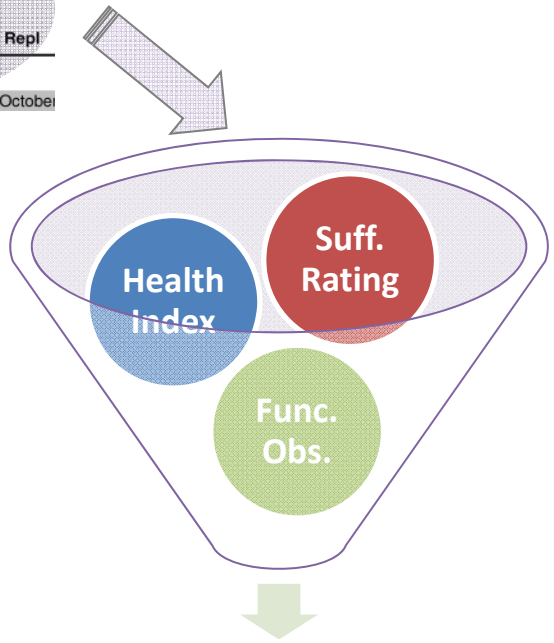
Goals and Purpose of Study

- Engage constituents early and throughout study
- Review existing conditions and identify constraints
- Identify needs and objectives
- Identify short-range and long-range improvements
- Develop planning level cost estimates

Key Study Objectives

- Be transparent
- Provide ongoing opportunity for participation
- Make information available on website
- Convey technical information to a general audience





WHAT DOES IT MEAN?

Pre-NEPA/MEPA Planning Studies

- Planning studies:
  - Are a "high level scan"
  - Define transportation issues/areas of concern
  - Consider social, economic and environmental effects at an early stage
  - Identify and prioritize cost-effective and feasible strategies
  - Provide opportunities for early and continuous community involvement

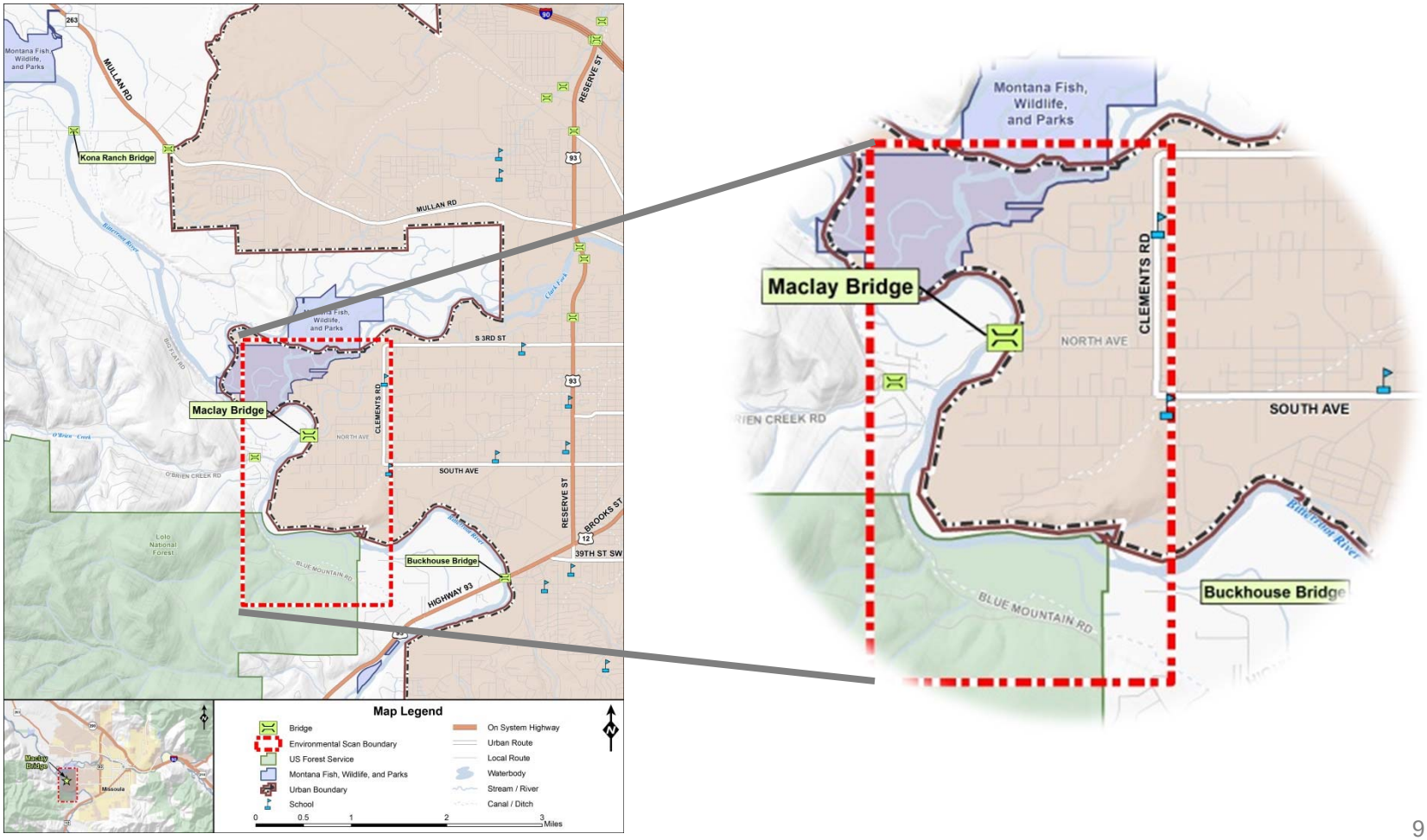
Pre-NEPA/MEPA Planning Studies

- Planning studies are:
  - Not a NEPA/MEPA Study or Environmental Review
  - Not a Right-of-Way Acquisition Project
  - Not a Preliminary Engineering or Final Design Project
  - Not a Construction Project
  - Not a Maintenance Project



Maclay Bridge Overview

Study Vicinity Map



Maclay Bridge - Study Approach

- Major Tasks:
  - Community & Agency Participation Plan / Website
  - Environmental Scan & Existing and Projected Conditions Report
  - Identify Needs, Goals, Constraints and Screening Criteria
  - Identify Improvement Options
  - Recommend Improvement Options
  - Prepare Corridor Study Report

Study Schedule

- 12-month study period
- Four informational meetings
- Review of Draft Planning Study document
  - January 2013

LOOKING FORWARD*

EVENT		DATE
Community Meetings	No. 1	April 24th, 2012
	No. 2	Mid-June, 2012
	No. 3	Early September, 2012
	No. 4	Early January, 2013
Draft Report		Early January, 2013

*Comments will be received throughout the course of the study.

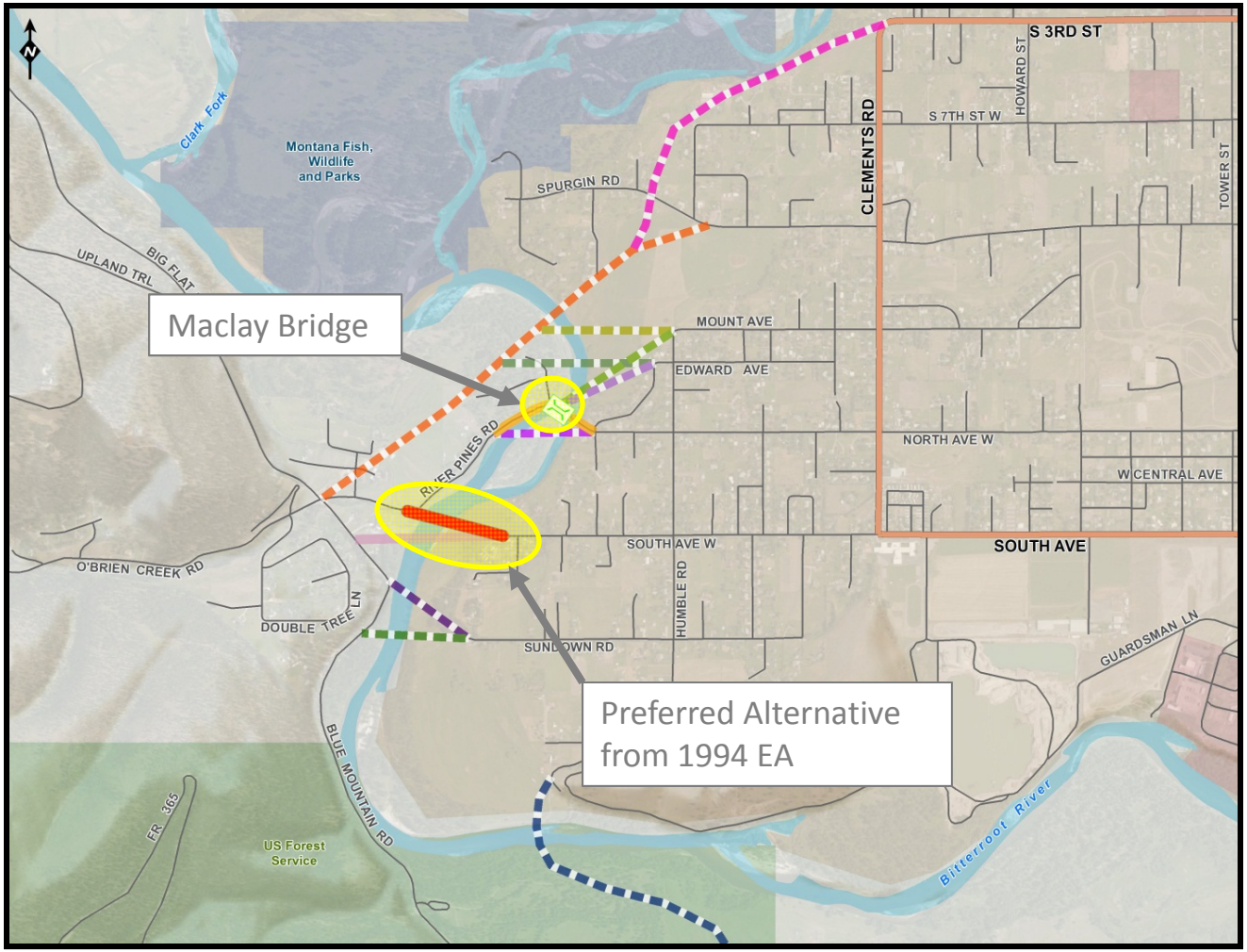
Initial Interested Parties

- Missoula County Commission
- Montana Fish, Wildlife, and Parks
- US Forest Service
- Missoula Rural Fire District
- Community Medical Center
- Missoula Emergency Services Incorporated
- Missoula County Public Schools
- Target Range School District #23
- Mountain Home Montana
- Maclay Bridge Alliance
- Target Range Homeowners Association
- Hidden Heights Homeowners Association
- Target Range Water and Sewer District



Key Study Input

Key Study Input –
1994 Environmental Assessment Options



Key Study Input – Environmental



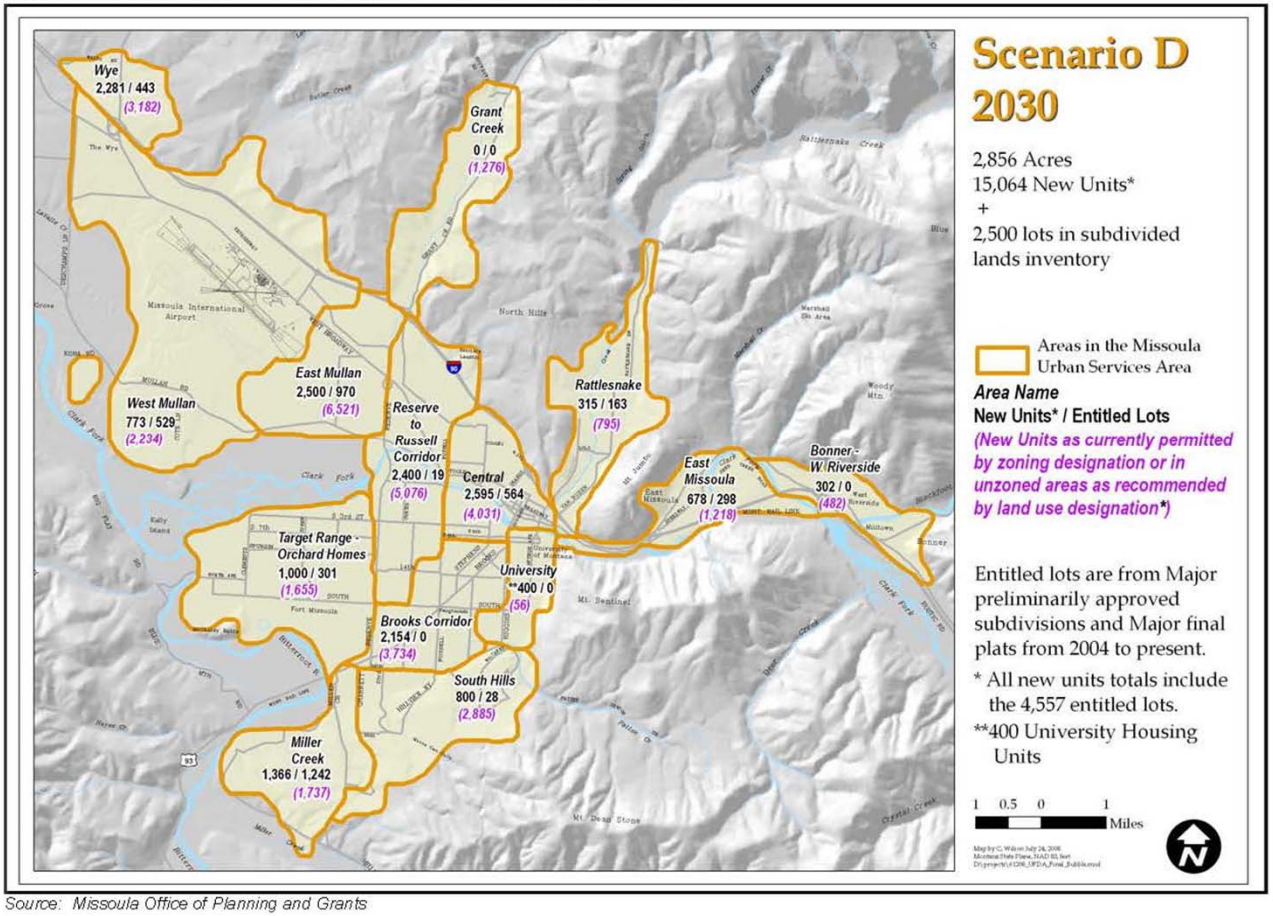






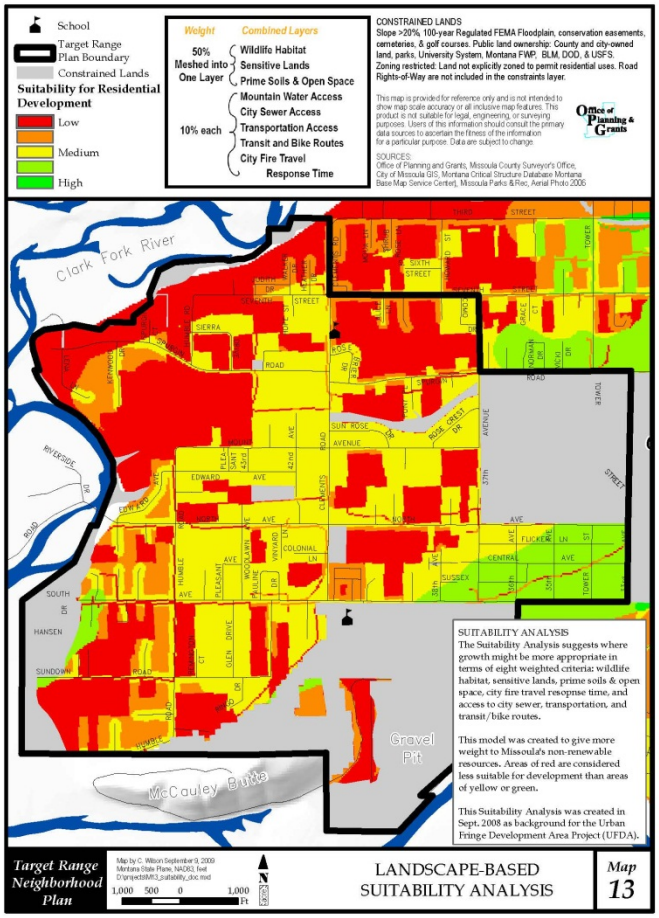
Key Study Input – Area Growth

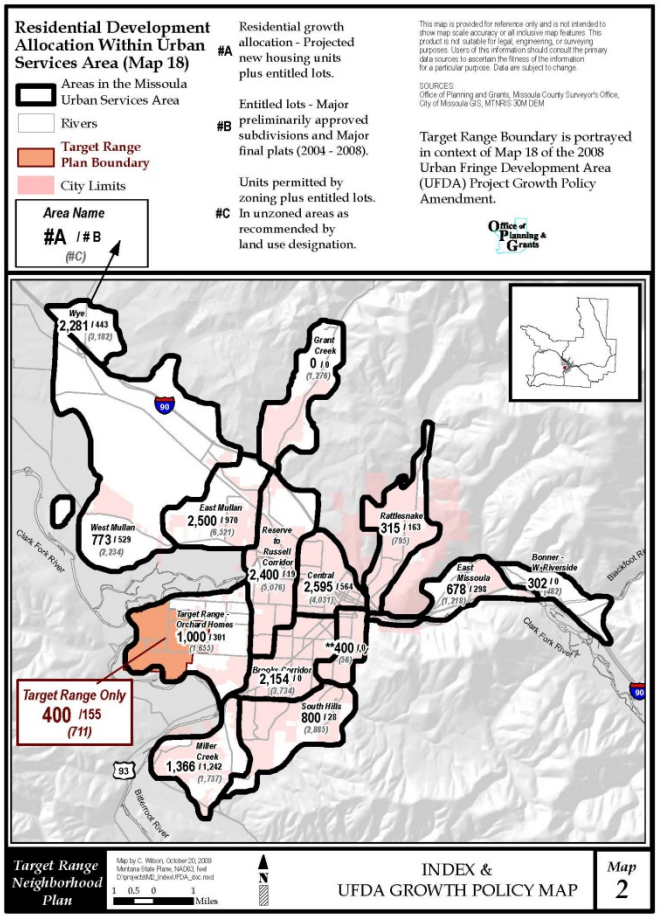
Figure 3-2: Missoula Preferred Growth Scenario (UFDA)



Source: Missoula Office of Planning and Grants

Key Study Input – Neighborhood Planning





Key Study Input – Recreational Area



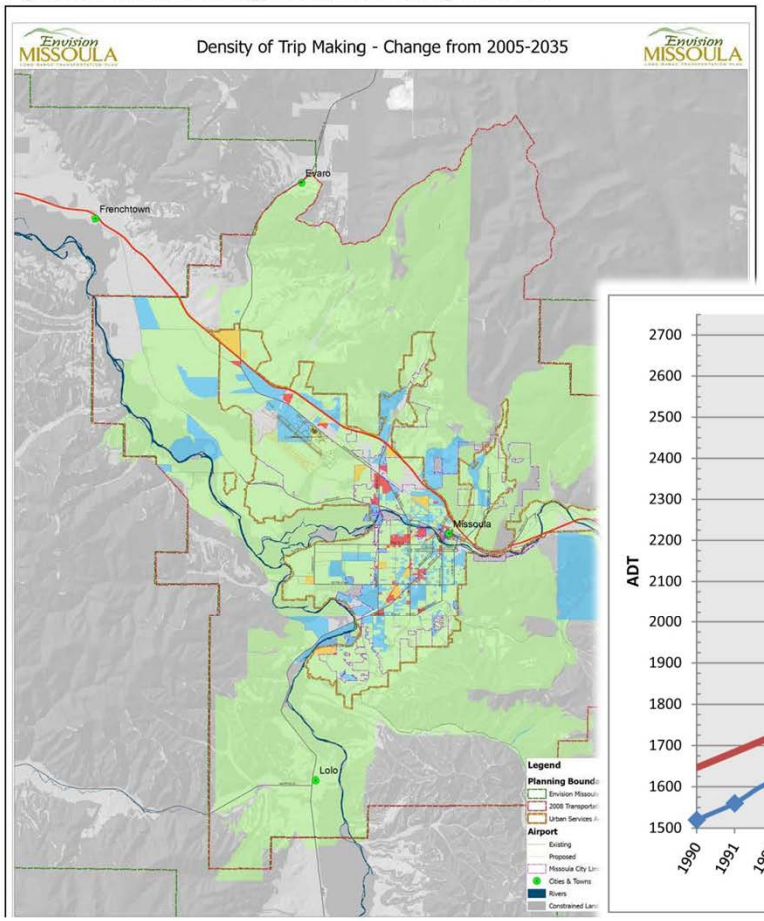




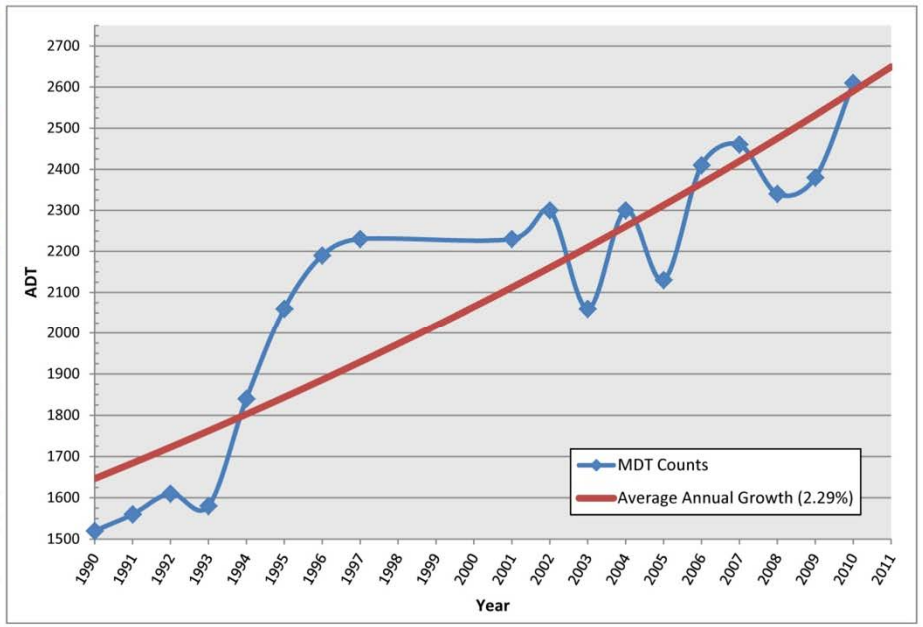


Key Study Input – Traffic Growth

Figure 3-3: Increases in Origin/Destination Density 2005-2035



- 2.29% average annual growth rate (1990-2010)





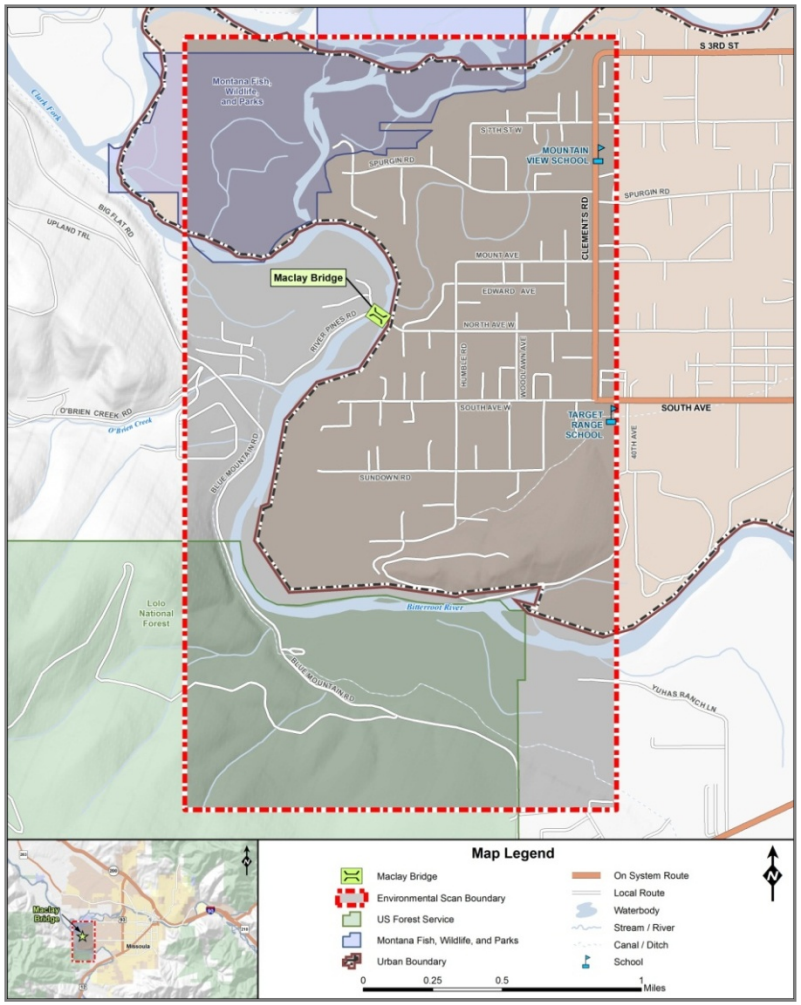
Environmental Conditions in the Corridor

Physical and Environmental Resources

- Geographic Setting
- Land Ownership
- Land Use
- Geology
- Soil Resources and Prime Farmland
- Water Resources
- Wetlands
- Floodplains and Floodways
- Hazardous Substances
- Air Quality
- Traffic Noise
- Visual Resources
- Biological Resources
  - Fish and Wildlife
  - Vegetation
- Cultural and Archaeological Resources
- 4(f) / 6(f)
- Demographics

Geographic Setting

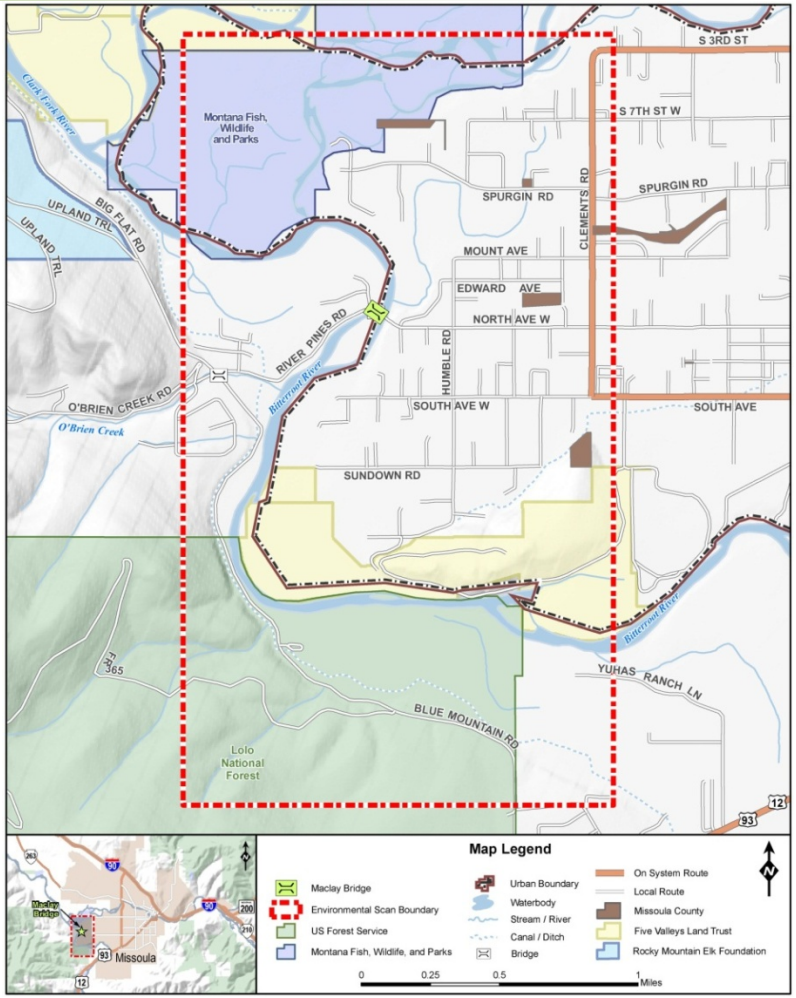
- Average Elevation 3,120’
- Land Use
  - Low-density residential
  - Agricultural
  - Recreational
- River Pines Road (west of bridge)
- North Avenue (east of bridge)



Environmental Scan Boundary

Land Ownership

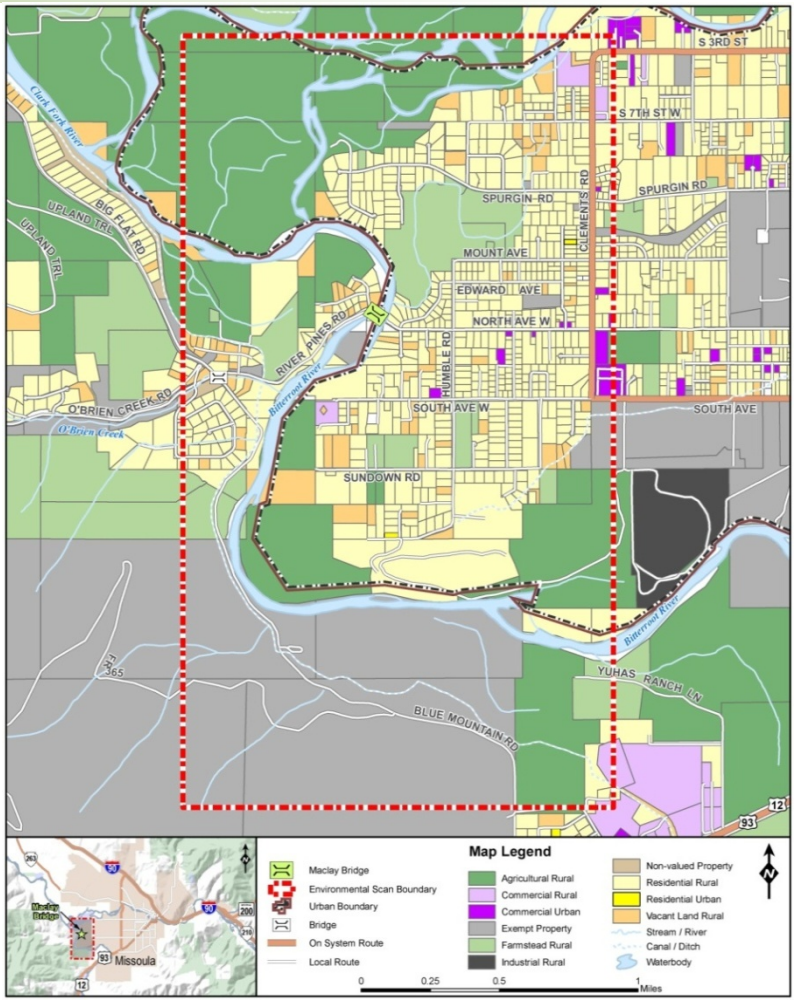
- Predominately privately owned land
- Public land in environmental scan boundary includes:
  - MFWP – Kelly Island Fishing Access Site
  - Isolated Missoula County-owned parcels
  - Lolo National Forest
- Five Valleys Land Trust – Conservation Easement



Environmental Scan Boundary

Land Use

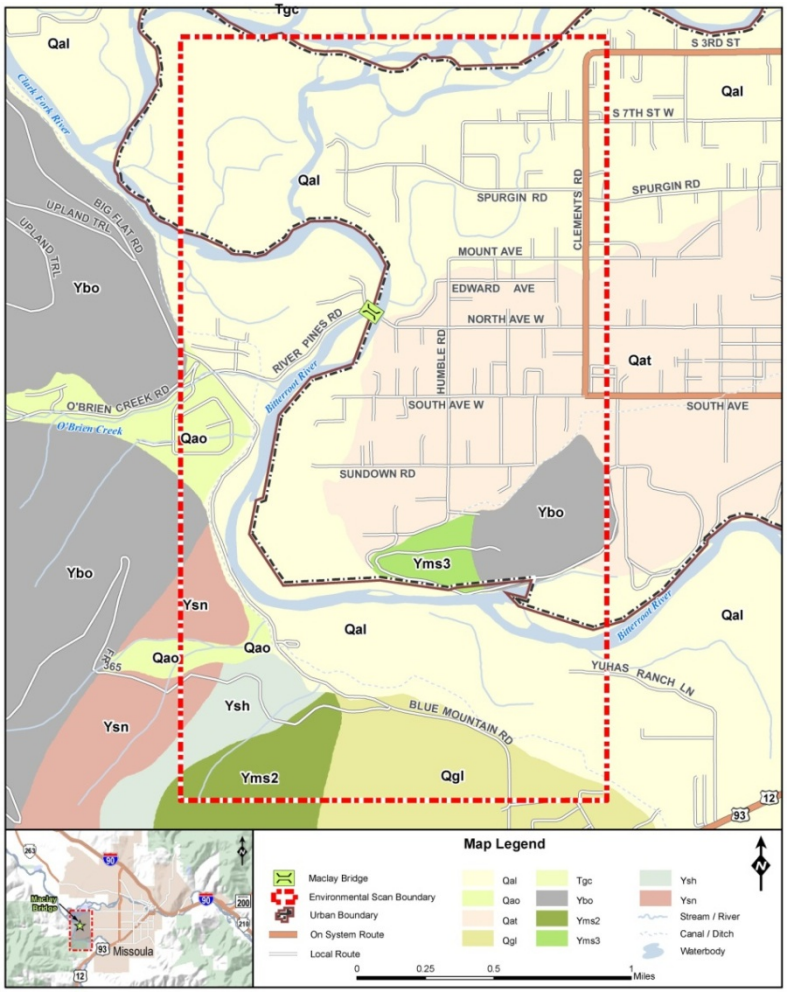
- *Target Range Neighborhood Plan* guides land use east of the Bitterroot River
- Semi-rural area
  - Primarily residential with one-half acre or larger parcels
  - Few commercial areas
  - Two schools (Target Range and Mountain View ES)
  - Agricultural uses



Environmental Scan Boundary

Geology

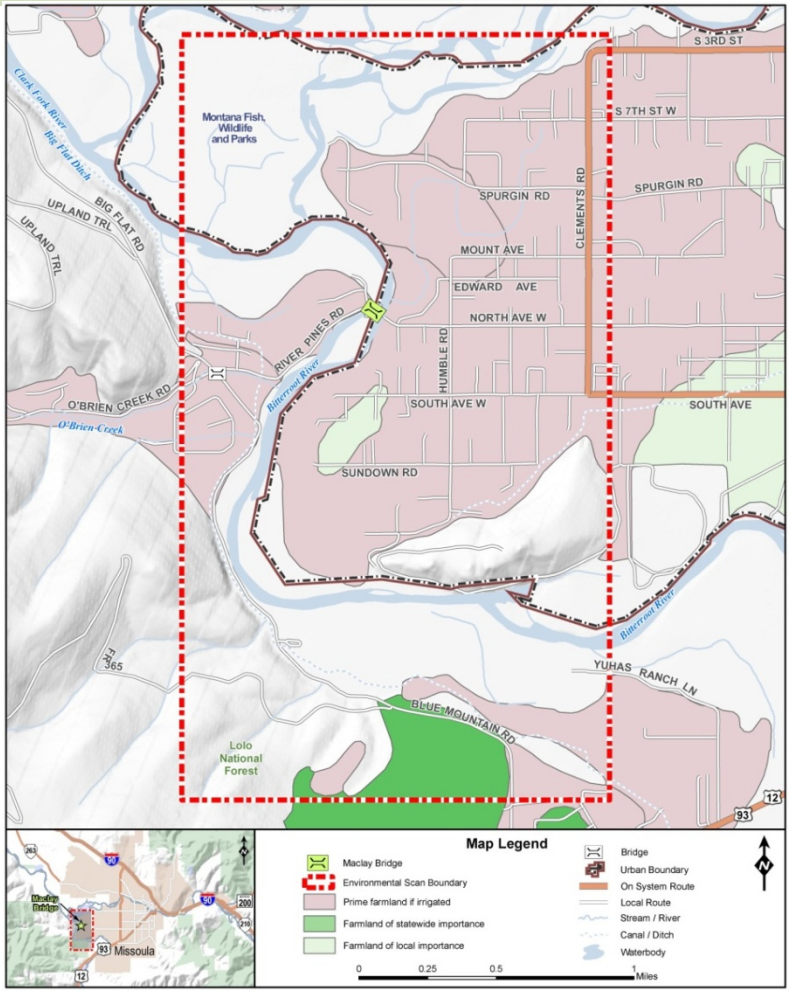
- Majority contains alluvial materials associated with channels and floodplains
- Volcanic bedrock in the southern portion



Environmental Scan Boundary

Soil Resources and Prime Farmland

- Area within boundary contains:
  - Prime farmland if irrigated
  - Farmland of statewide importance
  - Farmland of local importance
- If a project, or projects, advance, coordination required with NRCS to assess whether *Farmland Policy Protection Act (FPPA)* applies

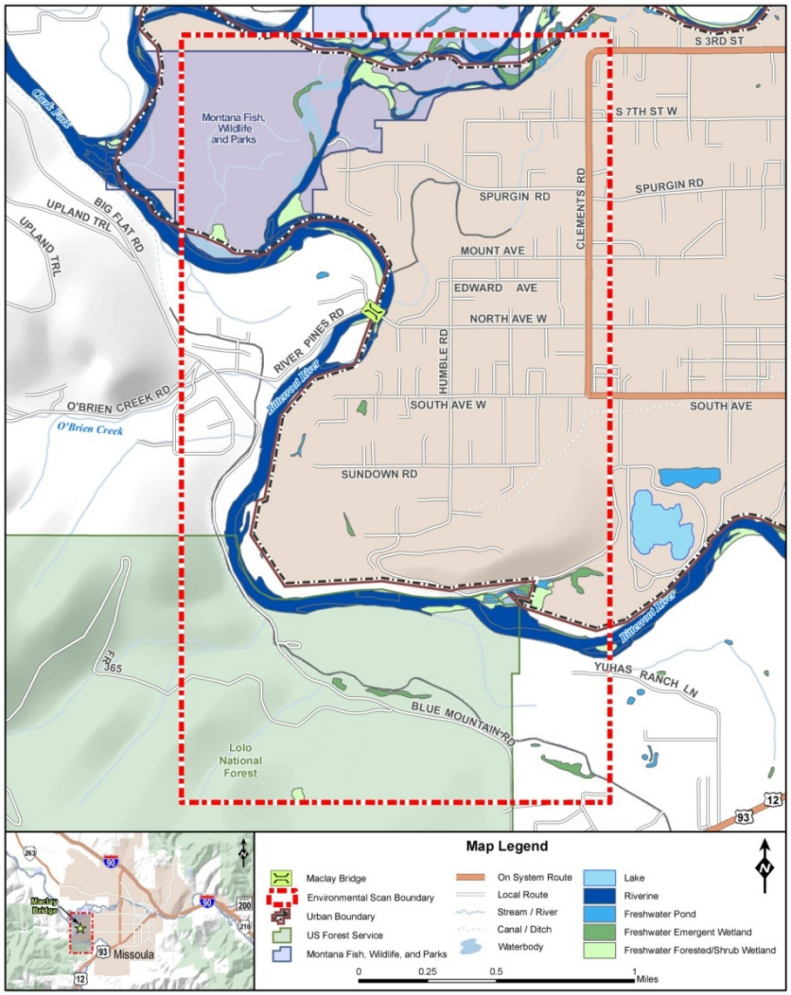


Environmental Scan Boundary

Water Resources

Surface Water

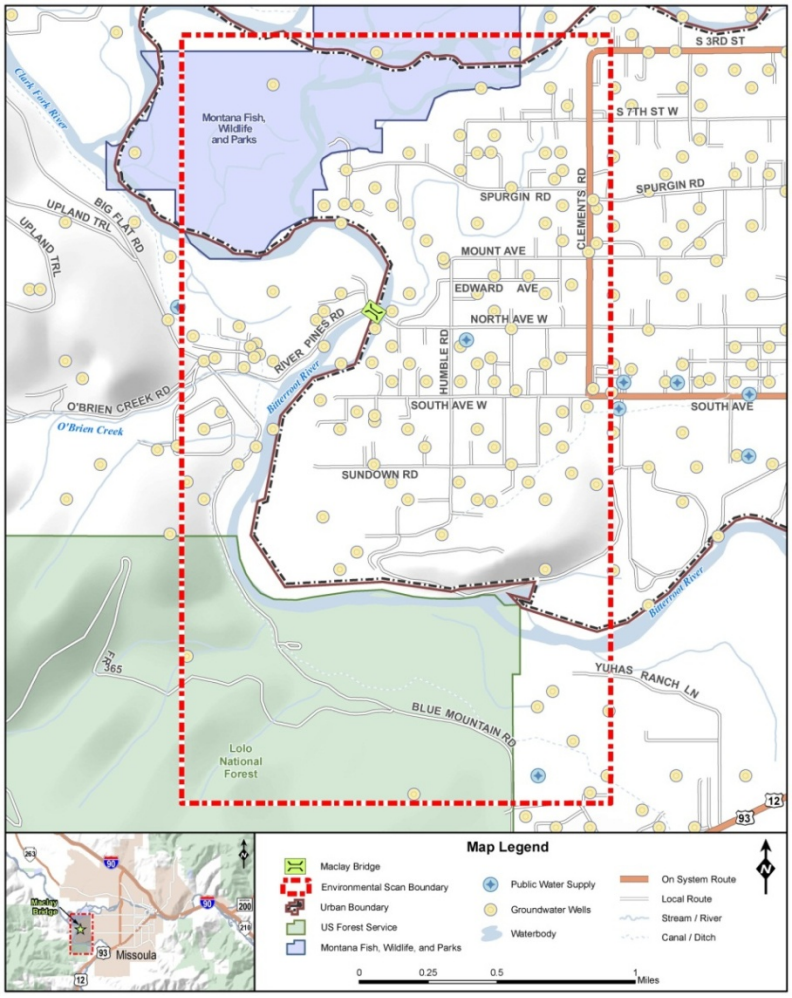
- Three predominant surface waters:
  - Bitterroot River
  - Clark Fork River
  - O'Brien Creek
- Bitterroot and Clark Fork Rivers are classified as impaired and are section 303(d) listed waterbodies



Environmental Scan Boundary

Water Resources
Groundwater

- Individual well depths range from 80 to 160 feet
- Missoula Valley Water Quality District (formed in 1993)
- Individual on-site wastewater treatment systems are prevalent

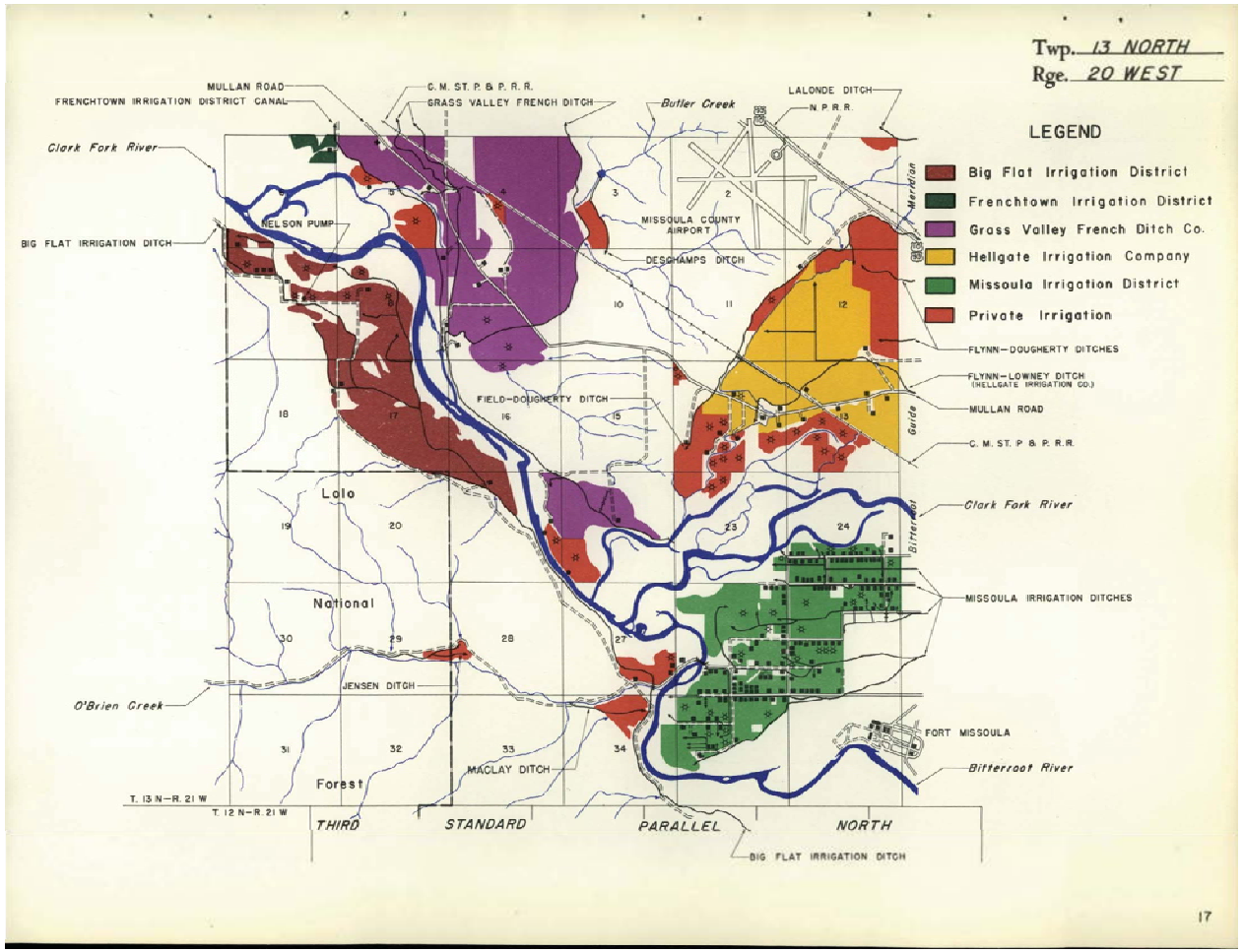


Environmental Scan Boundary

Water Resources

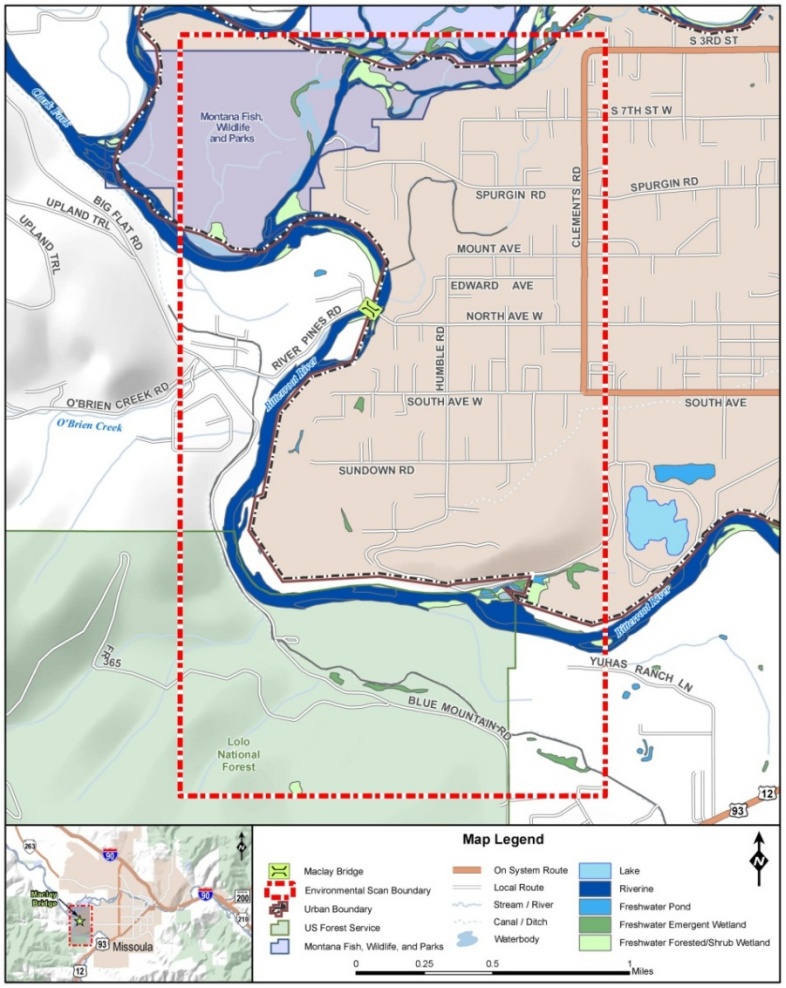
Irrigation

- Water Resources Survey – Irrigation Map



Wetlands

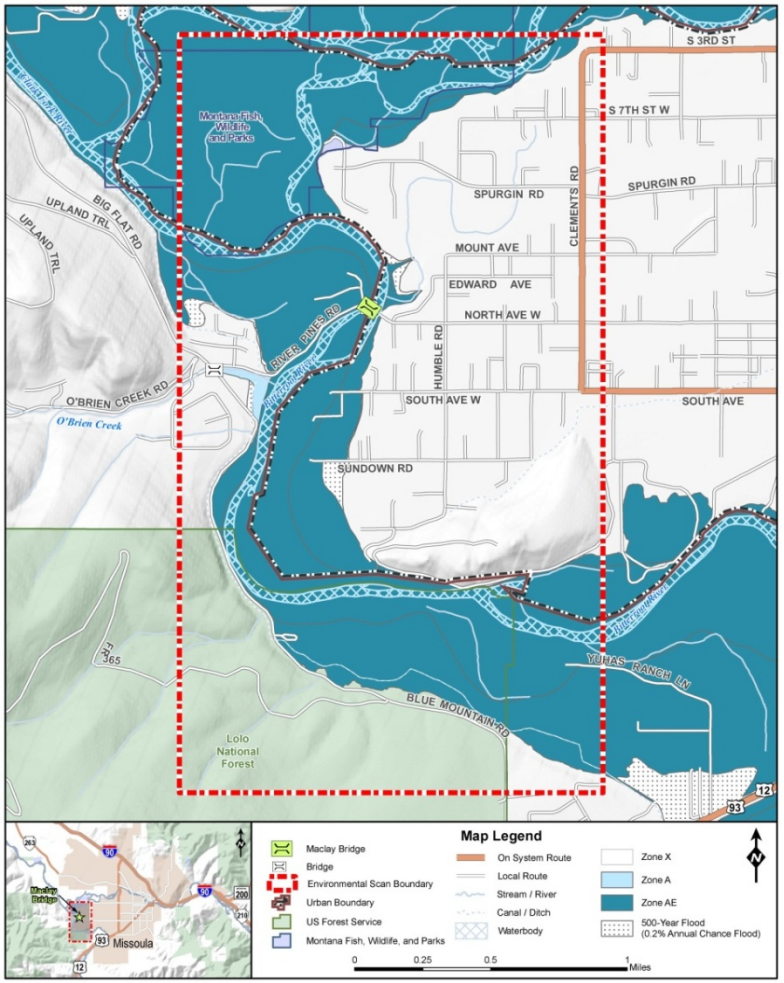
- National Wetland Inventory (NWI) - based on aerial photo interpretation
- NWI definition much broader than regulatory definition (COE)
- If a project, or projects, advance, a wetland impact evaluation would be required



Environmental Scan Boundary

Floodplains and Floodways

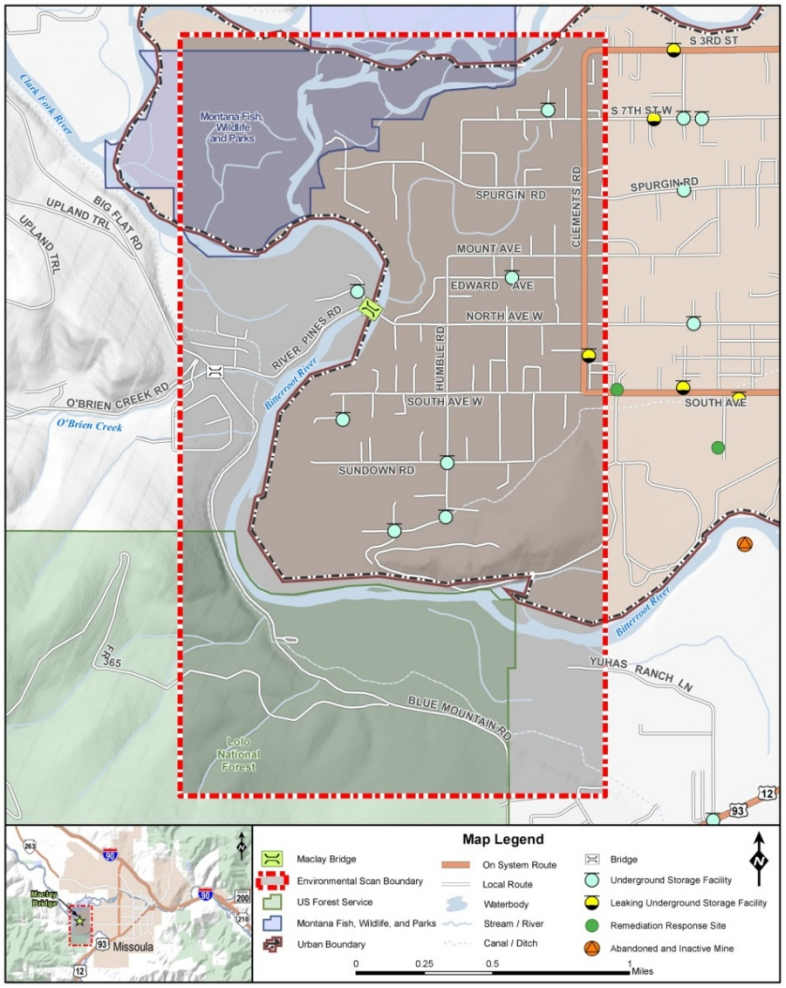
- 100 – Year Flood (base flood for floodplain management programs)
- Most of the study corridor
  - Zone A (no Base Flood Elevations determined)
  - Zone AE (Base Flood Elevations determined)
  - Zone X (areas of 0.2% annual chance flood)



Environmental Scan Boundary

Hazardous Substances

- NRIS
  - Eight UST locations
  - One LUST locations
  - One petroleum release compensation site



Environmental Scan Boundary

Air Quality

- Non-attainment area
  - PM – 10
- Maintenance area
  - CO
- Transportation conformity
  - Must be included in MPO's regional emissions analysis
- Mobile Source Air Toxics (MSAT)

Traffic Noise

- Traffic noise may need to be evaluated if a "Type I" project is developed
- A "Type I" project includes:
  - A significant shift in horizontal or vertical alignments
  - Increasing the number of through lanes
  - Increasing the traffic speeds and volume
- Noise abatement measures may be necessary if noise impacts exceed appropriate thresholds

Visual Resources

- Landscape Character
- Visual Sensitivity
- Scenic Integrity
- Landscape Visibility



Biological Resources

- Fish & Wildlife
- Vegetation





Fish and Wildlife

Aquatic Resources

Common Name	Scientific Name	Use Type	Abundance by River or Stream		
			Bitterroot River	Clark Fork River	O'Brien Creek
Brook Trout	*Salvelinus fontinalis*	Year-round resident	Rare		Rare
Brown Trout	*Salmo trutta)*	Year-round resident	Common	Rare	Abundant
Bull Trout	*Salvelinus confluentus*	Fluvial/Adfluvial population, Spawning elsewhere	Rare	Rare	
Largemouth Bass	*Micropterus salmoides*	Year-round resident	Incidental	Rare	
Largescale Sucker	*Catostomus macrocheilus*	Year-round resident	Abundant	Abundant	
Longnose Dace	*Rhinichthys cataractae*	Year-round resident	Common	Common	
Longnose Sucker	*Catostomus catostomus*	Year-round resident	Abundant	Abundant	
Mountain Whitefish	*Prosopium williamsoni*	Year-round resident	Abundant	Common	Abundant
Northern Pike	*Esox lucius*	Year-round resident	Incidental	Rare	
Northern Pike Minnow	*Ptychocheilus oregonensis*	Year-round resident	Common		
Peamouth	*Mylocheilus caurinus*	Year-round resident	Rare		
Pumpkinseed	*Lepomis gibbosus*	Year-round resident	Incidental	Rare	
Rainbow Trout	*Oncorhynchus mykiss*	Year-round resident	Abundant	Abundant	Abundant
Redside Shiner	*Richardsonius balteatus*	Year-round resident	Common		
Slimy Sculpin	*Cottus cognatus*	Year-round resident	Unknown		
Westslope Cutthroat Trout	*Oncorhynchus clarki lewisi*	Year-round resident	Rare	Rare	Common
Sculpin	*Cottidae spp.*	Year-round resident			Rare
Westslope X Rainbow Trout	--	Year-round resident			Common
Yellow Perch	*Perca flavescens*	Year-round resident		Rare	

Threatened

Fish and Wildlife
General Wildlife

- Common Mammals
  - White-tail deer
  - Mule deer
  - Coyote
  - Red Fox
  - Squirrels
  - Raccoons
  - Skunks
  - Beaver
  - Mink
- Amphibians and Reptiles
  - Spotted frog
  - Leopard frog
  - Bull frog
  - Western yellow-bellied racer
  - Western garter snake
  - Western painted turtle
- Birds
  - Over 100 species
  - Bald Eagle Nest Sites

Fish and Wildlife

Threatened and Endangered Species

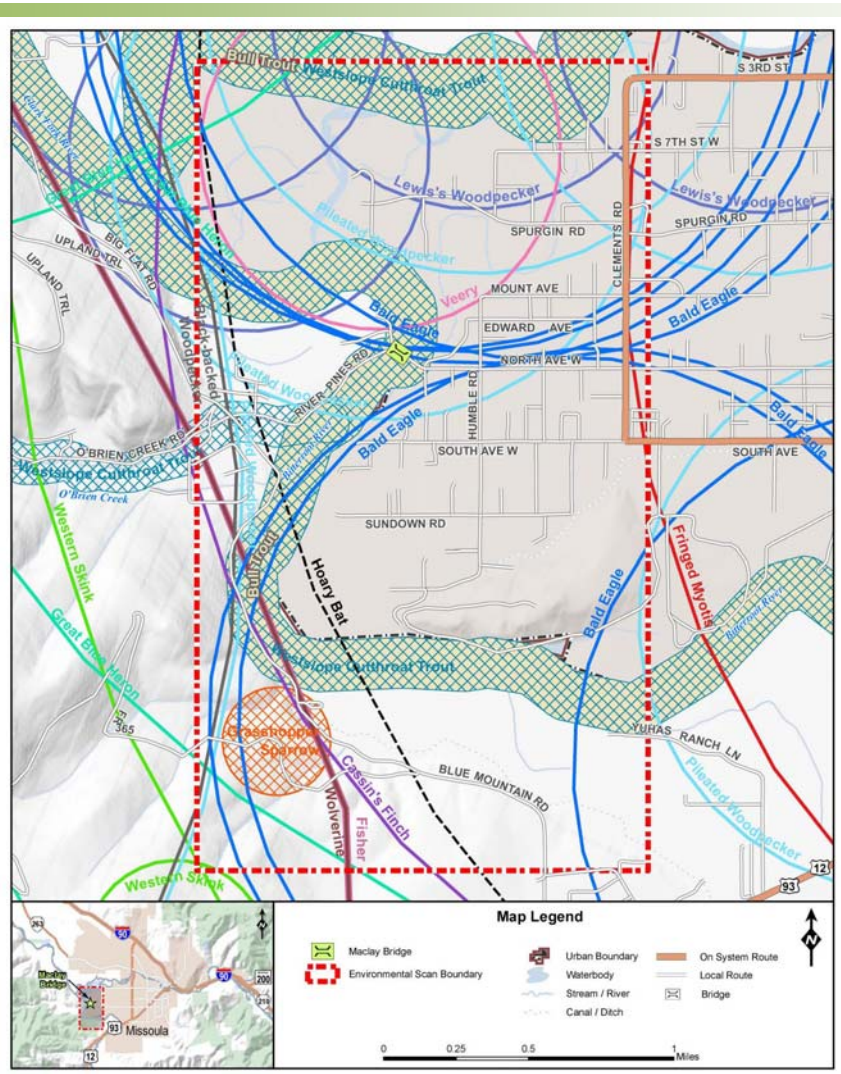
Common Name	Scientific Name	USFWS Status	Habitat Requirements
Bull Trout	*Salvelinus confluentus*	Threatened, Critical Habitat Designated	Within the Environmental Scan Area, the Bitterroot River, Clark Fork River, and O'Brien Creek are designated as Critical Habitat for bull trout.
Grizzly Bear	*Ursus arctos horribilus*	Threatened	In Missoula County include the Seeley, Swan, and Jocko Valleys, lower Mission Valley, and portions of the upper Rattlesnake watershed.
Canada Lynx	*Lynx Canadensis*	Threatened, Critical Habitat Designated	Habitat for the species does not exist in the Environmental Scan Area.
Wolverine	*Gulo gulo luscus*	Candidate	Habitat for the species does not exist in the Environmental Scan Area.
Yellow Billed Cuckoo (Western Population)	*Coccyzus americanus*	Candidate	This habitat may be present in the Environmental Scan Area.

Fish and Wildlife
Species of Concern

Common Name	Scientific Name	State Rank	MNHP Occurrences in General Area by Township and Range	MNHP Known Occurrences in Environmental Scan Area
Westslope Cutthroat Trout	*Oncorhynchus clarkia lewisi*	S2	T13N, R20W T12N, R20W	Yes
Hoary Bat	*Laslurus cinereus*	S3	T13N, R20W T12N, R20W	Yes
Fisher	*Martes pennanti*	S3	T13N, R20W	Possible on Lolo National Forest
Black-backed Woodpecker	*Picoides arcticus*	S3	T13N, R20W T12N, R20W	Yes
Western Skink	*Eumeces skiltonianus*	S3	T13N, R20W	Yes
Fringed Myotis	*Myotis thysanodes*	S3	T12N, R20W	Yes
Grasshopper Sparrow	*Ammodramus savannarum*	S3B	T12N, R20W	Yes
Cassin's Finch	*Carpodacys cassinii*	S3	T12N, R20W	Yes
Pileated Woodpecker	*Dryocopus pileatus*	S3	T12N, R20W	Yes
Lewis's Woodpecker	*Melanerpes lewis*	S2B	T12N, R20W	Yes
Flammulated Owl	*Otus flammeolus*	S3B	T12N, R20W	No
Bald Eagle	*Halieetus leucocephalus*		T13N, R20W T12N, R20W	Yes
Great Blue Heron	*Ardea herodias*	S3	T13N, R20W T12N, R20W	Yes

Fish and Wildlife

Species of Concern



Vegetation

- Threatened and Endangered Species
  - One threatened & one candidate identified in Missoula County
- Species of Concern
  - Toothcup (*Rotala ramosior*)

Common Name	Scientific Name	USFWS Status	Habitat Requirements
Water Howellia	*Howellia aquaticus*	Threatened	Known occurrences of the species in Montana are all within the Swan River drainage in the northeastern portion of Missoula County.
Whitebark Pine	*Pinus albicaulis*	Candidate	This habitat does not exist in the Environmental Scan Area.

Cultural and Archaeological Resources

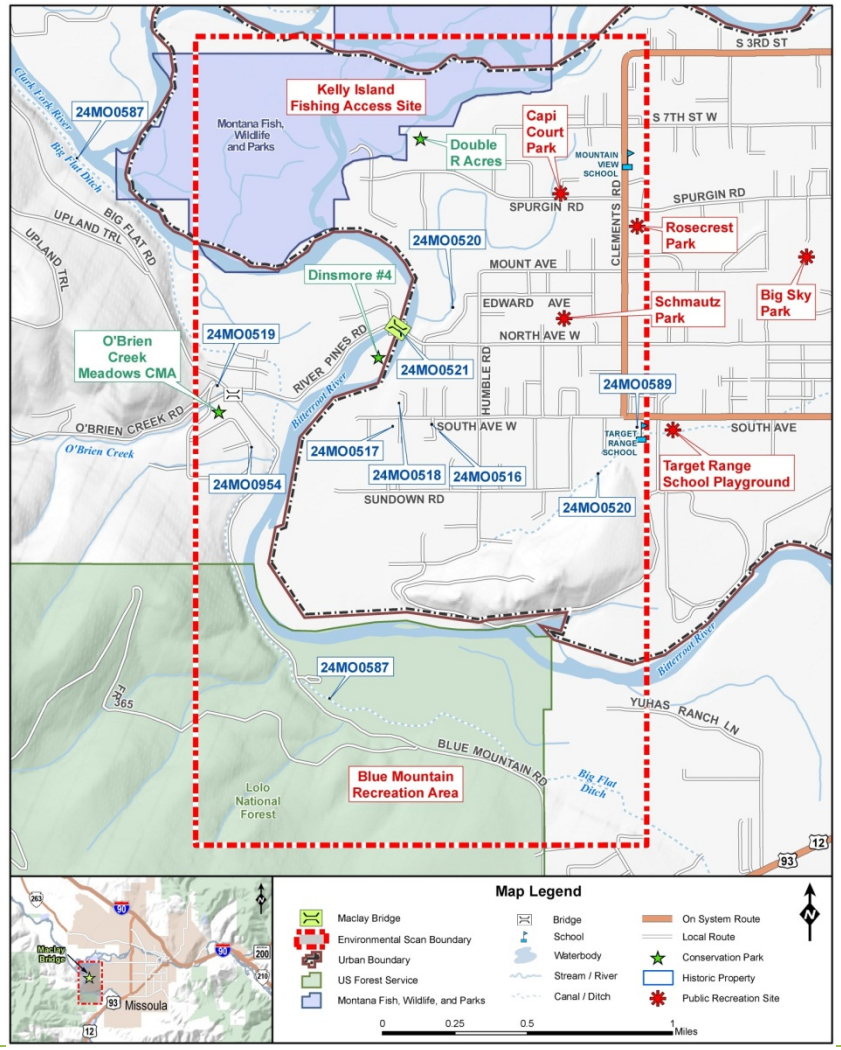
Resource Name	Smithsonian Site #	Type of Resource	National Register Eligibility Status
Stettler Property	24MO05I6	Historic Residence	Ineligible
Rice Property	24MO05I7	Historic Residence and Outbuildings	Consensus determination of eligibility
Maxwell Property	24MO05I8	Historic Residence and Outbuildings	Ineligible
Maclay Property	24MO0519	Historic Residence and Outbuildings	Recommended as eligible for National Register
Missoula Irrigation District Ditches	24MO0520	Historic Irrigation System	Consensus determination of eligibility
Maclay Bridge	24MO0521	Historic Vehicular/Foot Bridge	Determined eligible for National Register
Big Flat Ditch	24MO0587	Historic Irrigation System	Consensus determination of eligibility
Maclay Ditch	24MO0954	Historic Irrigation System	Undetermined
Target Range Elementary School	24MO0589	Historic School	Listed on the National Register
Site in T13N, R20W, Sec. 35	24MO0209	Lithic Material Concentration	Undetermined
Site in T13N, R20W, NW 1/4 Sec. 35	24MO1388	Historic Residence	Undetermined

4(f) / 6(f)

FAS is 6(f) site

Name	Type of 4(f) Resource	Comments /Location
Kelly Island FAS	Public Recreation Site	666-acres site located at confluence of Bitterroot and Clark Fork Rivers, managed by MFWP
Rosecrest Park	Neighborhood Park	9.6 acres located south Spurgin Road between Clement Road and 37th Avenue. County ownership
Schmautz Park	Neighborhood Park	4.2 acre, undeveloped parcel located north of North Avenue and west of 42nd Avenue. County ownership
Target Range School Playground Target Range School (24MO0589)	Neighborhood Park Historic School	10 acre area containing sports fields, basketball courts, and play equipment. Target Range School is listed on National Register.
Dinsmore River Four	Conservation Park	Bitterroot River island habitat located south of existing Maclay Bridge County ownership
Double R Acres	Conservation Park	Clark Fork River riparian habitat adjoining Kelly Island FAS. County ownership
O'Brien Cr. Meadows Common Area	Conservation Park	O'Brien Creek riparian area located near intersection of Big Flat Road and O'Brien Creek Road. County ownership. Identified in Missoula County Parks and Conservation Lands Plan (1997)
Capi Court Park	Unimproved County Park	North of Spurgin Road and east of Sierra Drive
Five Valley Land Trust Conservation Easements	Wildlife Habitat/Public Use	Various locations along Bitterroot River
Lolo National Forest Lands	Public Multiple-use Property	Southwestern portion of Environmental Scan Area, part of Blue Mountain Recreation Area
Rice Property (24MO05I7)	Historic Residence and Outbuildings	Consensus determination of eligibility for National Register
Maclay Property (24MO05I9)	Historic Residence and Outbuildings	Recommended as eligible for National Register
Maclay Bridge (24MO052I)	Historic Vehicular/Foot Bridge	Determined eligible for National Register. Owned by Missoula County
Big Flat Ditch (24MO0587) Missoula Irrigation District Ditches (24MO0520)	Historic Irrigation Systems	Consensus determination of eligibility for National Register

Cultural and 4(f) Sites



Demographics

- Scan includes:
  - Population and growth statistics
  - Race and ethnic statistics
  - Age and income statistics
- No apparent Environmental Justice concerns

Environmental Scan

- Draft Environmental Scan has been completed (April 30, 2012)
- Helps provide information to develop needs and compare conceptual improvement options
  - Areas of concern
  - Greater or lesser impacts
  - Can impacts be avoided, minimized or mitigated – and at what cost?
  - Procedural requirements

Next Steps

- Complete existing and projected conditions report
- Identify constraints
- Develop transportation needs and objectives
- Identify potential improvement options
  - Short-range and long-range
- Draft Planning Study Report

Conclusion

- Questions, answers and/or comments?

  Study website:

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

  Study contacts:

Sheila Ludlow
Montana Department of Transportation
Statewide and Urban Planning
PO Box 201001
Helena, Montana 59620-1001

Email:
sludlow@mt.gov
Tel:(406) 444-9193

Lewis YellowRobe
Missoula County
Office of Planning and Grants
435 Ryman Street
Missoula, MT 59802

Email:
lyellowrobe@co.missoula.mt.us
Tel:(406) 258-4651

Erik Dickson
Missoula County
Dept. of Public Works
6089 Training Drive
Missoula, MT 59808

Email:
edickson@co.missoula.mt.us
Tel:(406) 258-3772

Maclay Bridge Planning Study

MEETING MINUTES

RESOURCE AGENCY WORKSHOP

DETAILS

Location: Helena – MDTCNF Planning A Conference Room
2960 Prospect Avenue

Missoula – Missoula District Office Second Floor Conference Room
2100 West Broadway

Date: May 21, 2012

Time: 9:30 AM – 11:00 AM

ATTENDANCE:

• Shane Stack	MDT*
• Sheila Ludlow	MDT
• Trevor Skelton	MDT
• Susan Kilcrease	MDT*
• Brian Hasselbach	FHWA
• Beau Downing	FWP
• Jeff Ryan	DEQ
• Cyra Cain	DEQ
• Paul Skubinna	DEQ
• Mike McGrath	USFWS*
• Christina Schroeder	USACE*
• Stephen Potts	EPA*
• Larry Schock	DNRC*
• Lewis YellowRobe	Missoula County*
• Erik Dickson	Missoula County*
• Jeff Key	RPA
• Scott Randall	RPA
• Bob Schweitzer	MBA*
• Peggie Morrison	MBA*

**Denotes Missoula location*

AGENDA:

The resource agency workshop for the *Maclay Bridge Planning Study* was held on Monday, May 21st, 2012. The purpose of the workshop was to review and discuss known resources within the environmental scan boundary. The meeting began at 9:30 AM and ended at 11:00 AM.

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.

WELCOME AND INTRODUCTIONS

Sheila Ludlow provided a welcome and made opening remarks for the resource agency workshop. Introductions for individuals present and for those calling in were made.

WORKSHOP PRESENTATION

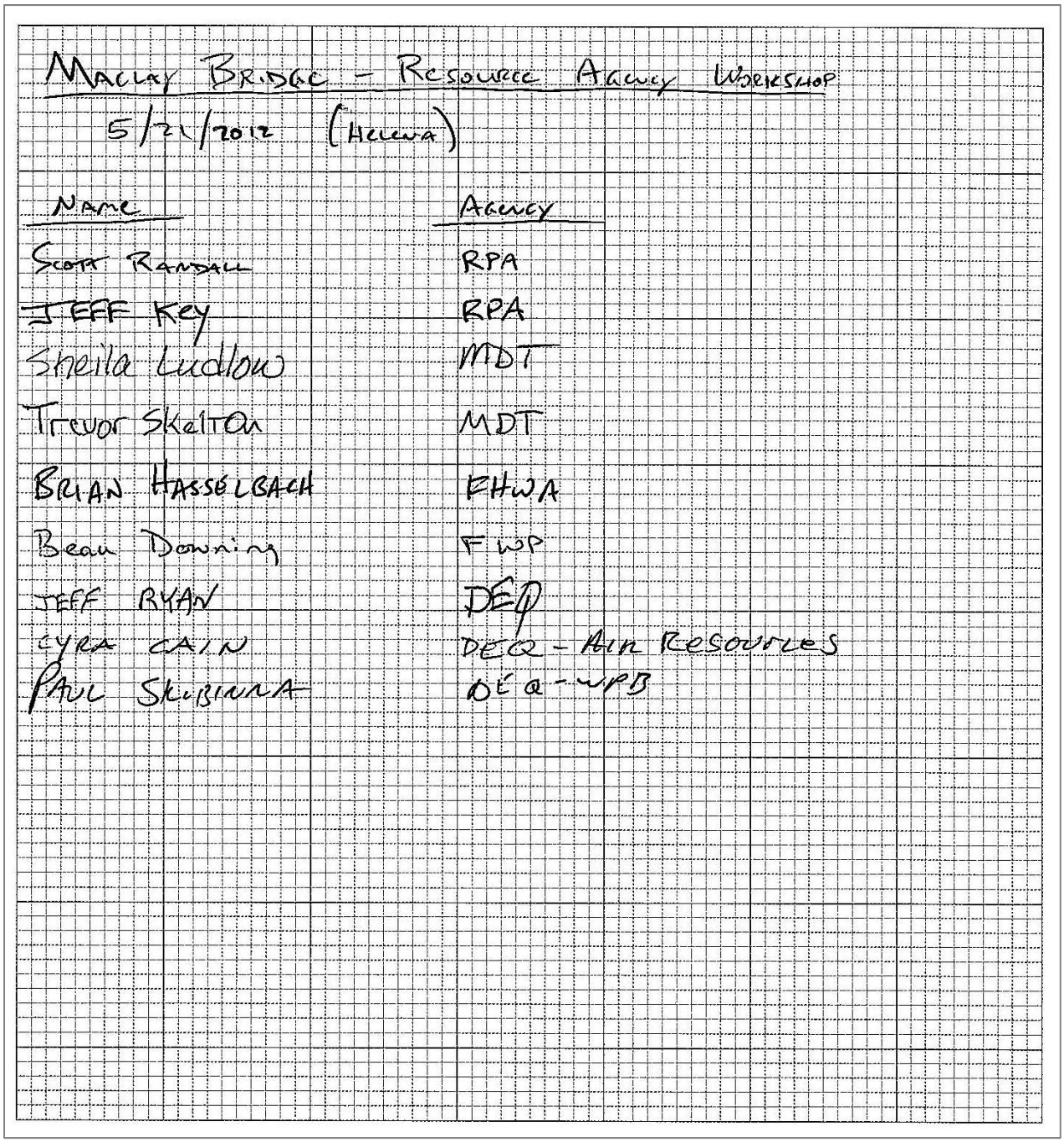
Jeff Key gave a presentation about the planning study and known resources within the environmental scan boundary. The primary focus of the meeting was to ensure that the information captured in the *Environmental Scan* was accurate and that any additional information or concerns from the resource agencies were addressed.

The following comments and questions were made during the meeting:

- Pedestrian use along the bridge appears to be a safety hazard. (Cyra Cain)
- There is a high amount of recreational use at and near the bridge. The Missoula Marathon route crosses the bridge. (Shane Stack)
- Does the bridge structure contribute to erosion? (Jeff Ryan)
    - The Bitterroot River has migrated to the west over the years. Riprap was put in as mitigation in the 70's and 80's. The bridge is at a pinch point in the floodplain. (Larry Schock)
- In the case of a replacement bridge, Missoula County would have a "no increase" requirement for the 100-year base flood elevation. (Larry Schock)
    - An exception may be allowed if a *CLOMR (Conditional Letter of Map Revision)* is prepared, reviewed and approved by FEMA. After the *CLOMR*, a *LOMR (Letter of Map Revision)* would have to be completed. This process can be very time consuming, and would allow for a 0.5 foot increase of the 100-year base flood elevation, and only after hydraulic modeling shows it would not affect adjacent property.
    - Maintenance activities would not apply unless they result in greater than 1/10" rise in the 100-year base flood elevation.
    - The impacts are measured compared to existing FEMA study.
- Drainage from the bridge currently flows off the deck structure. (Erik Dickson)
- Montana Fish, Wildlife and Parks will provide information from the Crucial Areas Planning System (CAPS) to be incorporated into the *Environmental Scan*. (Beau Downing)
    - A summary report from CAPS for the environmental scan boundary was provided after the meeting.
- There is minimal agricultural traffic that currently uses the bridge. (Erik Dickson)
- Avoid and minimize impacts as much as possible should an improvement option(s) be identified and developed. (Christina Schroeder and Steve Potts)
- An evaluation of impacts related to induced growth should be conducted if a project is developed. (Steve Potts)

- Impacts resulting from drainage off of a new bridge deck should be considered. Bridge deck drainage would need to be channeled off the bridge and possibly detained/retained before discharge. (Jeff Ryan)
- If a new bridge is constructed, the largest span possible should be utilized to minimize impacts within the floodplain. (Jeff Ryan)
- There were no noted issues related to flooding near the bridge last year (2011), which was a year of high flood flows across Montana. (Erik Dickson)
- Impacts to potential vehicle / wildlife collisions should be analyzed if speeds are increased as a result of a project identified from the study. (Mike McGrath)
- A single span bridge should be utilized if possible. (Beau Downing)
- There are new guidelines for bald eagles that should be incorporated into the *Environmental Scan.* (Beau Downing)
- The effects of impacts to air quality if traffic volumes increase should be a consideration. (Cyra Cain)

The meeting ended at 11:00 AM. Copies of the sign-in sheets are attached.



MACLAY BRIDGE – RESOURCE AGENCY WORKSHOP
5/21/2012 (HELENA)

NAME	AGENCY
SCOTT RANDALL	RPA
JEFF KEY	RPA
Sheila Ludlow	MDT
TREVOR SKELTON	MDT
BRIAN HASSELBACH	FHWA
Beau Downing	FWP
JEFF RYAN	DEQ
CYRA CAIN	DEQ – AIR RESOURCES
PAUL SKUBINNA	DEQ – WPB

Maclay Bridge Planning Study
Resource Agency Meeting May 21, 2012
Missoula Office

Name	Agency
Mike McGrath	USFWS
Bob Schweitzer	MBA
Peggie Morrison	MBA
Christina Schroeder	USACE
Erik Dickson	Missoula County
Lewis Yellow Robe	Missoula County
Stephen Potts	EPA
Shane Stack	MDT
Susan Kilcrease	MDT
Larry A. Schock	DNRC

MEETING AGENDA

STAKEHOLDER MEETING – Maclay Bridge Common Sense Coalition

MEETING GOALS:

The goal of this meeting is to provide an opportunity for discussion with the *Maclay Bridge Common Sense Coalition*. Missoula County and MDT consider this outreach to be beneficial to the success of the study. The meeting will begin promptly at 10:00 AM, and will end no later than NOON. The following items will be discussed at this stakeholder meeting.

MEETING AGENDA:

1. Introductions
2. Set meeting ground rules (as a group // write on flip charts)
3. Update group on study status and where we are at in the process
4. Stakeholder feedback and discussion (notes on computer and/or flip chart)
5. Set a combined stakeholder meeting date (week of Sept. 17th – 17th, 19th, or 20th)
6. Meeting conclusion

DETAILS:

Location: HELENA
MDTCNF Planning C Conference Room
2960 Prospect Avenue

MISSOULA
Missoula District Office Second Floor Conference Room
2100 West Broadway

Date: September 4, 2012

Time: 10:00 AM – NOON

Call Information for Helena Participants:

Dial Missoula Conference Room (406) 523-5832
or
Polycom using the Missoula number 2153014.

FOR QUESTIONS CONTACT:
Jeff Key, PE
RPA Project Manager
(406) 447-5000
Jeff.key@rpa-hln.com

MDT, Missoula County and RPA attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this project. Alternative accessible formats of this information will be provided upon request. For further information call (406) 447-5000 or TTY (800) 355-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to any scheduled meetings and/or other activities.

MEETING AGENDA

STAKEHOLDER MEETING – Maclay Bridge Alliance

MEETING GOALS:

The goal of this meeting is to provide an opportunity for discussion with the *Maclay Bridge Alliance*. Missoula County and MDT consider this outreach to be beneficial to the success of the study. The meeting will begin promptly at 1:30 PM, and will end no later than 3:30 PM. The following items will be discussed at this stakeholder meeting.

MEETING AGENDA:

1. Introductions
2. Set meeting ground rules (as a group // write on flip charts)
3. Update group on study status and where we are at in the process
4. Stakeholder feedback and discussion (notes on computer and/or flip chart)
5. Set a combined stakeholder meeting date (week of Sept. 17th – 17th, 19th, or 20th)
6. Meeting conclusion

DETAILS:

Location: HELENA
MDTCNF Planning A Conference Room
2960 Prospect Avenue

MISSOULA
Missoula District Office Second Floor Conference Room
2100 West Broadway

Date: September 4, 2012

Time: 1:30 PM – 3:30 PM

Call Information for Helena Participants:

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or
Polycom using the Missoula number 2153014.

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Maclay Bridge Common Sense Coalition Meeting
September 4, 2012
10:00 AM to Noon

The meeting was attended by representatives from the following:

- Maclay Bridge Common Sense Coalition (MBCSC)
- Missoula County
- Montana Department of Transportation (MDT)
- RPA

Updated Schedule for the group – paper copy of schedule was handed out.
The next public informational meeting is to present the Needs & Objectives and Improvement Options Under Consideration, where opportunity for public comment will be provided.

Stakeholder Feedback and Questions

1. What is the format of the upcoming public meeting and how long can the public can comment? Recommended a time frame for comments. A time frame is a good idea because there is risk that one group would be able to dominate all the time.

2. What is the purpose of the next public meeting? *The purpose of the meeting is to share the Improvement Options Under Consideration and gather feedback. The other purpose is to share the Needs & Objectives and get feedback.*

3. Will there be NEPA in the future? *If the county decides to move forward with a project there will be NEPA if any Federal Aid is going to be spent on a project.* The question was then what problem is being addressed. The bridge is regularly inspected and from those inspections it was determined the bridge is eligible for federal aid. The study purpose is to provide viable options to roll into NEPA if the county decides to move forward with a Federal Aid Project.

4. It appears the screening has started. There is concern with how the Needs & Objectives and the E&P Report are written such that options are already being screened out. One concern is that the piers may be susceptible to scour. Without having that in place in the various documents the no build option is a strong possibility. There is concern that comments are not being listened to, which creates frustration with the process. The floodplain is also a concern for the existing location. *RPA is adding language to the E&P Report to include the scour discussion.* Other concerns were that the bridge may not survive a 500-year flood or even a 100-year flood. There was a request to get information out in something similar to a Frequently Asked Questions (FAQ) document.

   MDT discussed the piers and wants to capture the uncertainties that the MBCSC is concerned about in the E&P Report and also in future cost estimates.

   What about the environment? The current bridge is potentially already having environmental impacts.

5. There were questions about the upcoming meeting and getting feedback from the public that attends. The reaction from the public may not be based on information from the meeting, but from their own thoughts that they already have regardless of the facts. There needs to be time to comment after the meeting so that people have time to digest all the information.

RPA explained that we won't make any recommendations right after the meeting. We still have to screen and consider other factors before the administrative draft report is prepared. We will come back to the public after the screening process.

6. Concern with using "aesthetics" in the Needs & Objectives because this screens out some options. There was discussion about how aesthetics could be measured.

7. Concern that dominant groups are guiding the process too much. There should be explicit examples of why we should not keep the existing situation - such as safety of the bridge and school buses crossing it. Safety is not a public decision; it is a decision that the county and the state should be making. The middle pier has changed the river flow. Photos from 1935 and a recent year showed how the river has changed.

8. It was suggested to use the term "Visual Quality" instead of "Aesthetics". *MDT suggested dropping the aesthetics terminology and keeping the historic wording.*

9. Member asked that the "improvement options" be changed to just "options".

10. Current pictures of the bridge (showing areas of concern) were passed around. Member mentioned that there was no PE inspection on the bridge (*this has not been verified*). When this individual was a child there was a school bus that went through a bridge in another state. After that the protocol changed such that all the kids were required to get off the bus, and then the empty school bus would cross the bridge by itself. Once safely across, the kids would walk across the bridge and get back on the bus.

11. Members shared the belief that the bridge is not adequate and the report needs to say that.

12. Suggestion for section 4.8 - that a loaded school bus is at or near the limit of the bridge and that if a bus crossed with other traffic there is a higher risk of a failure. Requested the facts need to be shared with the public. The media will show grandstanders and not share the facts. The grandstanders will share misinformation and the public will believe it. Therefore a sheet with facts and information should be shared with the public. Requested other pictures other than aesthetic pictures of a bridge such as the pictures showing the parts of the bridge that are deteriorating be included.

13. County recommended the group attend the next public meeting and share their thoughts. MBCSC state that the planning team's job is to take the comments from here and adjust the document.

14. MBCSC member wanted to make sure that the public meeting is safe for all people to comment and that it is productive.

15. RPA commented that at the public meeting, part of the presentation will highlight new information in the E&P Report that has been generated since the last meeting.

16. MBCSC can offer opinions, but MDT and County have to share the facts.

17. Make sure to clarify how the decisions in the future will be made and who will make the decisions.

Maclay Bridge Alliance Meeting
September 4, 2012
1:30 PM to 3:30 PM

The meeting was attended by representatives from the following:

- Maclay Bridge Alliance (MBA)
- Missoula County
- Montana Department of Transportation (MDT)
- RPA

Updated Schedule for the group – paper copy of schedule was handed out.
The next public informational meeting is to present the Needs & Objectives and Improvement Options Under Consideration, where opportunity for public comment will be provided.

Stakeholder Feedback and Questions

1. Were the screening criteria sideboards to the options? There are many options, but it is unclear how the screening criterion ties to the needs and objectives. Will the upcoming meeting allow for input on the options and the needs and objectives?

2. It was suggested the Planning Team clarify what "high level" means. Some people interpret "high level" to mean very detailed. It would be beneficial if they explain to the public so there is no misunderstanding. Terms such as "coarse filter" and "fine filter" were suggested. It was explained that all the information used in the study comes from information that is already publicly available. Planning studies use publicly available information - this helps keep the costs low.

3. The traffic demand model should look at the Miller Creek travel information showing travel demand on South Avenue. The current study doesn't have that information. The concern is that there will be more traffic on South Avenue from the Bitterroot Valley if a new bridge is built there.

4. Is there a third version of the Needs & Objectives? Decisions pivot on the Needs & Objectives and it is critical that they are understood and why they are there. The public needs to have a clear understanding of the Needs & Objectives. Tying the Needs & Objectives to other locations in the document might help.

5. There needs to be a level playing field. Issues need to be transparent. Member advocates the strength of the steel should be tested. Without that we don't have all the information creating division in the community.

6. The 1994 EA stated that within ten years the bridge would have a significant strength loss. This study needs to determine if rehabilitation of the bridge is an option. Is the geometry sufficient? A single-lane bridge could be considered a traffic calming measure. A pedestrian structure could be constructed as a separate facility. *MDT mentioned that rehab options are broad and can vary. MDT stated that whatever option is chosen, context sensitive design needs to be considered.*

7. What are the needs and why would we want to build a new bridge? The public does not understand why a new bridge would be constructed.

8. It was suggested that the Need & Objective statements be more limited. Is the bridge going to be used to limit growth? Or do we want to accommodate future growth?

9. It was mentioned that the pulp mill closed and the roadways may not require as much capacity as they have in the past.

10. Would a new bridge create a new bypass or another route for people to use? There is concern about growth in other areas using the new bridge.

11. MDT mentioned traffic calming could be used in any option of a new structure.

12. The example of the improved portion of Big Flat Road was provided. When the County was asked about traffic calming for this roadway – rumble strips were suggested. This idea was not liked. What kind of traffic calming could be used for a bridge and the connecting roadways?

13. Who would pay for a traffic calming devices? Who would pay for the road improvements? Would it be the County?

14. Whatever option is considered – traffic calming needs to be included, it is a concern of the neighborhood.

15. What about South Avenue all the way to Reserve Street? The study needs to cover the entire area. It doesn't cover the potential future growth or area. There is a regional park that is planned that will be a big traffic generator.

16. Is there a way that the model could be explained for people to better understand it?

17. Could we build another one-lane bridge? *One of the improvement options under consideration is a one-lane bridge*. Federal funds will not fund a one-lane bridge as it does not address the "functional obsolete" component, which means that the county would have to fund the bridge.

18. Are the Miner's Addition Subdivision traffic volumes represented in the model? It is a 150 unit subdivision. It is claimed that they will access South Avenue, and also maybe the Fort.

19. There is mistrust with the model. Statistics can be manipulated to get people to believe things. Take Costco as an example - people were told that it wouldn't increase traffic.

20. MDT asked what the neighborhood character is. Response - rural by design. How is that character affected by a bridge? Response - it will increase the traffic and changes the character and becomes busier. The Target Neighborhood Plan only covers east of the river, but the neighborhood is both east and west. Air quality and noise along with volume and speed of the traffic affect the character.

21. Is the travel demand model affected by time of day? Are the peak hours factored into the model and the demands?

22. Have there have been issues brought up for emergency response times? Are there examples? What is a standard response time, and is this too long now? What hindrance does the bridge have at this time?

23. Has the County simply stated why they would want to replace the bridge?

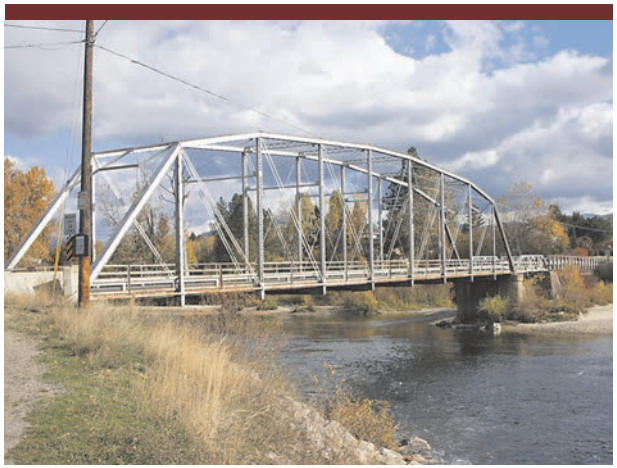
24. Is a new bridge required to meet AASHTO Standards? *MDT response – the bridge would have to meet standards, but the roadway geometrics might be able to be built below AASHTO Standards*. The report should state what it means to meet the AASHTO Standards.

25. What about a shared use path? *A shared use path would be separate facility from the existing bridge.*

Informational Meeting To Discuss The Maclay Bridge Planning Study

Missoula County, in partnership with the Montana Department of Transportation and Federal Highway Administration (FHWA), have initiated the development of the Maclay Bridge Planning Study to determine potential needs of the Maclay Bridge and connecting roadways within the area. The first in a series of four informational meetings will be held on Tuesday, April 24, 2012 at the Big Sky High School Multi-Purpose Room, 3100 South Avenue West in Missoula.

The meeting will be an open house format starting with a presentation at 6:00 p.m., followed by a question and answer period. The purpose of the meeting is to inform interested parties about the scope and purpose of the planning study, and to solicit input on the existing conditions and issues within the study area that may be relevant to the planning effort.



The Maclay Bridge Planning Study is a pre-National Environmental Policy Act (NEPA)/Montana Environmental Policy Act (MEPA) study that allows for earlier planning-level coordination with community members, stakeholders, environmental resource agencies, and other interested parties. The study will assist in facilitating a smooth and efficient transition from transportation planning to future project development/environmental review, if any, based on need and funding availability. The Maclay Bridge Planning Study is a planning-level study and is not a design or construction project.

The planning study will identify feasible improvement options, if any, to address safety, geometric and environmental concerns based on needs of the Maclay Bridge and connecting roadways presented by the community, study partners, resource agencies, and other interested parties.



The Maclay Bridge crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue. North Avenue connects to the existing bridge as the eastern approach, and River Pines Road serves as its western approach.

Participation is a very important part of the process, and citizens are encouraged to attend and participate. Opinions, comments and concerns may be submitted in writing at the meeting, by mail to:

Sheila Ludlow, Project Manager
MDT Statewide and Urban Planning
PO Box 201001, Helena, MT 59620-1001

or online at
www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for the Maclay Bridge Planning Study. MDT will collect and share all comments with study partners to better understand the potential issues and concerns within the vicinity of the Maclay Bridge.

Future announcements will be made prior to all events through the local media and the study mailing list. Interested parties are encouraged to join the study mailing list by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com

A study website has been developed and can be accessed at
www.mdt.mt.gov/pubinvolve/maclay/



LOOKING FORWARD*

EVENT	DATE
Community Meetings	No. 1 _____ April 24th, 2012
	No. 2 _____ Mid-June, 2012
	No. 3 _____ Early September, 2012
	No. 4 _____ Early January, 2013
Draft Report	Early January, 2013

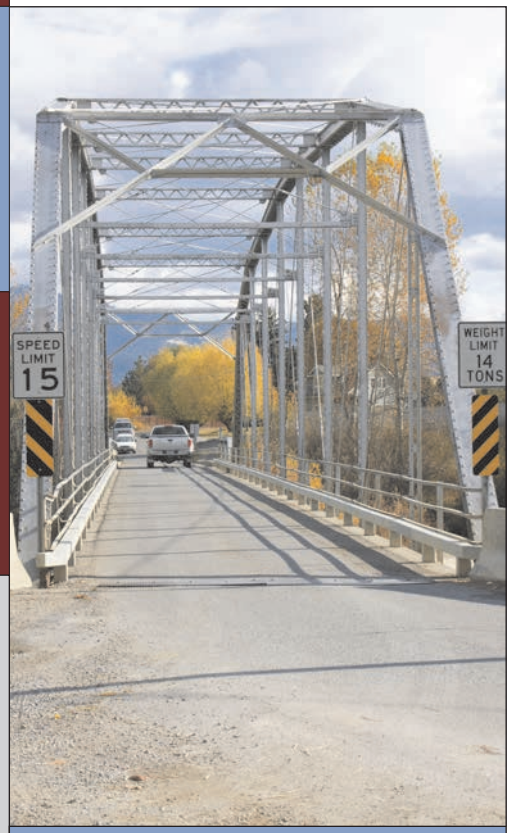
*Comments will be received throughout the course of the study.

Missoula County, MDT and RPA attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this project. Alternative accessible formats of this information will be provided upon request. For further information call (406) 447-5000 or TTY (800) 355-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to any scheduled meetings and/or other activities.

50 copies of this public document were published at an estimated cost of $1.44 per copy for a total cost of $72.00, which includes $50.00 for printing and $22.00 for distribution.

Robert Peccia & Associates
P.O. Box 5653
Helena, MT 59602

Maclay Bridge Planning Study



STUDY
NEWSLETTER
ISSUE ONE
JUNE 2012

Maclay Bridge
Planning Study



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INFORMATIONAL MEETING #2 of 4
Please Join Us!

TUESDAY
JULY 10, 2012
6:00 PM
TARGET RANGE ELEMENTARY SCHOOL
4095 SOUTH AVENUE WEST
MISSOULA, MT

The public is welcome and encouraged to attend. We hope to see you there!

Study Description

Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), is conducting a planning study of the Maclay Bridge over the Bitterroot River west of the City of Missoula to determine the potential needs of the bridge and connecting roadways within the area.

The purpose of the study is to identify feasible improvement options to address safety, geometric and environmental concerns based on needs presented by the community, study partners, resource agencies, and other interested parties.

The study will include a comprehensive package of short- and long-term recommendations intended to address the transportation needs over the planning horizon. These recommendations will assist the study partners in targeting the most critical needs and allocating resources appropriately.

The Maclay Bridge is a one-lane bridge that crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue.

What is a Planning Study?

A *Planning Study* is a planning-level assessment of the study area that occurs prior to any project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA / MEPA).

Planning studies include early communication with interested parties to help identify needs, constraints, and opportunities for the areas of interest and to help determine if there are implementable improvement options given potential needs and available resources.

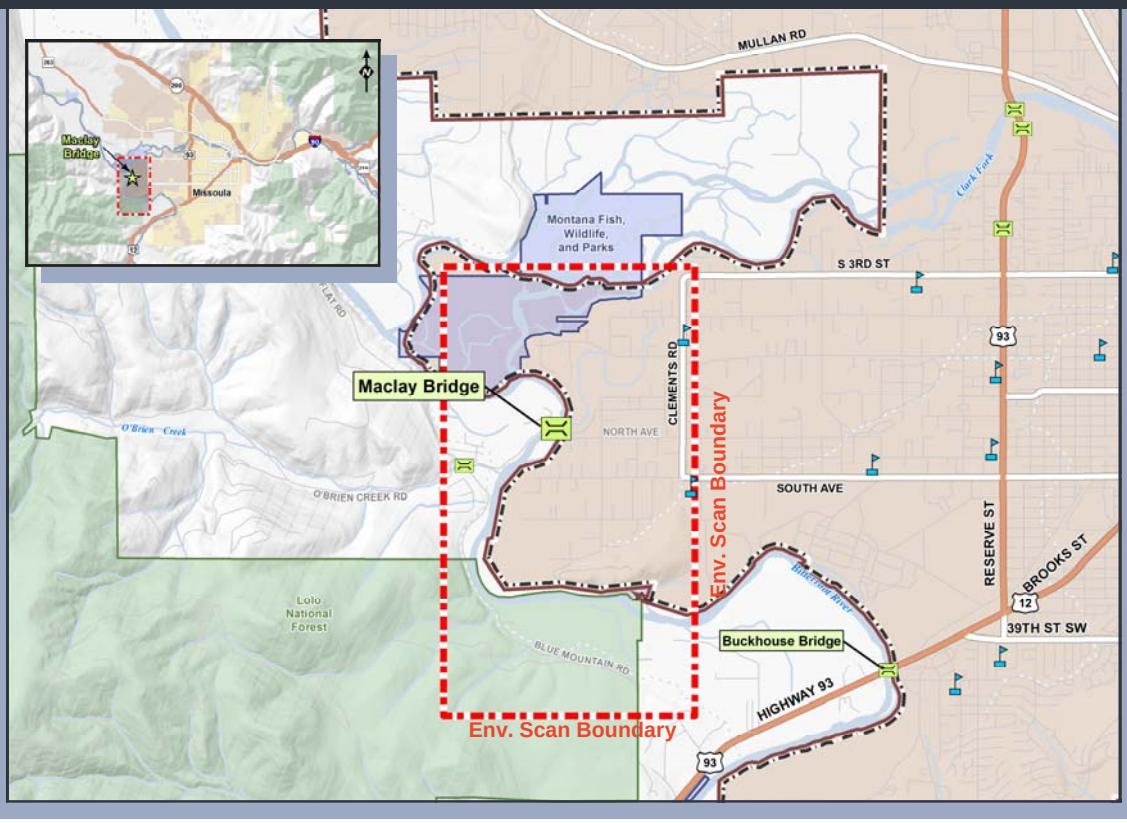
The *Planning Study* is developed strictly as a planning tool and not a design or construction project. The study is designed to help facilitate a smooth and efficient transition from transportation planning to future environmental reviews should a project be developed.

MC

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Study Area

The study area for the *Maclay Bridge Planning Study* was established to encompass the areas potentially affected by the potential replacement, upgrade, or reconstruction of the Maclay Bridge.



Key Findings

Transportation System

Traffic Volumes

- Existing and projected traffic volumes exceed the AASHTO standard for a single-lane bridge.

Safety

- A number of crash trends and areas of concern were identified within the crash analysis area. Specific areas of concern identified are located on the following roadways:
  - ♦ Big Flat Road
  - ♦ Blue Mountain Road
  - ♦ North Avenue
  - ♦ River Pines Drive
  - ♦ South Avenue

Travel Time

- Without the existing Maclay Bridge in service, travel times between Fire Station 1 and the intersection of Big Flat Road/Blue Mountain Road/O'Brien Creek Road/River Pines Road can be expected to take almost 2 minutes longer by travelling via Buckhouse Bridge and 18.5 minutes longer by travelling via Kona Bridge.
  - ◊ Any delay in emergency response travel time, typically measured in seconds, is an important consideration within the planning area.

Horizontal Alignment

- Three horizontal curves do not meet current Missoula County or MDT standards.
  - ◊ Two of the sub-standard horizontal curves lead into and out of each side of the existing bridge.
  - ◊ A crash trend has been identified at the west end of the bridge (intersection of River Pines Road & Riverside Drive).

Clear Zones

- Numerous locations have features within the horizontal clear zone and are unprotected. Primary concern is located along River Pines Road adjacent to the Bitterroot River, where the top of fill slope is within 2 to 4 feet of the edge of the travel lane.

Bridge

- The existing bridge is "functionally obsolete" due to the approach geometry on both ends of the bridge, and the narrow single lane bridge width.
- The existing bridge is "load restricted" due to its present condition, which prevents some vehicles from crossing.
- The Maclay Bridge has a Bridge Health Index that suggests its individual components are in good condition.
- There are no bicycle or pedestrian features on the bridge.

Parking

- Parking concerns are evident based on numerous resolutions passed by the Missoula County Commission, and also based on numerous "911 calls" to the area.

Widths

- The single lane bridge width of 14 feet does not meet current AASHTO, Missoula County or MDT standards for width given existing and projected traffic volumes.
- Roadway widths on River Pines Road do not incorporate shoulders.
- Bicycle and pedestrian facilities are absent on River Pines Road.

Key Findings

Environmental Considerations within Environmental Scan Boundary

Prime Farmland

- Areas of prime farmland, farmland of statewide importance, and farmland of local importance are located within the area.

Water Resources

- The Bitterroot River, Clark Fork River, and O'Brien Creek are located within the area. The Bitterroot River and Clark Fork River are listed as 303(d) water bodies, which do not meet water quality standards.
- Irrigation facilities exists within the area.
- Numerous private groundwater wells are in the area, along with on-site wastewater systems.

Wetlands

- Wetlands are located within the area.

Floodplains and Floodway

- FEMA-delineated floodplains exist along the Bitterroot and Clark Fork Rivers, and at the confluence of O'Brien Creek and the Bitterroot River.
- Missoula County would have a "no increase" requirement for the 100-year base flood elevation measured against the existing FEMA base flood elevations.

Hazardous Substances

- There are eight underground storage tank (UST) locations.
- There is one leaking underground storage tank (LUST) location.
- There is one petroleum release compensation site.

Air Quality

- Transportation conformity analysis would be required regardless of funding sources, via the MPO's regional emissions analysis, should an improvement option be forwarded.

Fish and Wildlife

- Five endangered, threatened, proposed, or candidate species are listed for Missoula County. Of the five, two may be likely to occur within the area. These are the Bull Trout (threatened, critical habitat designated) and the Yellow Billed Cuckoo (candidate species).
- 13 animal species of concern are listed for Missoula County.

Vegetation

- No endangered, threatened, proposed, or candidate plant species are expected to occur within the area.
- One plant species of concern may potentially be found within the area – Toothcup (*Rotala ramosior*).

Cultural and Archaeological Resources

- Eleven separate cultural resources are known to exist within the area.
- Fourteen 4(f) resources are located within the area. One of the fourteen is also a 6(f) site.

Other Considerations

Neighborhood residents have expressed concern over:

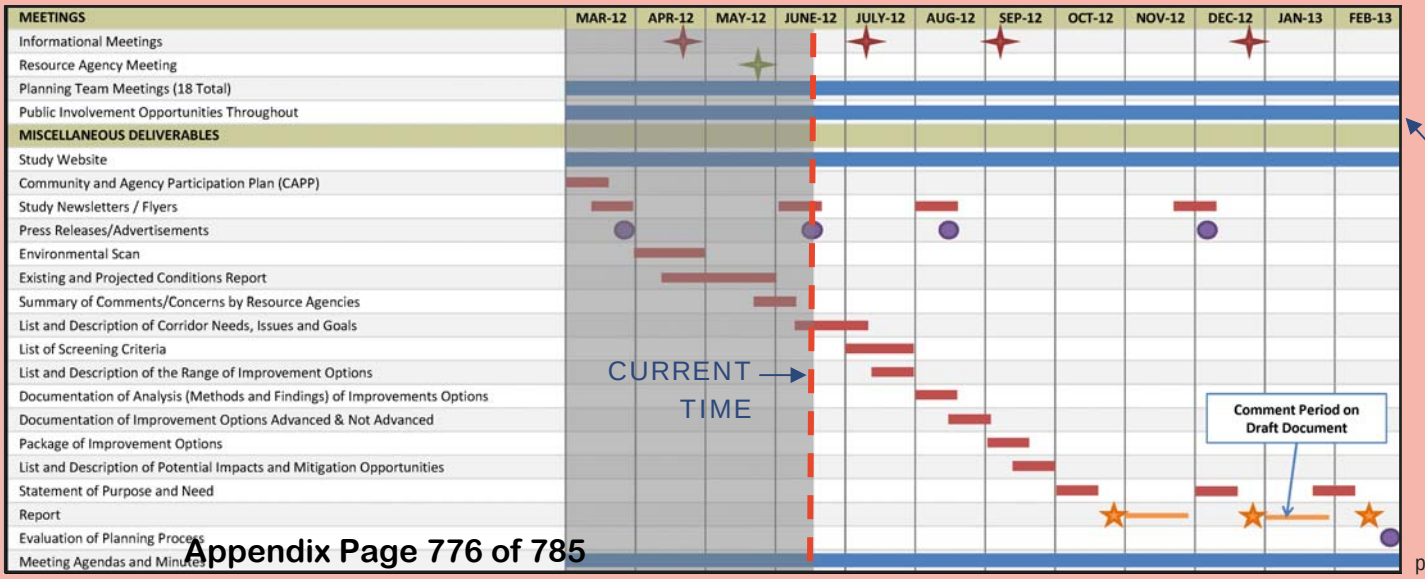
- Speeds being an issue on North Avenue, River Pines Road and South Avenue.
- Traffic Growth through the neighborhood in recent years, and the potential for that to continue.
- Safety and the potential for increased vehicle crashes.
- Noise impacts due to increasing vehicular traffic through the area.
- Livability and the desire to maintain the rural character of the area and limit traffic growth.
    - ◊ The *Target Range Neighborhood Plan* emphasizes the importance of continued County maintenance of the structure to help preserve access for local and Missoula Valley residents seeking recreational opportunities on nearby lands.
    - ◊ The *Target Range Neighborhood Plan* does not identify the need for a new bridge.

Project Nomination

- Missoula County has nominated the existing Maclay Bridge for replacement using funding from FHWA's *Highway Bridge Replacement and Rehabilitation Program*, pending the outcome of this planning study.

Study Schedule

The Maclay Bridge Planning Study began in March 2012 and is expected to be completed by the end of February 2013.



Contacts:

Lewis YellowRobe
Missoula County
406-258-4651
lyellowrobe@co.missoula.mt.us

Erik Dickson, P.E.
Missoula County
406-258-3772
edickson@co.missoula.mt.us

Sheila Ludlow
MDT Project Manager
406-444-9193
sludlow@mt.gov

Shane Stack
MDT Missoula District
406-523-5830
sstack@mt.gov

Jeff Key, PE
RPA Project Manager
406-447-5000
Jeff.key@rpa-hln.com

Community Involvement Opportunities

Community involvement is important to any successful planning study process. The purpose of community involvement is to ensure a proactive process that provides opportunities for the community to be involved in all phases of the planning study. The community is invited to participate in the process through community informational meetings and ongoing study information review and input.

A study website (www.mdt.mt.gov/pubinvolve/maclay) has been developed to provide online opportunities to comment on the *Maclay Bridge Planning Study* effort. Dates, times, and locations for all community outreach events will be announced prior to the events through local media and the study mailing list.

The study team will collect and consider all comments received to better understand the potential issues. Those with a specific interest in the study are encouraged to join the study mailing list. They can do so by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com.

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STUDY NEWSLETTER—ISSUE ONE, JUNE 2012

ROBERT PECCIA & ASSOCIATES
PO BOX 5653
HELENA, MT 59602

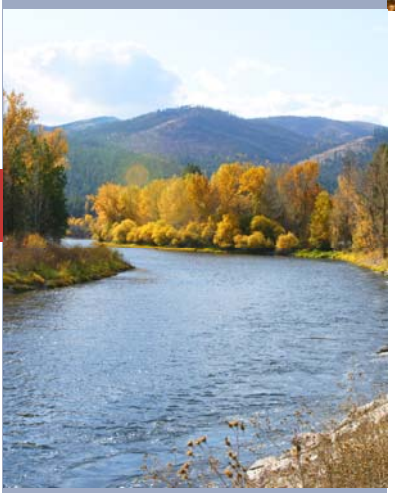
STUDY
NEWSLETTER
ISSUE TWO
SEPTEMBER 2012

Maclay Bridge
Planning Study



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Community Involvement Opportunities - **P.4**
Contacts - **P.4**



INFORMATIONAL MEETING #3 of 4

Please Join Us!

THURSDAY
SEPTEMBER 27, 2012
6:00 PM
BIG SKY HIGH SCHOOL
(MULTI-PURPOSE ROOM)
3100 SOUTH AVENUE WEST
MISSOULA, MT

The public is welcome and encouraged to attend.

We hope to see you there!

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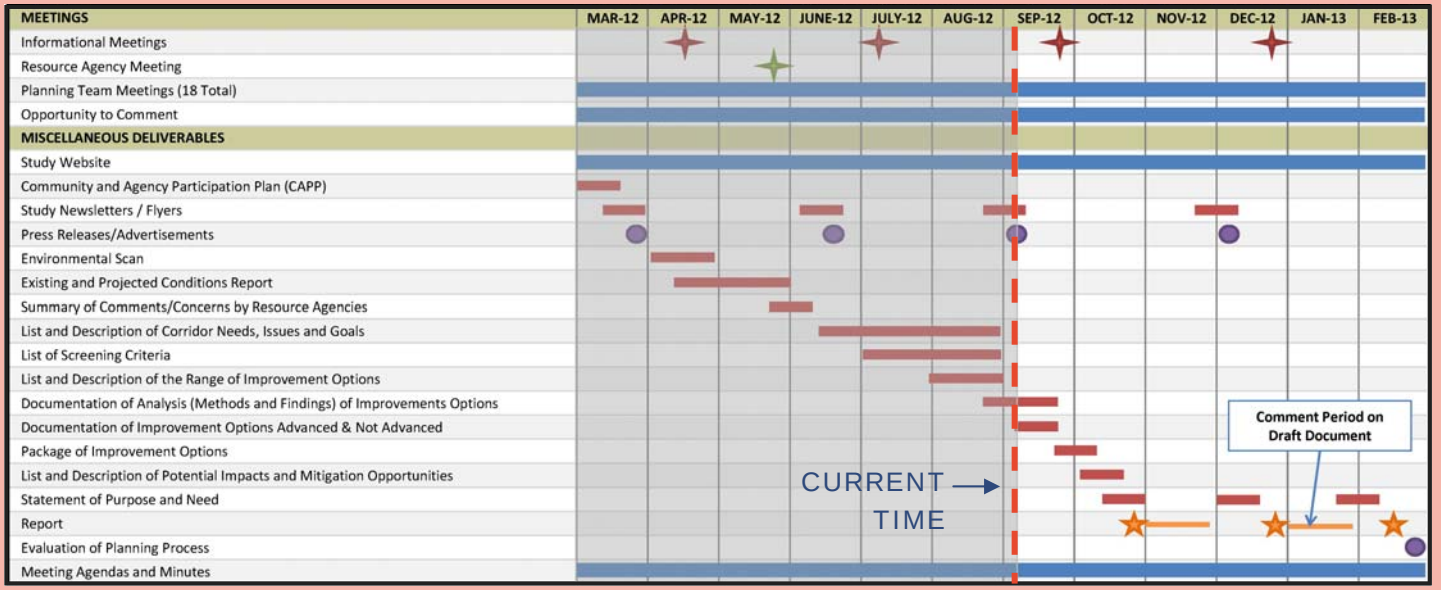
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MONTANA MDT DEPARTMENT OF TRANSPORTATION

Study Schedule

The Maclay Bridge Planning Study began in March 2012 and is expected to be completed by the end of February 2013.



Needs and Objectives

Needs and objectives are derived based on a comprehensive review of existing data and input from resource agencies, stakeholders and the public and are used to develop options.

The following needs and objectives reflect the existing social, environmental, and engineering conditions described in the *Existing and Projected Conditions Report* and recognize the local and regional use of the bridge.

Need Number 1:

Improve the safety and operation of the river crossing and connecting roadway network.

Objectives (To the Extent Practicable)

- Improve sub-standard elements of facilities to meet current applicable design standards.
- Reduce delay and vehicle restriction for emergency responders under existing and future traffic demands.
- Manage travel speeds and provide adequate clear zones to improve operations.

Need Number 2:

Provide a long-term river crossing and connecting roadway network that accommodates planned growth in the Maclay Bridge area.

Objectives (To the Extent Practicable)

- Accommodate existing and future capacity demands.
- Address non-motorized facilities consistent with local planning efforts.
- Provide connectivity to neighborhood residents, and regional users accessing recreational lands to the west of the Bitterroot River.

Need Number 3:

Minimize adverse impacts from options to the environmental, cultural, scenic and recreational characteristics of the study area.

Objectives (To the Extent Practicable)

- Minimize adverse impacts to the Bitterroot River from potential options.
- Minimize adverse impacts to the wildlife and aquatic organisms from potential options.
- Provide reasonable access to recreational sites in the study area (Kelly Island Fishing Access Site, Lolo National Forest, and Missoula County Parks).
- Avoid or otherwise minimize adverse impacts to historic, cultural, and archaeological resources that may result from implementation of options.

Need Number 4:

Minimize adverse impacts from options to the neighborhood characteristics of the study area.

Objectives (To the Extent Practicable)

- Implement improvements with special sensitivity to area schools.
- Minimize impacts to existing residents and businesses in the area.
- Recognize the historic value of the Maclay Bridge to the community and the role it plays in local regional events.

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.

The subject of parking, vandalism, illegal activity, and enforcement, along with perpetuating access to recreational sites directly adjacent to the Maclay Bridge, are areas of concern generally outside the scope of this Maclay Bridge Planning Study. However, they are areas of concern that have been documented and commented on by members of the public.

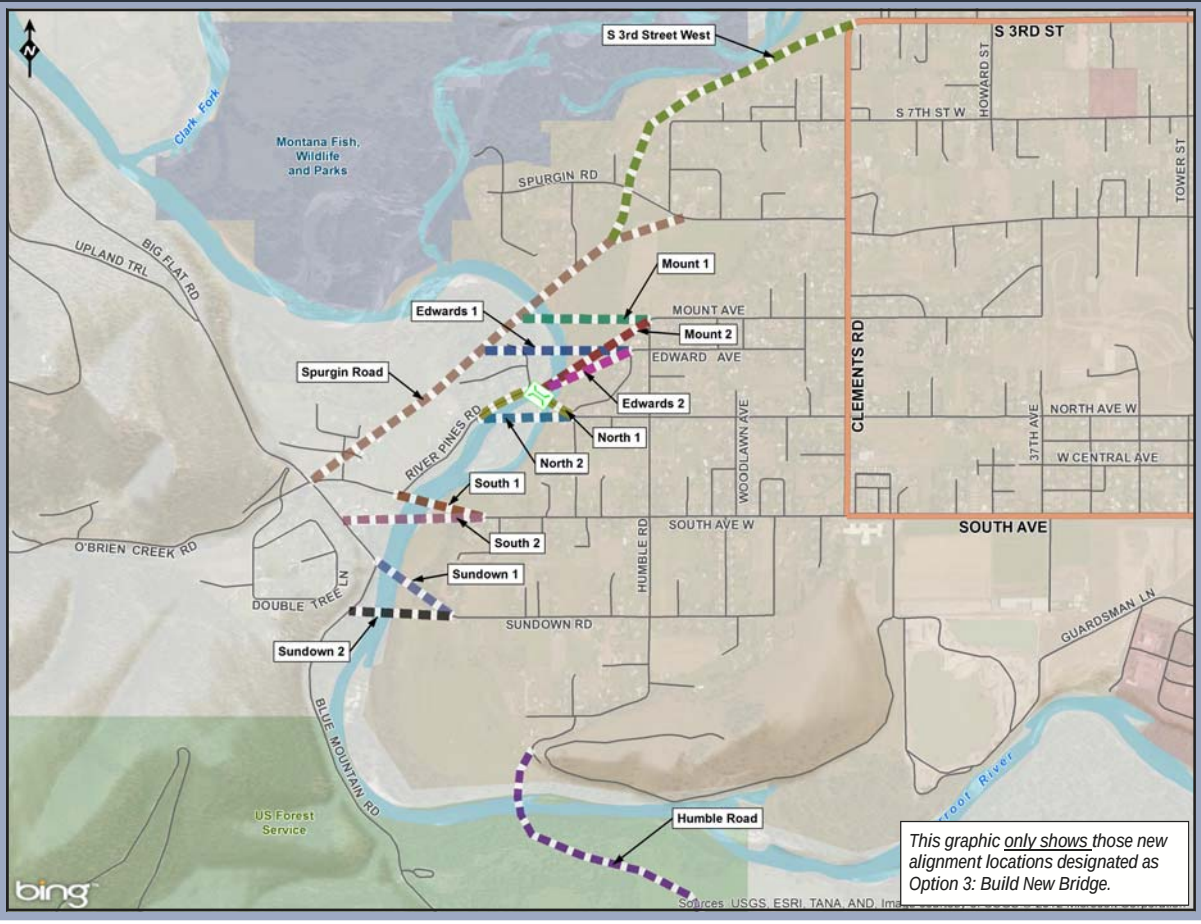
Options Under Consideration

There are four categories associated with the improvement options. Category number 1 includes options that will improve safety and operations on the existing bridge. Category number 2 includes options to rehabilitate the existing bridge. Category number 3 includes options to build a new bridge at various locations. Category number 4 includes the do nothing option.

Option Title	
Option 1: Improve Safety and Operations on the Existing Bridge	
Enhance Traffic Operations and Safety on and near the Existing Structure	
Maintain Current Usage and Add Bicycle/Pedestrian Facilities	
Implement Additional Restrictions on Use	
Close Bridge to Vehicles and Retain Use for Non-Motorized Travel Modes	
Retain Bridge and Provide a New Bridge Elsewhere	
New One-Lane Bridge at a New Location & Retain Existing Bridge for Non-Motorized Uses	
New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel	
Close Bridge and Remove Structure	
Option 2: Rehabilitate the Existing Bridge	
Minor Rehabilitation	
Major Rehabilitation	
Option 3: Build New Bridge	
Connecting to North Avenue	
Build on Existing Alignment	
Build Near Existing Alignment	• *North 1* • *North 2*

Option Title	
At a New Location	
Build Bridge on Northern Alignment	• *South 3rd Street West* • *Spurgin Road*
Build Bridge on Mount Avenue Alignment	• *Mount 1* • *Mount 2*
Build Bridge on Edward Avenue Alignment	• *Edward 1* • *Edward 2*
Build Bridge on South Avenue Alignment	• *South 1* • *South 2*
Build Bridge on Sundown Road Alignment	• *Sundown 1* • *Sundown 2*
Build Bridge on Southern Alignment	• *Humble Road – Blue Mountain Road*
New Bridge at a New Location Not Identified in the 1994 EA	
Option 4: Do Nothing	
Do Nothing	

Options Under Consideration



This graphic only shows those new alignment locations designated as Option 3: Build New Bridge.

Contacts:

Lewis YellowRobe
Missoula County
406-258-4651
lyellowrobe@co.missoula.mt.us

Erik Dickson, P.E.
Missoula County
406-258-3772
edickson@co.missoula.mt.us

Sheila Ludlow
MDT Project Manager
406-444-9193
sludlow@mt.gov

Shane Stack
MDT Missoula District
406-523-5830
sstack@mt.gov

Jeff Key, PE
RPA Project Manager
406-447-5000
Jeff.key@rpa-hln.com

Community Involvement Opportunities

Community involvement is important to any successful planning study process. The purpose of community involvement is to ensure a proactive process that provides opportunities for the community to be involved in all phases of the planning study. The community is invited to attend community informational meetings and participate in ongoing study information review and input.

A study website (www.mdt.mt.gov/pubinvolve/maclay) provides online opportunities to comment on the *Maclay Bridge Planning Study* effort. Dates, times, and locations for all community outreach events will be announced prior to the events through local media and the study mailing list.

The study team will collect and consider all comments received to better understand the potential issues. Those with a specific interest in the study are encouraged to join the study mailing list. They can do so by submitting their name and contact information to Jeff Key at jeff.key@rpa-hln.com.

Missoula County and MDT attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 447-5000 or TTY (800) 335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and / or meeting.

STUDY NEWSLETTER—ISSUE TWO, SEPTEMBER 2012

ROBERT PECCIA & ASSOCIATES
PO BOX 5653
HELENA, MT 59602

STUDY
NEWSLETTER
ISSUE THREE
JANUARY 2013

Maclay Bridge
Planning Study



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INFORMATIONAL MEETING #4 of 4

Please Join Us!

THURSDAY
JANUARY 31, 2013
6:00 PM
GuestHouse Inn, Suites, and Conference Center

The public is welcome and encouraged to attend.

We hope to see you there!

Study Description

Missoula County, in partnership with the Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA), is conducting a planning study of the Maclay Bridge over the Bitterroot River west of the City of Missoula to determine the potential needs of the river crossing and connecting roadways within the area.

The purpose of the study is to identify feasible options to address existing and projected safety, geometric and environmental concerns based on input from the community, study partners, resource agencies, and other interested parties.

The Maclay Bridge is a one-lane bridge that crosses the Bitterroot River approximately 2.75 miles west of Reserve Street via North Avenue.

Prior Newsletter Topics Have Included:

- *Existing Transportation Conditions*
- *Environmental Considerations*
- *Needs and Objectives*
- *Options Under Consideration*

This Newsletter Includes:

- *Option Screening*
- *Options Carried Forward*
- *Costs*
- *Recommended Option*

What is a Planning Study?

A *Planning Study* is a broad, multiple topic assessment of the study area that occurs prior to any project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA / MEPA).

Planning studies include early communication with interested parties to help identify needs, constraints, and opportunities for the areas of interest and to help determine if there are viable options given potential needs and available resources.

The *Planning Study* is developed strictly as a planning tool and not a design or construction project. The study is designed to help facilitate a smooth and efficient transition from transportation planning to future environmental reviews should a project be developed.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

Option Screening

Screening is the process used for reviewing a range of conceptual options or strategies and evaluating the ones that best address the study's identified needs and objectives.

Items or considerations used to evaluate options are referred to as screening criteria. Screening may be carried out through one or more iterations (levels) with the screening criteria becoming more specific for the subsequent levels. Two levels of screening were used to help assess options for the Maclay Bridge Planning Study.

The first level screening provided an initial evaluation of 28 potential options or strategies. The results of the first level screening narrowed the set of options or strategies to those with the greatest ability to address basic safety and operational considerations to address needs and objectives.

The second level screening built upon the first level screening by taking the options that were carried forward from the first level and evaluating them against more detailed criteria reflected by the study's needs and objectives. The second level screening evaluated the options based on considerations like safety, cost, and environmental and social impacts to address the needs and objectives.

Options Carried Forward

The first level screening process identified seven options that best met basic safety and operational considerations.

South 1

The South 1 Option provides a new river crossing at the extension of South Avenue and connects with River Pines Road. The bridge crossing would be skewed (i.e. not a perpendicular crossing) and would be approximately 650 feet. The estimated length of roadway needed for this option is 620 feet, with the majority of this being on the east side of the Bitterroot River. On the west side, the bridge approach would tie into River Pines Road with very little additional new road construction.

South 2

The South 2 Option also provides a new skewed river crossing (estimated 500 feet bridge length) at the extension of South Avenue, but ties into Blue Mountain Road. The estimated length of roadway needed with this option is almost twice as much as the South 1 Option (1,430 feet versus 620 feet).

Mount 2

The Mount 2 Option begins near the intersection of Mount Avenue and Humble Road, immediately proceeds in a southwesterly direction across the Bitterroot River and joins River Pines Road at the west end of the existing Maclay Bridge. The bridge at this location would be skewed, with an estimated bridge length of 625 feet. Potential road construction equals 1,250 feet of new roadway. This option does not provide an efficient or direct east-west linkage to the major streets within the area.

North 1

The North 1 Option provides a new bridge parallel to and just upstream from the existing Maclay Bridge. The new skewed bridge crossing would be approximately 400 feet long. The alignment would begin on North Avenue at its intersection with Edward Avenue. The alignment of River Pines Road west of the river would be improved to eliminate the 90-degree curve at the west end of the existing bridge. Estimated new road construction is approximately 1,650 feet.

Major Rehabilitation (Includes Approaches)

Major rehabilitation could be done to extend the life of the bridge to something similar to that of a new bridge. Major rehabilitation work could allow the bridge to handle full legal loads so that there would be no need for a limited load posting. This option requires a long-term commitment to the existing bridge due to the increase in life span. Even with major rehabilitation of the structure, the fundamental geometric deficiency (i.e. narrow bridge deck) would still remain.

New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel

This option assumes that the existing single-lane bridge would remain in place and a new single-lane bridge would be built at a South Avenue location. This has commonly been referred to as a one-way couplet in the study. Two one-way bridges may serve to distribute traffic impacts throughout the neighborhood, and also improve response times for emergency service providers. A series of one-way roads may present undesirable issues related to traffic flow and non-motorized uses. Typically, speeds are faster on one-way roads even if posted the same as a two-way facility, which can make it more difficult for pedestrians and bicyclists to cross the roadway.

Minor Rehabilitation (Includes Approaches)

Minor rehabilitation could extend the life of the bridge via minor upgrades and repairing deterioration and damage. Missoula County would continue to perform routine maintenance activities to keep the structure in service under its load limitation for use by local residents, school buses and emergency service vehicles. This option would not address the fundamental geometric deficiency (i.e. narrow bridge deck) associated with the bridge.

Planning Level and Potential R/W Acquisition Cost

Planning level cost estimates were prepared for each of the seven options carried forward from first level screening. The planning level costs include the addition of preliminary engineering (PE) costs and incidental and indirect costs (IDIC). They do not include inflationary costs, which could equate to 3 percent per year.

Potential right-of-way acquisition costs are also important to consider. Right-of-way acquisition is estimated to cost approximately $1,500 to $10, 000 per acre, depending on the lands' proximity to the Bitterroot River.

Option ID	Planning Level Cost	Potential R/W Acquisition Cost	Eligible for Off-System Bridge Program Funds?
South 1 Alignment	$6,300,000	$2,250 to $15,000	YES
South 2 Alignment	$6,400,000	$3,450 to $23,000	YES
Mount 2 Alignment	$7,700,000	$3,750 to $24,000	YES
North 1 Alignment	$4,400,000	$600 to $4,000	YES
Major Rehabilitation (includes Approaches) [b]	$1,100,000 to $3,200,000	$600 to $4,000	YES [a]
New One-Lane Bridge at a New Location & Retain Existing Bridge for One-Way Travel [b]	$3,900,000	$1,650 to $11,000	YES [a]
Minor Rehabilitation (includes Approaches) [b]	$810,000 to $1,100,000	$600 to $4,000	YES [a]

[a] *Although these options are eligible for the "Off-System Bridge Program", it is unlikely that this funding source would be approved as the options do not correct the underlying sub-standard deficiencies of the existing bridge deck width.*

[b] *Option may also require the acquisition of a private residence, resulting in a potential additional cost of $200,000.*

South 1 Option (Recommended)

The study identified seven options that would address the operational characteristics, safety and physical needs of the existing facility. However, only one option ensures that the facility meets applicable MDT and local design standards and provides the desired improvements in safety and operations for the traveling public over the foreseeable future. The South 1 Option offers a transportation facility that meets current and future demands, addresses safety on the bridge and the sub-standard roadway approaches to the bridge, and provides connectivity to neighborhood residents and regional users accessing recreational lands to the west of Bitterroot River. The South 1 Option ranked the best of the seven options carried forward from the first level screening process.

South 1 Option (Future Traffic Impacts)

The Missoula MPO Travel Demand Model (TDM) predicts future traffic growth out to the year 2040. The TDM estimates potential traffic volume changes if a new bridge crossing was placed at a South Avenue extension. For study purposes, year 2040 projected traffic volumes with the South 1 Option were compared to the "No Action" conditions. The No Action condition is if no changes were made to the transportation network out to the year 2040, other than periodic maintenance activities at the existing Maclay Bridge and surrounding roadways. The reason for this comparison was to document potential traffic volume changes on area roadways over and above what would normally be expected.

Street	Location	No Action Projected 2040 Volume (vpd)	South 1 Projected 2040 Volume (vpd)	Volume [c] Change (vpd)
Big Flat Rd	100 ft W of O'Brien Ck Rd	6,550	6,850	300
Blue Mountain Rd	500 ft N of Hwy 93	5,450	5,050	-400
Blue Mountain Rd	S of South Side Rd	4,400	4,050	-350
Brooks St	Bitterroot River Bridge	46,000	45,350	-650
Clements Rd	300 ft N of North Av	5,900	5,700	-200
Clements Rd	300 ft S of North Av	3,850	5,950	2,100
Clements Rd	500 ft S of S 3rd W	4,500	4,400	-100
Kona Ranch Rd [a]	Kona Ranch Bridge	6,450	6,750	300
Mullan Rd	E of Snowdrift Ln	9,100	9,350	250
North Av	300 ft W of Clements Rd	4,750	1,250	-3,500
Reserve St	Btwn Dearborn & South Av	46,750	47,000	250
Reserve St	Btwn Olofson Dr & S 3rd W	50,150	50,000	-150
Reserve St	Btwn South Av & Central Av	47,250	47,350	100
Reserve St	S of Larkenwood Dr	50,650	50,400	-250
River Pines Rd	300 ft W of Maclay Bridge	5,650	0	-5,650
S 3rd W	W of Reserve	13,200	13,150	-50
S 7th W	150 ft W of Reserve	3,250	3,300	50
S 7th W	300 ft E of Clements Rd	700	700	0
South Av	Between 31st and 33rd	8,350	9,150	800
South Av	Btwn Humble & Pleasant	2,900	5,150	2,250
South Av	Between Reserve & 26th	16,350	16,850	500
South Av	E of Clements Rd	5,400	6,350	950
South Av [b]	New Bridge	-	7,200	-
South Av	W of Clements Rd	6,550	9,250	2,700
Spurgin Rd	250 ft W of Reserve	2,550	2,550	0
Spurgin Rd	300 ft E of Clements Rd	1,200	1,200	0

[a] *TDM volume used as no actual "on-the-ground" counts are available to adjust.*

[b] *New bridge link - TDM volume used as no actual "on-the-ground" counts are available to adjust.*

[c] *vpd = vehicles per day*

Contacts:

Lewis YellowRobe
Missoula County
406-258-4651
lyellowrobe@co.missoula.mt.us

Erik Dickson, P.E.
Missoula County
406-258-3772
edickson@co.missoula.mt.us

Sheila Ludlow
MDT Project Manager
406-444-9193
sludlow@mt.gov

Shane Stack
MDT Missoula District
406-523-5830
sstack@mt.gov

Jeff Key, PE
RPA Project Manager
406-447-5000
Jeff.key@rpa-hln.com

Next Steps

The draft *Planning Study* will be made available for review and comment on **January 30, 2013**. Copies can be accessed via the study website at: www.mdt.mt.gov/pubinvolve/maclay. The deadline for receiving comments is **February 22, 2013**.

After the public comment period closes, comments will be reviewed and considered by the Planning Team, and the *Planning Study* will be finalized. The study will be made available to the Missoula County Commissioners for consideration.

Comments may be submitted in writing at the Informational Meeting, online via the study website, or by mail to **Sheila Ludlow**, MDT Statewide and Urban Planning, Project Manager, P.O. Box 201001, Helena, MT. 59620-1001. Please indicate comments are for the Maclay Bridge Planning Study. Missoula County and MDT will collect and consider all comments to better understand the community's view of potential issues and concerns within the study area.

Missoula County and MDT attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request. For further information, call (406) 447-5000 or TTY (800) 335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the scheduled activity and / or meeting.

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