

## ***Maclay Bridge Update***

Sent: Sun 11/07/10 5:32 PM

All,

I thought it might be time to report on the latest findings on the Maclay Bridge replacement. We are still trying to uncover facts regarding Maclay Bridge as well as potential alternates. Primary sources of information are:

Shane Stack, Engineering Services Supervisor for Missoula District,  
Montana Department of Transportation (MDT)

Greg Robertson, Director of Public Works for Missoula County

Missoula County Commissioners Landquist, Carey, and Curtiss

Missoula County and MDT are still working on a Memorandum of Understanding between the two agencies. Two weeks ago, MDT delivered a draft MOU. The state and county continue to work toward an agreement that can be presented to the County Commissioners for approval.

According to Stack, the county will have to take the lead on this project, that is, provide a request to the state, take responsibility for the project and, support it with county funds. MDT will provide a utilitarian bridge. If a new bridge is placed at another site, the old Maclay Bridge will remain standing for use as a pedestrian and bicycle bridge if the Corps of Engineers will approve leaving it. It will be maintained by the county.

According to past agreements, state funds have been used to not only do bridge work, but to do approach construction as well. According to the state, their limited bridge funds will not allow them to build approaches now, therefore the county will be responsible for approach construction costs.

MDT indicates they have right of way on the west side of the Bitterroot, but it may not be wide enough. The county would be responsible for obtaining right of way on the Target Range side.

Additional facts are:

Maclay Bridge is a single lane structure, built over 100 years ago.

Age and condition limited the capacity of the bridge for a time.

The bridge was rehabilitated in 2003 and loads were increased to 14 tons.

School buses and emergency vehicles up to the weight limit currently use it.

The county will be responsible for all maintenance to include winter maintenance during construction of a new replacement bridge.

Questions we continue to research include:

Will this project require an Environmental Analysis or a full Environmental Impact Statement?

Who will be responsible for costs incurred for either the EA or EIS?

What is the present safety rating of the bridge?

Are concept schematics of bridge replacement to include size, scope, and site available?

Are there possible alternate sites?

What is estimated cost of bridge construction?

What is the estimated cost of bridge approaches?

What is the estimated cost for right of way?

What is the estimated 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? A SID will divide the cost of improvements among homeowners in the district. The SID assessment will be added to property tax bills.

Will SID's be paid by the entire county or just the immediate neighborhood?