

Meeting Minutes - Swan River Bridge SC #1

◇ **Date:** 3/10/2016

Time: 1:00 PM

Attending:

Facilitator: James Freyholtz / Kathy Harris

Minutes CC: Attendees, Shane Stack, Wade Salyards

Name	Organization	Phone Number	E-Mail
James Freyholtz	MDT-Missoula District	406-751-2066	jfreyholtz@mt.gov
Vicki Crnich	MDT Planning	406-444-7653	vcrnich@mt.gov
Chris Hardan	MDT Bridge	406-444-9221	chardan@mt.gov
Pam Holmquist	Flathead Co Commissioner		pholmquist@flathead.mt.gov
Dave Prunty	Flathead Co Public Works	406-758-5790	dprunty@flathead.mt.gov
Jed Fisher	Flathead Co Parks & Rec		jedfisher@flathead.mt.gov
Walter Kuhn	Citizen Representative	406-837-4550	wkuhn@k-mmi.com
Paul Mutascio	CFBB	406-261-1049	pmutascio@centurytel.net
Susan Hansen (Phone)	Citizen Representative		btfrfly@montanasky.net
Kathy Harris	KLJ	406-441-5784	kathy.harris@kljeng.com
Steve Grabill	KLJ	406-441-5783	steve.grabill@kljeng.com
Russ Lay	KLJ	406-452-8600	russ.lay@kljeng.com

Note: *items in italics* reflect changes after the 3/10 meeting and prior to distribution of the minutes

Agenda Topics

A Steering Committee (SC) meeting was held on March 10, 2016 at 1:00 in the Kalispell Montana Department of Transportation (MDT) office to initiate project discussions with the Steering Committee, and to receive initial feedback on the purpose and need for the Swan River Bridge. The meeting's slide presentation is included in Attachment A.

1. Welcome and Introductions

- a. Kathy Harris opened the meeting and attendees made self-introductions, including their perceived reason for participation.
- b. Dave Prunty noted that Flathead County applied for off-system bridge funding for the Swan River Bridge. The MDT Bridge Bureau scored this bridge as its #1 priority in the state, for off-system bridge funding.
- c. Chris Hardan said MDT supported a feasibility study, to ensure that the end product meets the needs and expectations of everyone involved to the greatest extent possible.

2. Meeting Purposes

- a. Kathy explained the purpose for the meeting to inform the SC of the current condition of the bridge; to clarify the feasibility study process; and to receive initial input from the SC on a number of items.

NATIONAL PERSPECTIVE
REGIONAL EXPERTISE
TRUSTED ADVISOR

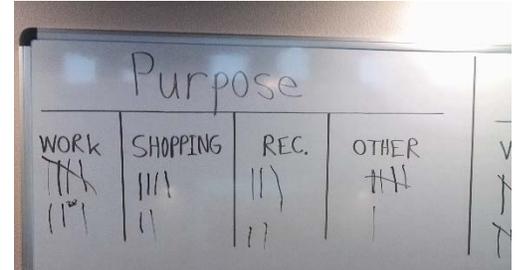


- b. Discussion on applicable design standards:
 - MDT and Flathead County (County) noted that not all roadway standards may be required to be met.
 - Bridge does not currently meet standards in the areas of clearance, loads, traffic and pedestrian facilities, among others.
 - If federal transportation funds are used for bridge changes, ADA standards will need to be met on the bridge itself. This is non-negotiable.
 - Dave offered that Flathead County would be open to improving approaches and may commit road department money for that purpose.
 - Chris clarified that off-system bridge funds would only address bridge improvements and that other funds (County) would be needed for the approaches. For pedestrian walkway to be funded by MDT, it will need to be part of the bridge (not a separate structure).
 - The County re-decked the bridge and walkway in the fall of 2015.
3. Project Schedule. KLJ's project schedule identifies up to seven meetings with the SC, up to four public informational meetings, and has an anticipated study completion date at the end of December 2016.
4. Role of Study Team
 - a. Flathead County is the owner of the Swan River Bridge and the County Commission will receive the final study and make decisions on how to proceed following study recommendations.
 - b. MDT, at the request of Flathead County, is serving as study manager and providing input and guidance for the study.
 - c. KLJ is the consultant responsible for research, analysis and preparation of study materials and documentation. KLJ will also lead the public outreach efforts.
5. Role of Steering Committee (SC)
 - a. Steve Grabill reviewed the role of the SC, which is to provide valuable input and guidance into the overall study process. Steve recommended that the SC should make their participation known to other community members, and that all SC members help get a feel and gather information regarding public sentiment.
 - b. For public outreach, the press will generally be involved and used for advertisement of the public meetings.
 - c. SC questions should be directed to Wade Salyards (MDT Project Manager) and/or Kathy (KLJ Project Manager).

6. SC Discussion on Bridge Use and Feasibility

a. Steve led a white board discussion of the individual SC members use of the Swan River Bridge over the past year. Purposes were listed as either work related, shopping related, recreational or other. Over the past year,

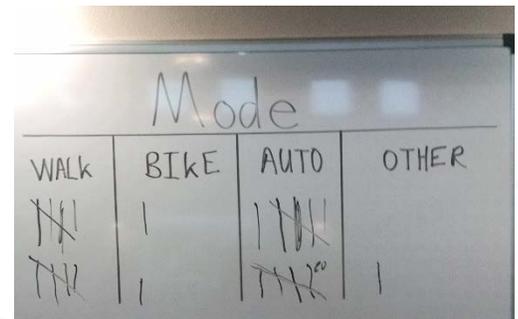
- 8 used the bridge for work-related trips,
- 6 for shopping-related trips,
- 5 for recreational trips,
- 6 for other trip purposes.



Purpose			
WORK	SHOPPING	REC.	OTHER

b. Steve asked SC members to mark their travel modes across the Swan River Bridge over the past year. Modes were listed as walk, bike, auto and other. Over the past year,

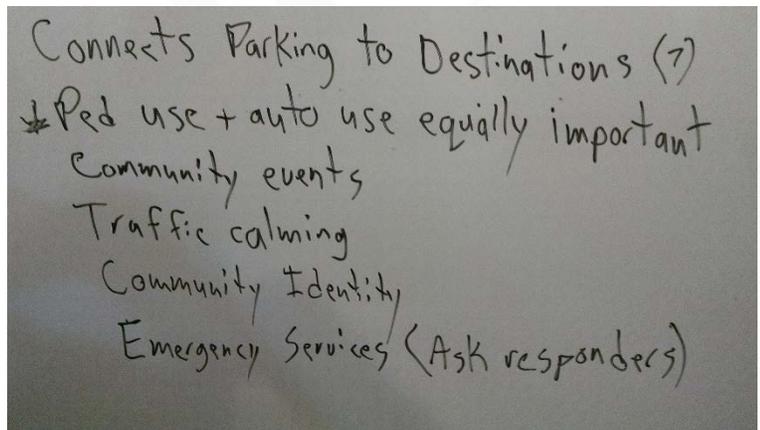
- 8 walked,
- 2 biked,
- 11 drove (auto),
- 1 other (motorcycle).



Mode			
WALK	BIKE	AUTO	OTHER

c. The SC next discussed the overall purpose and need for the Swan River Bridge with the following consistent points for Purpose:

- Connects parking to destinations
- Pedestrian and auto use are equally important
- Community events
- Traffic calming
- Community identity
- Emergency services
- Economic benefits
- Beautiful amenity



Connects Parking to Destinations (?)
 * Ped use + auto use equally important
 Community events
 Traffic calming
 Community Identity
 Emergency Services (Ask responders)



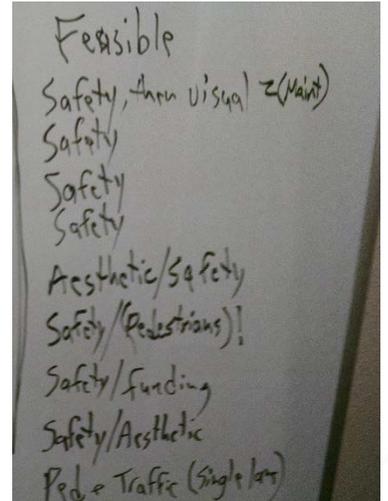
d. SC comments on bridge use included:

- Dave said that maintaining the pedestrian path is more important than adding a 2nd lane of vehicular traffic. (Connects parking to destination.)
- The single lane configuration (i.e. one way traffic) provides a “traffic calming” effect.
- The bridge provides a limited amount of emergency vehicle access. Pam requested KLJ get input from emergency services providers.
- The bridge provides a substantial amount of community identity.
- The bridge provides an intangible economic benefit.
- Dave commented that the upper portions of the truss are easy to maintain compared to the stringers, floor beams, bottom chords, and bearings (sub-structure).
- The SC discussed some limitations of the bridge. If load limits were increased, there is concern (more trucks) and benefit (more convenient for local businesses) to freight vehicles using bridge. Dave said that the County would prefer having a load limit for the local freight businesses to use the bridge legally. Chris agreed that MDT wants to increase the load limits if possible.
- The SC discussed that large motorhomes/recreational vehicles are a concern (too big to maneuver bridge or downtown Bigfork) and a benefit (more convenient for tourist to get into/out of Bigfork).
- Jed Fischer inquired if the NRHP listing helps find funding for the project. KLJ will research.
- Sue mentioned that people park and walk to the bridge and it often gets used to provide access to village.

Special events/usage:

- VFW does a Memorial Day march across the bridge.
- Jed said the bridge gets considerable use from Slider Park.
- Paul estimated that there are 7000 to 8000 people at July 4th parade, and that the festival of arts brings 3000 to 4000 people over a two day period.
- Bigfork selectively offers shuttle services across the bridge during major events.
- Dave mentioned that the county doesn’t mind allowing road closures across the bridge for events, as long as the organizers fill out the appropriate paperwork and give adequate notice. A wedding was declined to get the bridge closure permit, in part due to the low bridge load rating.

- e. SC members stated their top need for a bridge project to be feasible:
- Dave (1) safety for traveling public (2) economics (3) maintenance
 - Chris (1) safety (2) durability (3) aesthetics
 - Vicky (1) safety
 - James (1) safety
 - Paul (1) aesthetic (2) safety
 - Jed (1) safety (2) peds/kids (3) recreation access
 - Pam (1) safety (2) funding (3) meeting unique Bigfork needs
 - Walter (1) aesthetically pleasing (2) safety
 - Sue (1) pedestrian and traffic needs are met (maintain one-lane bridge).



7. Bridge Design and Load Rating. The load rating is currently set at 3 tons and is expected to decrease with future bridge deterioration. Russ Lay, who completed the most-recent load rating of the Swan River bridge provided the following:
- “Per the AASHTO MBE 6A.8.3 “A Bridge Owner may close a structure at any posting threshold but bridges not capable of carrying a minimum gross live load weight of three tons must be closed.”
8. Historic Bridge Samples. Russ presented samples of historic bridge work, from simple rehabilitation to full bridge replacement.
9. Existing Bridge Status: Russ explained existing bridge deficiencies including vehicular damage to the bridge and the effects of corrosion on the steel bridge components.
10. Feasibility Study Overview
- a. Kathy summarized the study project steps and reports.
 - b. The SC discussed public notification and information on the study.
 - After discussion, all meeting notices need to occur via postal although email and a project webpage will be supplement notification.
 - The mailing list area has several possibilities. To be efficient and limit size to the (likely) affected area, the Big Fork Water and Sewer District was identified



by the SC. *Subsequent discussion with MDT and the County refined this to the RSID area for the Bigfork Stormwater Project.*

- Hard copy (written) notice will be mailed to a smaller area/group but the electronic notifications will be sent to a much larger group.
- c. The SC discussed public meeting locations and stressed that the location needs to be or near Bigfork. *Subsequently, the Lutheran Church will be used for the first meeting.*
- d. Electronic communication is acceptable for all SC communications.

11. Schedule Next/Future Meetings.

- a. Dates were set for upcoming SC meetings and the first public meeting:
 - Wednesday April 6th for the SC #2 meeting 1:00 - 4:00 PM.
 - Tuesday April 12th for the first public meeting. *(Subsequently confirmed)*
 - Monday May 16th SC #3 meeting 1:00 - 4:00 PM.
 - Wednesday June 22nd #4 SC meeting 1:00 - 4:00 PM. *(Subsequently this meeting will need to be rescheduled).*
- b. Meeting dates, times and locations will be confirmed via email.

12. Kathy asked SC members to summarize what they learned and what new concerns are, if any.

- a. Dave. funding.
- b. Paul. keep truss, keep solution simple
- c. Pam. Clarify parameters for single lane bridge (width) and ADA (pedestrian access
- d. Walter keep truss, consider an "architectural treatment"

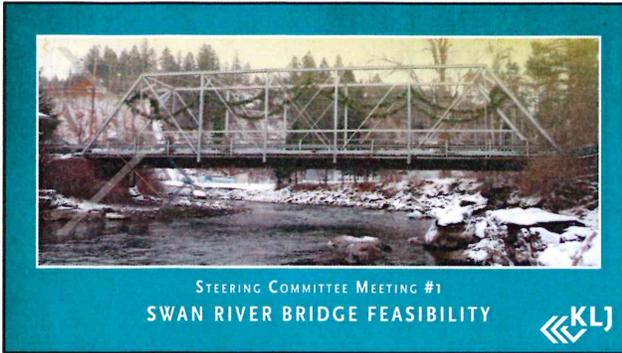
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Attachment A: Slide Presentation

Next Meeting Information

Date: 4/6/2016
Time: 1:00 - 4:00 PM

Facilitator: Wade Salyards/Kathy Harris



Feasibility Study

FEASIBLE (dictionary.com)

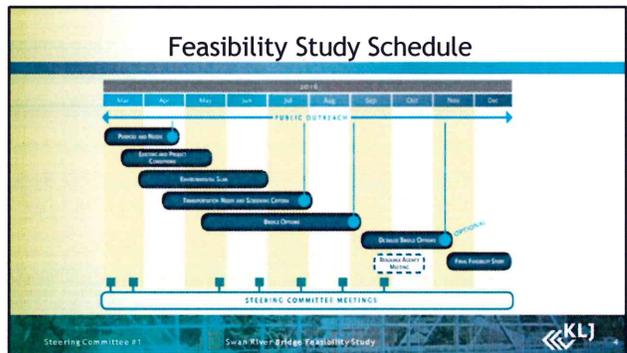
- Capable of begin done, effected, or accomplished
- Probable; likely
- Suitable

Steering Committee #1 Swan River Bridge Feasibility Study KLJ

Design Standards

- Ensure safety of traveling public
- Consistent/continuity
- Standards not met:
 - Clearance
 - Loads
 - Traffic
 - Pedestrian

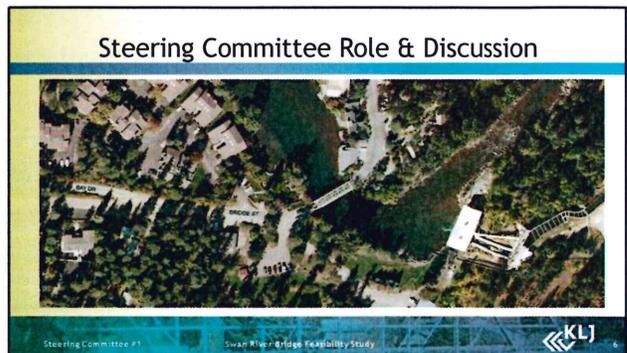
Steering Committee #1 Swan River Bridge Feasibility Study KLJ



Feasibility Study Team

- Flathead County: Bridge Owner
- MDT: Wade Salyards, Project Manager
- KLJ: Consultant for Feasibility Study
 - Project Manger: Kathy Harris
 - Public Outreach: Steve Grabill
 - Bridge Engineer: Russ Lay

Steering Committee #1 Swan River Bridge Feasibility Study KLJ



Viking & Martinson Bridges: Existing Bridge Repaired

VIKING BRIDGE

Before



After



- Replaced Bottom chord members
- Replaced Truss pins
- New concrete abutments
- Replaced Wood deck & rails

MARTINSON BRIDGE

Before



After



Steering Committee #1 Swan River Bridges Feasibility Study KLJ

Elks Footbridge: Existing Bridge Repaired

Before



After



- Replaced Abutments and Steel Pier
- Repainted Bridge

Steering Committee #1 Swan River Bridges Feasibility Study KLJ

Phelps Mill: Existing Bridge Repaired

Before



After

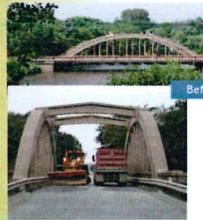


- Replaced Steel caissons
- Replace Truss pins and stringers
- Re-painted Bridge
- Added tension cables instead of railing to maintain bridge appearance

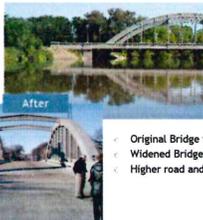
Steering Committee #1 Swan River Bridges Feasibility Study KLJ

Rainbow Bridge: Bridge Replaced

Before



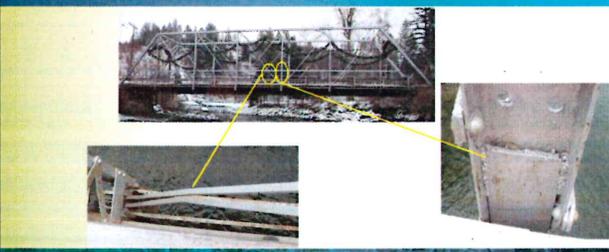
After



- Original Bridge was functionally obsolete
- Widened Bridge 16 feet
- Higher road and water clearance

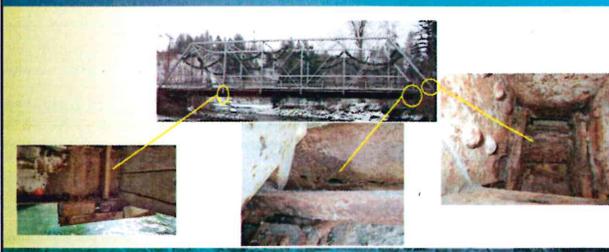
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Existing Bridge Deficiencies: Vehicular Damage



Steering Committee #1 Swan River Bridges Feasibility Study KLJ

Existing Bridge Deficiencies: Corrosion Damage



Steering Committee #1 Swan River Bridges Feasibility Study KLJ

Feasibility Study Overview

- Public Outreach
- Reports Summarize Findings:
 - Existing and Project Conditions
 - Environmental Overview
 - Transportation and Bridge Need Technical Memo
 - Bridge Concepts Memo
 - Detailed Bridge Concepts Memo
 - Final Report
- Recommendation for County Commission Consideration

Steering Committee #1

Swan River Bridge Feasibility Study



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Next Meetings?

March	April	May	June	July
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
August	September	October	November	December
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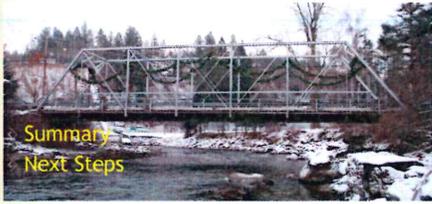
Steering Committee #1

Swan River Bridge Feasibility Study



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Swan River Bridge: Summary 1st Steering Committee



Summary
Next Steps



Steering Committee #1

Swan River Bridge Feasibility Study



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