

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 law? desirable

▷ Inconsistent

② * certain type of traffic

* INCREASE in traffic (yes) manage

DON Lotzsg.

- ▷ 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 upd ... but +2610 – know how to use it

▷ ↑ TRAFFIC in neighborhood (pos)

▷ Model may not be accurate
3,000 cars ????.?

Willis Curdy

- KONA ranch road
- 30 y/s

▷ will be like KONA style –
irr. of width

- alcohol concerns
- Avg. above posted limit

④

- ▷ Speeds will rise significantly
- ▷ Speeds are floating to County
- ▷ Things will change!!

Monica W...

- historic preservation OVERLOOKED?
- AASHTO guidelines for preservation...
- 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
 - ▷ Ex bridge has changed B. River
 - ▷ Bridge is a killer... (6)

* Does not address safety of drawings

* Nothing historically pleasing

?

① Neighborhood Plan - 2009

- good work

- plan does not identify need for new bridge

- Comm. criteria ignored

② Growth - west of river?

- It's 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 entrances
 - 150-lot subdivision
 - College
 - Reg. Park
- West of River

(5)

BOB Sch.

▷ Disappointed with Study

▷ PI. Team was engineers-

- NOT Balanced

- forbidden to speak

- no social considerations

▷ N. PLAN IGNORED

▷ Majority wants bridge left

▷ Excluded (Publ) from screening

⑨

Heleu Ordain

- Blue Mtn Road
- Discrepancies in Report RE:
Federal funding eligibility
- * GREEN BOOK Exceptions
- * Explain FUNDING Better
- ↑ MORE Traffic w/new bridge
- ↳ Slim/narrow widths. - -

(b)

Don L.

▷ Qualitative – Nonsense

▷ "7" 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" option

▷ TRY IT. NEW Bridge CAN'T GO
BACK.

TONY M.

▷ Lives near cow

▷ Started with: Something must be done

▷ 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....

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Don St. Peter

▷ HAND-OUT

① "Transp. Corridor" term - not Bypass

② How prop. tax ↑

③ Why wouldn't ped/bike be done by freeway

▷ Doesn't address myriad of issues...

GARY

▷ Federal Funds

\$1.2 million mile ~ overall

\$3.00 million/mile ~ to reserve

▷ County collects for reconstruction

▷ water shins - maintenance

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BOB Schw.

1) Community Defined OPTION

NOT Considered

- lights / safety / can improve

2) Rehabilitation can be done w/ Federal Funds.

* Design exceptions

3) Funding - BSF/ISS → FLEXIBILITY

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Helen O.

▷ 40-foot 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

MOPICAL

* Crash Analysis - LOCATIONS vs. Overall context.

* LOTS OF PASSION - For or Against

* Public comment should MATTER!

* Consider other options

(17)

Bonnie Wh.
it

* 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..

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WHITNEY

- Lived on North & South
- Majority of comments going to one option - RETARBS!
- Commission - PLEASE LISTEN

① BRIDGES don't kill people

② What kills - TRAFFIC
or
Bridges
↳ school / pre-school

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 intimidating, but just.

George

xx Big Sky Lane

- ▷ Problems w/ North-South // NOT EAST WEST
- ▷ Equipment Movement
- ▷ get equipment off the local roads
- ▷ tearing up roads - too
- ▷ Horse Lane | Bike Lane |
- ▷ Represent envir. we live in...

DON ST. Peter

- ▷ THIS BRIDGE kills people
- ▷ Suit - Legal issue w/ County
- ▷ Traffic in front of school - distasteful risk?

▷

DANA H.

- ▷ end of South
- ▷ narrow scope
- ▷ Planning Study limited

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FRANK MUTA

- ▷ No Need to Accommodate "Commodity" Movement
- ▷ Truss is pristine - no damage
- ▷ High speed thruway
- ▷ Piers have proved themselves
- ▷ Bridge can be rehabilitated

▷
Monica

Monica

▷ 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 Hanson Drive

↳ Annual 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.

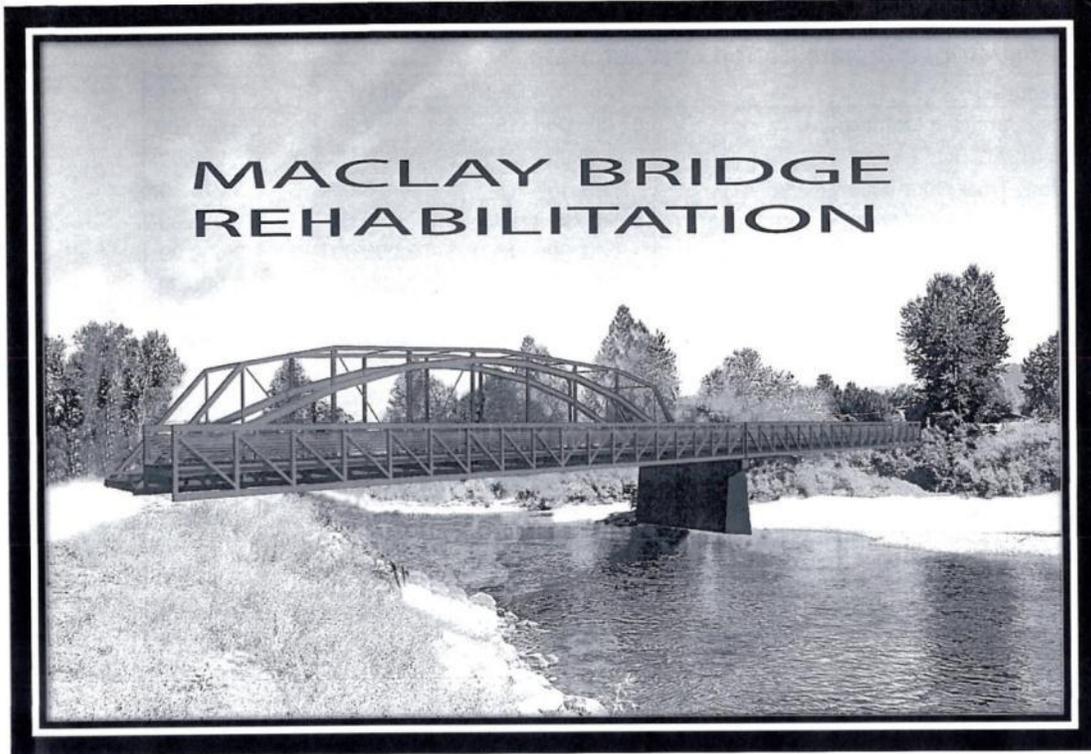
	Ranks					
	X	Y	Z	X	Y	Z
No. of acres or R/W needed	.5	3.5	4	1	2	3
Planning costs	\$1000	\$500	750	3	1	2
No. private lots affected	5	4	6	2	1	3
Would delays be reduced?	Yes	No	Yes	1	7	1
	Rank Sums			7	11	9
	Final Ranking			1	3	2

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:

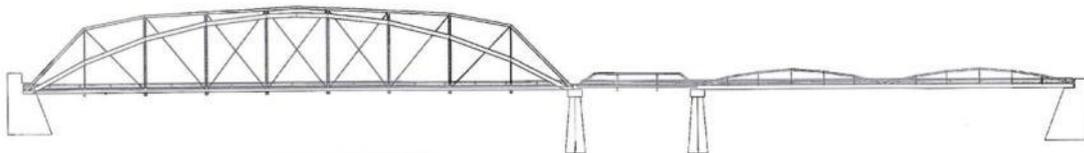
1. **One very important Quantitative criterion was not used at all, "Cost of bridge."** This would have been a far better screening criterion to use in making the rankings than the 9 Qualitative criteria that were misused. **If the ranking is made using the 7 Quantitative criteria in the study plus an 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 give far more weight to the Qualitative Criteria than to the Quantitative Criteria. In addition, where ranks 1-7 should have been 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	Quantity	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	Quantity	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