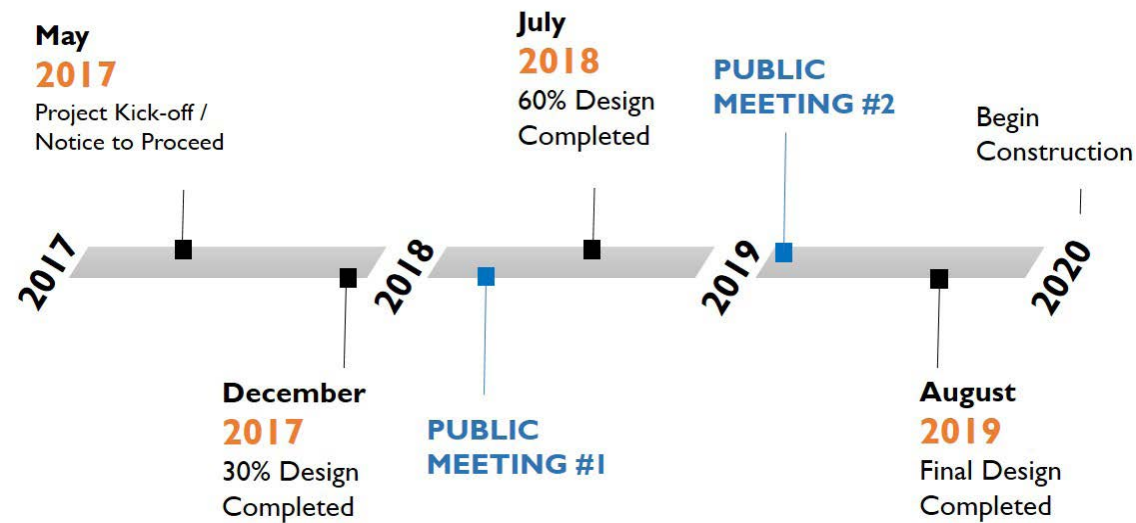


## Project Schedule



## Construction Schedule

Construction of the project is tentatively scheduled to begin in early 2020 and take approximately one full year to complete. Construction will occur in phases where traffic is maintained on half of the bridge while the other half is reconstructed. Ongoing coordination and public outreach will occur during construction.

## For More Information or to Comment:

**Project Overview:** [www.mdt.mt.gov/pubinvolve/higginsbridge](http://www.mdt.mt.gov/pubinvolve/higginsbridge)

**Public Comment:** [www.mdt.mt.gov/pubinvolve/higginsbridge/public-involvement](http://www.mdt.mt.gov/pubinvolve/higginsbridge/public-involvement)

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# HIGGINS AVENUE BRIDGE REHABILITATION

## Open House #2 | January 29, 2019

### Project Overview

Originally constructed in 1962, the Higgins Avenue Bridge is deteriorating and is in need of rehabilitation to extend the life of the bridge. Various structural elements are in need of repair and the concrete deck requires replacement. Additionally, the Higgins Avenue Bridge is a vital transportation link across the Clark Fork River that has been identified by the City of Missoula as a priority for improving multimodal transportation. The objectives of this project are to repair or rehabilitate the deteriorated elements of the bridge in a cost-effective manner and improve multimodal transportation facilities across the bridge to the extent practicable.

The structural rehabilitation of the bridge will include: bridge deck replacement; repair the steel superstructure as needed; spot painting the steel superstructure; repair or replace bearings as needed; and minor repairs to the concrete substructure units.

Multimodal transportation enhancements on the bridge will include widening the bridge to provide additional space for bicycles and pedestrians. Past coordination between MDT, City of Missoula, and stakeholders had determined a typical cross section for the bridge, which included shared bicycle-pedestrian space on both sides of the bridge. Since then, an additional option to provide separated walkways with bike lanes adjacent to traffic was considered. Both of these options were presented at public meeting on April 4, 2018. Based on coordination with MDT, the City, and the project stakeholder group, the shared space alternative has been advanced into final design.

The east edge of bridge will be maintained at the current location and the widening will occur to the west. The existing bridge piers located on dry land will be widened to the west to accommodate an additional beam line to support the wider bridge deck. Over the river, the wider bridge deck will be supported using a cantilever system to avoid work in the river.

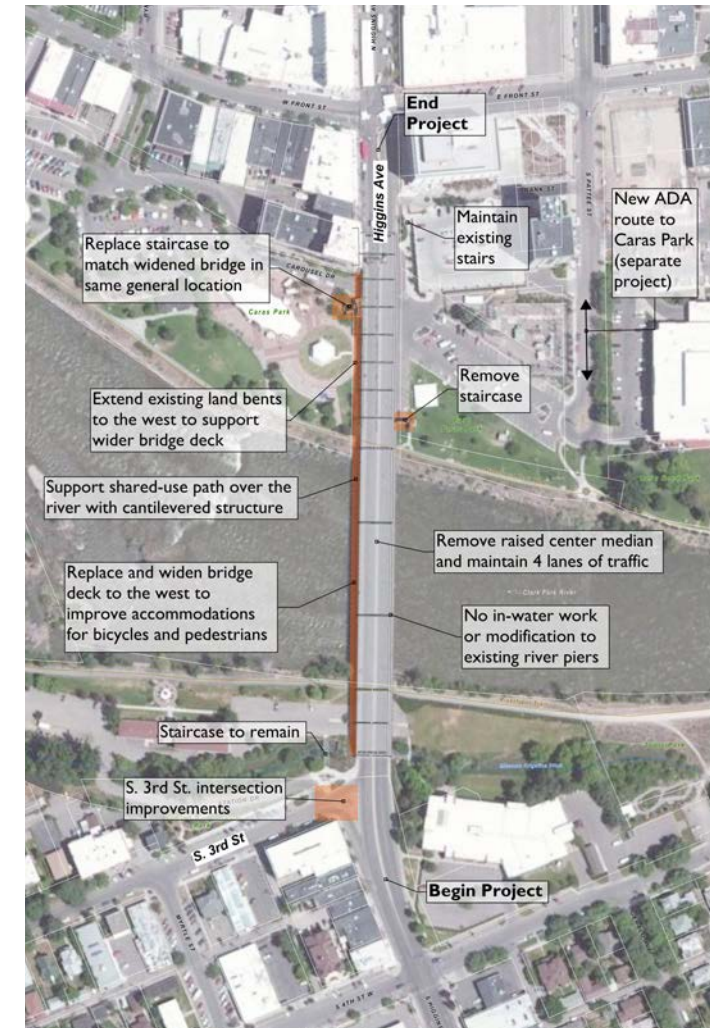
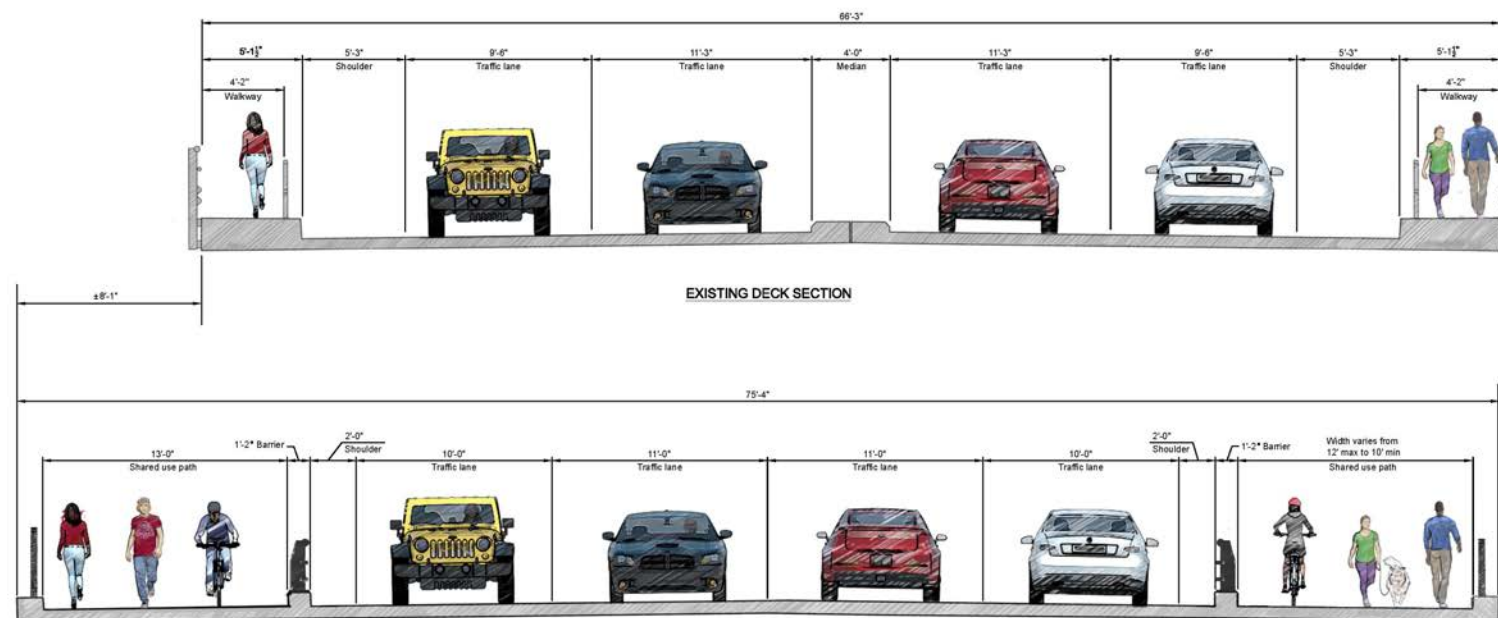


Figure 1. Project Area Map







**Figure 2. Typical Sections.** This figure represents the existing and new deck configurations. The existing bridge deck will be replaced and widened to provide additional space for a shared use path on both sides of the bridge.

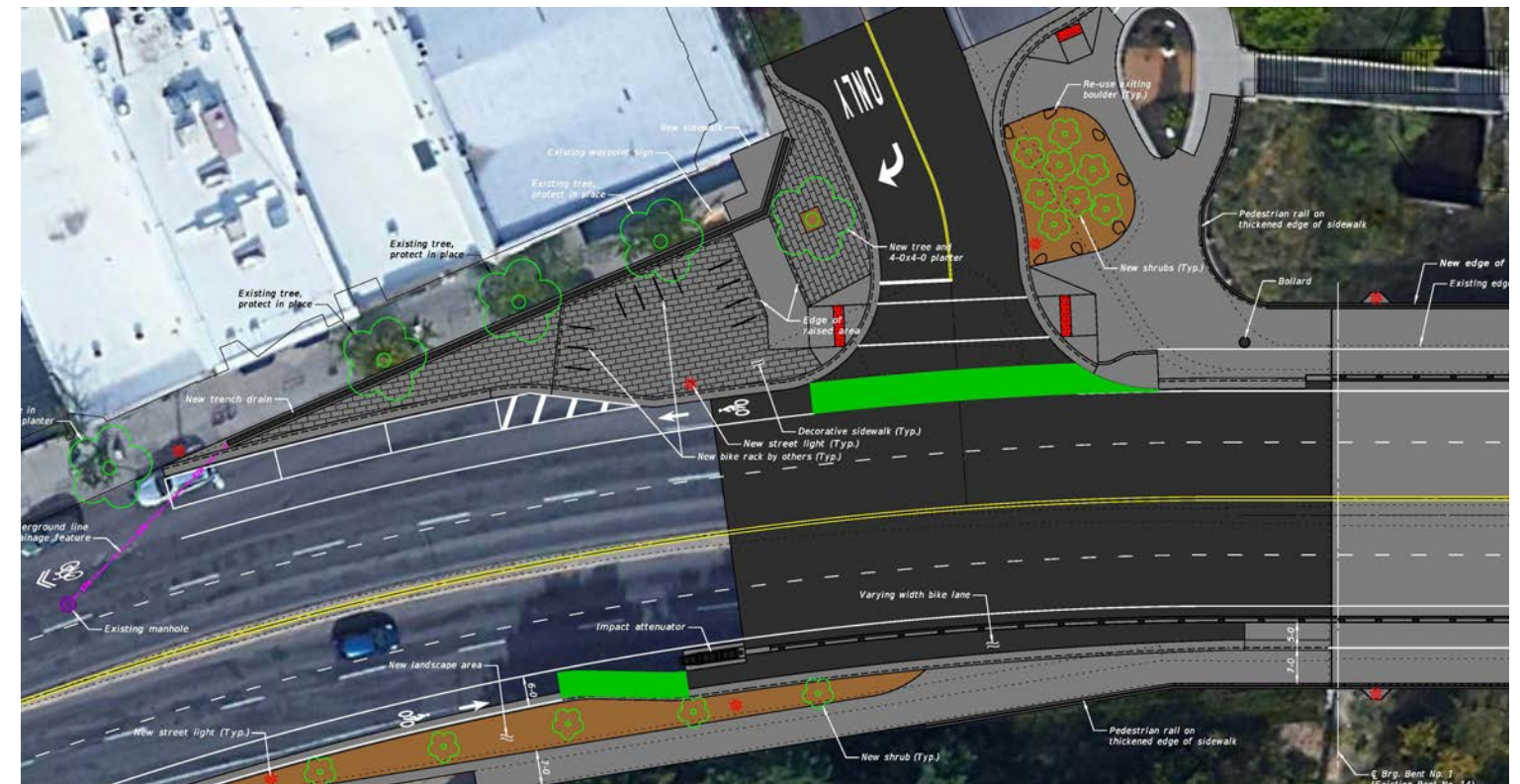


**Figure 3. Southbound Shared Use Path Rendering.**



**Figure 4. Northbound Shared Use Path Rendering.**

Figures 4 and 5 represent the combined space that will be provided on both sides of the bridge. The space will be shared between bicycles and pedestrians. Positive separation will be provided between traffic and the shared use path using a steel traffic railing.



**Figure 5. South Bridge Approach:** This schematic demonstrates the proposed improvements to the South 3rd Street intersection with Higgins Avenue near the southern end of the bridge. The intersection will be reconfigured to improve safety for pedestrians by shortening the crosswalk distance. Additional landscaping and hardscape will be provided with the improvements.



**Figure 6. North Bridge Approach:** The bike lanes along Higgins Avenue on either end of the bridge will need to transition to the shared use path provided on the bridge. The traffic lanes are shifted to the east at the north end of the bridge to allow more space for southbound bicycles approaching the bridge.