Susan

CM 0002(105)
CONTROL NO. 2418

Brooks/South/Russell Intersection
City of Missoula, Montana

ENVIRONMENTAL RE-EVALUATION

OF

ENVIRONMENTAL ASSESSMENT
APPROVED 8/25/97

AND

FINDING OF NO SIGNIFICANT IMPACT
APPROVED 6/11/98

Prepared Pursuant to 23 CFR 771.129(c)

by the
City of Missoula

Montana Department of Transportation

and the
Federal Highway Administration

March 20, 2002

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History

The City of Missoula and the Montana Department of Transportation (MDT) propose to improve the Brooks/South/Russell Intersection in Missoula, Montana. An Environmental Assessment (EA) was completed August 25, 1997, in compliance with the National Environmental Policy Act (NEPA). A Finding of No Significant Impact (FONSI) was issued June 11, 1998. Detailed traffic analysis and design plans were prepared between 1999-2001.[1]

The Missoula City Council passed a resolution in support and agreement with the findings of the EA on October 20, 1997. The Missoula City Council further passed a resolution April 12, 1999 in support of allocating Congestion Mitigation and Air Quality (CMAQ) funds to the Brooks/South/Russell project. The Missoula Transportation Policy Coordinating Committee (TPCC) approved the current design in a motion November 14, 2000, which allocated a total of $4.7 Million in CMAQ and Urban funds for the project.

This re-evaluation compares the current design with the approved Preferred Alternative described in the EA. It is intended to incorporate any changes that occurred in the design process.

Reason for Re-Evaluation

In the course of the design process, minor changes have occurred to the Preferred Alternative in the interest of improving traffic operations, safety, access, parking, and reducing right-of-way impacts. A detailed traffic analysis was prepared for the Preferred Alternative. This analysis defined the specific criteria to which the project would be designed, and provided greater detail than the EA-level traffic analysis. This resulted in changes to lane and intersection configurations at several locations. In general, street widths remained similar or narrower than those included in the Preferred Alternative. Raised medians were added at specific locations to restrict access where sight distance was a concern, or to improve pedestrian crossing.

Numerous meetings were held with property owners, businesses, and community leaders to work out specific issues related to right-of-way impacts, access, and parking. In addition, a public open house was held April 26, 2001, showing the current design. Results of this public involvement were mixed. In general, people were supportive of the changes made to lessen impacts to businesses and adjacent properties. Those that spoke against the project were generally opposed to the overall project, or stated that the proposed changes did not do enough to minimize the impact to their property. One person expressed concern that the proposed changes would have a negative impact on her business because of loss of direct access from Brooks, and one person stated that he had anticipated relocation of his business as a result of the project, which is no longer the case with the current design. A summary of public comment is included in the Appendix.

[1] Traffic analysis and design plans are available on request from WGM Group, Inc. or the City of Missoula.

It was determined in discussions with the Federal Highway Administration (FHWA) that these changes should be documented. In order to determine if such changes are significant, the regulations require the preparation of appropriate environmental studies, or if necessary, a Supplemental Environmental Assessment. While the regulations do not give a specific name to these environmental studies, it has been accepted practice at FHWA to use an Environmental Re-Evaluation, as prescribed in 23 CFR 771.129(c).

Description of Changed Conditions

The Selected Preferred Alternative identified in the FONSI is the South Avenue Realignment including Alternate E5 (Figure 1) and Alternate W7 (Figure 2) inclusive of Traffic Demand Management (TDM). Alternate E5 is a new route that allows traffic westbound on South Avenue to access Brooks Street southbound via new right-of-way connecting to Sussex Avenue. Alternate W7 takes the eastbound traffic on South Avenue along a new route that uses Garfield Street south and then accesses Brooks Street northbound at Fairview Avenue. The City Council passed a resolution (Resolution 6051) expressing support and agreement with the findings of the EA, with conditions as noted. This resolution was included in the FONSI (Figure 3).

The proposed design adheres to the Preferred Alternative with the following exceptions. Each design change is numbered on the following figures (Figures 4-6) and described as follows:

1. **Brooks/South/Russell Intersection**

   1a. (Figure 5)

   Preferred Alternative: Stop bar locations and pedestrian crossing distances similar to the existing intersection.

   Proposed Design: Curb bulb-outs and raised islands were added to "tighten" the intersection, shorten pedestrian crossing distances, and increase pedestrian visibility. The stop bar for southbound Brooks was moved forward approximately 40 meters (133 feet) reducing the overall size of the intersection.

   Conclusion: This change is not significant because it is consistent with the stated intent of the project in the EA to "improve traffic, bicycle, and pedestrian flow through the intersection". This change has a positive effect on pedestrian safety as well as traffic operations because it shortens the signal phases and pedestrian crossing distances.

   1b. (Figure 4)

   Preferred Alternative: No access to Brooks from westbound South Avenue.

   Proposed Design: A right turn only to northbound Brooks was added for westbound South Avenue traffic to provide better circulation for businesses on South Avenue.

   Conclusion: This change results in additional right-of-way required at

the northeast corner of South/Brooks, however, the additional right-of-way is within the amount and type described by the EA. Improving business access and circulation was a stated mitigation measure in the EA. Therefore, this change has no significant environmental impact.

1c. (Figure 5)

Preferred Alternative: Southbound right turn lane on Russell.
Proposed Design: The right turn lane was eliminated to reduce right-of-way impacts and cost. Traffic analysis showed that the intersection will function adequately without a right turn lane at this location. Right turns will be allowed from the through lane, similar to current conditions.
Conclusion: This change has no significant environmental impacts because it results in less required right-of-way and avoids relocation of one residence and one business. However, it does not relocate one business (Western Police Supply) that had anticipated relocation as a result of the project.

1d. (Figure 5)

Preferred Alternative: A cul-de-sac for eastbound South Avenue traffic in close proximity to the intersection.
Proposed Design: The cul-de-sac was moved west approximately 30 meters (100 feet) to improve traffic operations and avoid impacts to parking, access, and a billboard on the adjacent property. Moving the cul-de-sac away from the intersection reduces potential conflicts between right-turning vehicles and vehicles in the cul-de-sac, and provides better sight distance.
Conclusion: This change results in right-of-way impacts to a different property than was shown in the Preferred Alternative. However, these changes are not significant because the right-of-way impact is within the amount and type stated in the EA. The required right-of-way impacts parking for the adjacent business (Burger King), but can be replaced by using alley right-of-way and reconfiguring the existing lot, with no loss of spaces.

2. South Avenue – Brooks to Holborn (Figure 4)

Preferred Alternative: 4-lane section with two eastbound travel lanes and an eastbound bike lane.
Proposed Design: 3-lane section with one travel lane in each direction and a two-way left-turn lane (TWLTL), an eastbound bike lane, and on-street parking on the north side of the street. Traffic analysis showed that two eastbound travel lanes were not needed for the anticipated traffic volumes, and that the additional parking would be of greater benefit to the adjacent businesses. One lane in each direction is also appropriate for lane continuity on South Avenue, which is one lane in each direction outside of the project area.
Conclusion: This change results in a positive effect for parking and business access, and has no significant environmental impacts.

3. **South/Holborn Intersection (Figure 4)**
   Preferred Alternative: Painted median with right-in/right-out access control for the north leg of Holborn.
   Proposed Design: A raised median was added to provide better channelization, traffic calming, and refuge for pedestrians crossing at this location.
   Conclusion: The raised median does not change traffic flow or access as proposed in the Preferred Alternative, and therefore has no significant environmental impact.

4. **Sussex Avenue Connection – Holborn to Stephens (Figure 4)**
   Preferred Alternative: Two westbound travel lanes with a bike lane.
   Proposed Design: One westbound travel lane with a bike lane, curb bulb-outs and a raised median at Stephens. Traffic analysis showed that two westbound lanes were not needed for the anticipated traffic volumes. One-lane is also appropriate for lane continuity on South Avenue, which is one lane in each direction outside of the project area.
   Conclusion: The reduction in lanes results in less required right-of-way and lower operating speeds. The addition of curb bulb-outs and raised median improves pedestrian safety. These changes do not affect traffic flow or access as proposed in the Preferred Alternative, and therefore, have no significant environmental impacts.

5. **Sussex Avenue – Stephens to Brooks (Figure 4)**
   Preferred Alternative: Eastbound lane on Sussex between Stephens and Brooks with no on-street parking.
   Proposed Design: Sussex was converted to a westbound one-way street between Stephens and Brooks. Traffic analysis showed the need for a 3-lane approach on Sussex at the intersection with Brooks (double left and through/right lanes) in order to provide acceptable signal operations. This required eliminating the eastbound lane to avoid additional right-of-way impacts. Converting to a one-way street also has the added benefit of allowing an on-street parking lane between Stephens and Regent. Additional head-in parking is also planned on Regent.
   Conclusion: This change affects direct access to businesses on Sussex, especially from Brooks. Access to these businesses is possible using Regent and Stephens to get to Sussex going westbound, but requires some forethought by drivers. In meetings with property owners, there was a greater concern for the loss of parking on Sussex than the loss of direct access from Brooks. One business tenant (Sleep City) did express concern that the loss of direct access from Brooks would have a negative impact on her business. The EA stated that minor impacts on circulation and parking in the vicinity of the Brooks/South/Russell intersection would occur. Therefore, this change has no significant environmental impact.

6. **Oxford Street – South Avenue to Brooks (Figure 4)**
   Preferred Alternative: Cul-de-sac on Oxford with no access to Brooks.

Proposed Design: The cul-de-sac was eliminated in favor of a right-in only access on Brooks. Head-in parking was added on Oxford to create additional parking for adjacent businesses. This change was made to address the concerns of the adjacent property owners.
Conclusion: This change results in a positive effect on parking and business access, and therefore, has no significant environmental impact.

7. South Avenue – Garfield to Russell (Figure 5)

7a. Preferred Alternative: 3-lane section with two westbound travel lanes, one eastbound travel lane, and a westbound bike lane.
Proposed Design: 3-lane section with one lane in each direction, a TWLTL, and a westbound bike lane. On-street parking was added where the existing street width would allow. Traffic analysis showed that two westbound travel lanes were not needed for the anticipated traffic volumes, and that the TWLTL would be of greater benefit for safety and access to the adjacent businesses. One lane in each direction is also appropriate for lane continuity on South Avenue.
Conclusion: This change results in a positive effect on traffic operations and business access, and therefore has no significant environmental impact.

7b. Preferred Alternative: No mitigation measures for cut-through traffic in the McLeod Addition neighborhood were included in the Preferred Alternative.
Proposed Design: A raised median and right-turn-only island were added at the South/Catlin intersection. The existing raised median and right-turn-only island at the South/Washburn intersection will be replaced.
Conclusion: Traffic calming measures were identified in the EA as a mitigation measure for cut-through traffic in the McLeod Addition neighborhood (north of South Avenue and west of Russell). This change affects access to the neighborhood, but was strongly supported by neighborhood representatives. Business access is unaffected. Therefore, this change has no significant environmental impact.

8. South/Garfield Intersection (Figure 5)

Preferred Alternative: Relocation of two businesses (H&H Meats and Beauty College).
Proposed Design: The corner radius was substantially reduced and a traffic signal was added to allow safe movement of all legs of the intersection. Raised medians were added to control access where sight distance was a concern, and the north leg of Garfield was restricted to right-in/right-out only. The Beauty College was since purchased by the owner of H&H Meats. The owner indicated that he did not want to be relocated, and the right-of-way was successfully negotiated to allow modification of the building to avoid relocation. Additional head-in parking was added on Garfield for one business (Northwest Rent-to-Own) to replace parking impacted on South Avenue. This business does not have off-street parking.

Conclusion: This change was the result of direct negotiations with the property owner and resulted in a substantial cost savings to the project. The reconfigured intersection provides better access to businesses on South Avenue and is more in line with driver expectations than the Preferred Alternative. This change affects left-turn access to the north leg of Garfield. This has a negative effect on two businesses (Northwest Rent-to-Own and Montana Craft Connection), however alternative access is available via other streets. The EA stated that minor impacts on circulation and parking in the vicinity of the Brooks/South/Russell intersection would occur. Therefore, this change has no significant environmental impact.

9. Garfield Street – South to Fairview (Figure 5)

Preferred Alternative: 4-lane section with two southbound travel lanes, one northbound travel lane, a TWLTL, and a southbound bike lane.

Proposed Design: 3-lane section with one lane in each direction, a TWLTL, a bike lane in each direction, and mitigation to reduce parking impacts. Traffic analysis showed that two southbound travel lanes were not needed for the anticipated traffic volumes, and one lane in each direction is appropriate for lane continuity on South Avenue. Additionally, the EA was prepared with the assumption that Garfield had a 24-meter (80') public right-of-way. Subsequent research found this right-of-way to be only 18 meters (60'), resulting in substantially increased right-of-way needs with the Preferred Alternative. A northbound bike lane was added to improve bike circulation from Russell over to Johnson and the Bitterroot Branch Trail. Parking mitigation was added where the loss of on-street parking would negatively affect the adjacent businesses. On-street parking was added at one location (Chriss Crawford Insurance). Off-street parking for one office building (Baumgardner Building) was reconfigured to replace parking. These changes result in no net loss of parking for the affected businesses.

Conclusion: The proposed changes result in reduced right-of-way impacts, improved bicycle facilities, and reduced parking impacts. Therefore, these changes have no significant environmental impacts.

10. Fairview/Brooks Intersection (Figure 5)

Preferred Alternative: Right turn island for Fairview to southbound Brooks.

Proposed Design: The right turn island was dropped because of right-of-way impacts to the adjacent property. This change results in a tighter corner radius that will not accommodate trucks turning right onto Brooks. An alternative route is available for trucks by continuing south on Garfield to Brooks.

Conclusion: This change results in a minor impact on traffic operations, however, reduces right-of-way impacts. Therefore, this change has no significant environmental impact.

11. South/Johnson and North/Russell Intersection (Figure 6)

Preferred Alternative: The Preferred Alternative did not address the South/Johnson and North/Russell intersections.

Proposed Design: Traffic signals at Johnson and North were identified as a mitigation measure for cut-through traffic in the McLeod Addition

neighborhood. The Johnson-North route is the preferred route for eastbound South Avenue traffic to get to northbound Russell (Figure 6).

Conclusion: Mitigation measures were identified in the EA for cut-through traffic in the McLeod Addition neighborhood. Therefore, this change has no significant environmental impact.

FIGURE 1 – PREFERRED ALTERNATIVE (E5)

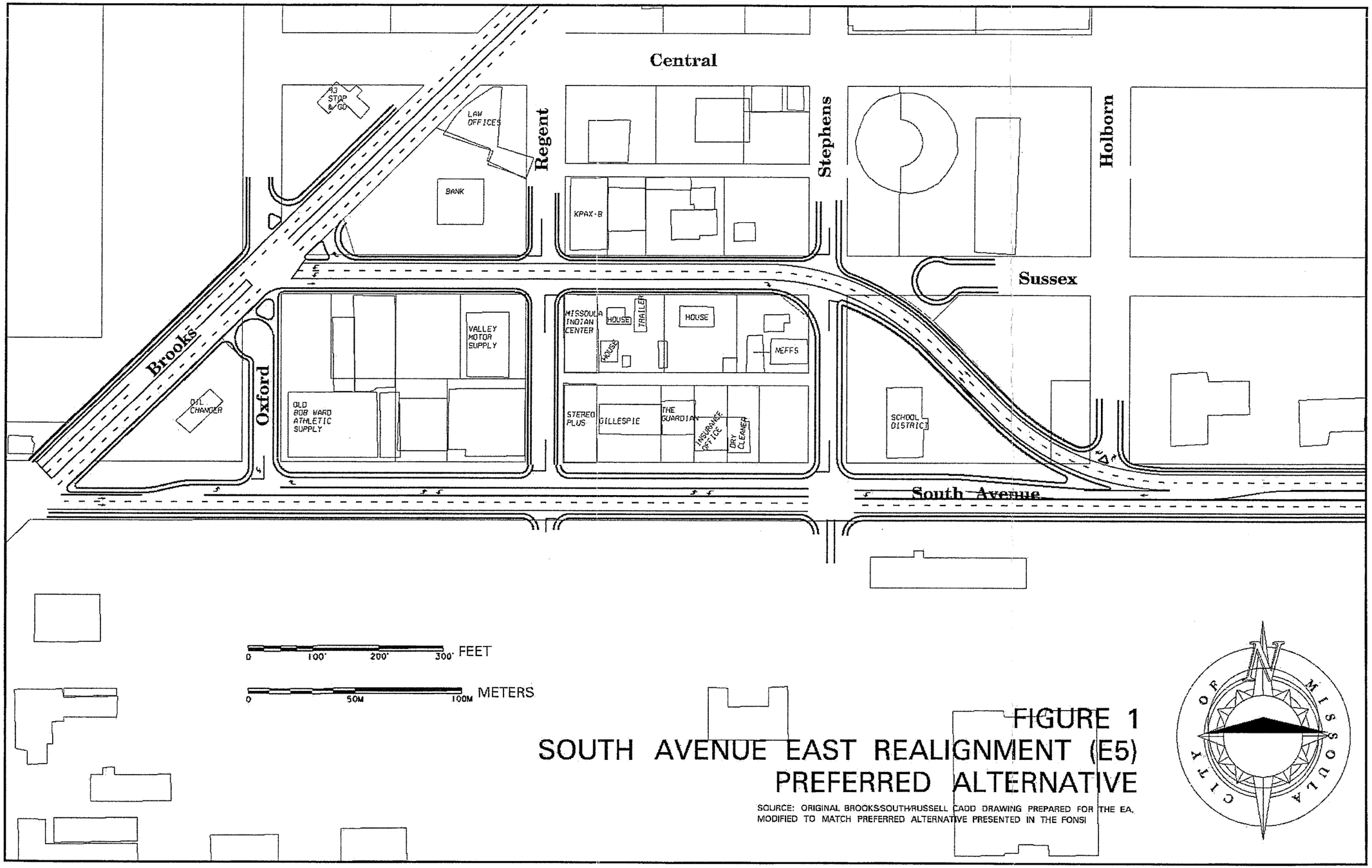


FIGURE 1
SOUTH AVENUE EAST REALIGNMENT (E5)
PREFERRED ALTERNATIVE

SOURCE: ORIGINAL BROOKS/SOUTH/RUSSELL CADD DRAWING PREPARED FOR THE EA, MODIFIED TO MATCH PREFERRED ALTERNATIVE PRESENTED IN THE FONSI

FIGURE 2 – PREFERRED ALTERNATIVE (W7)

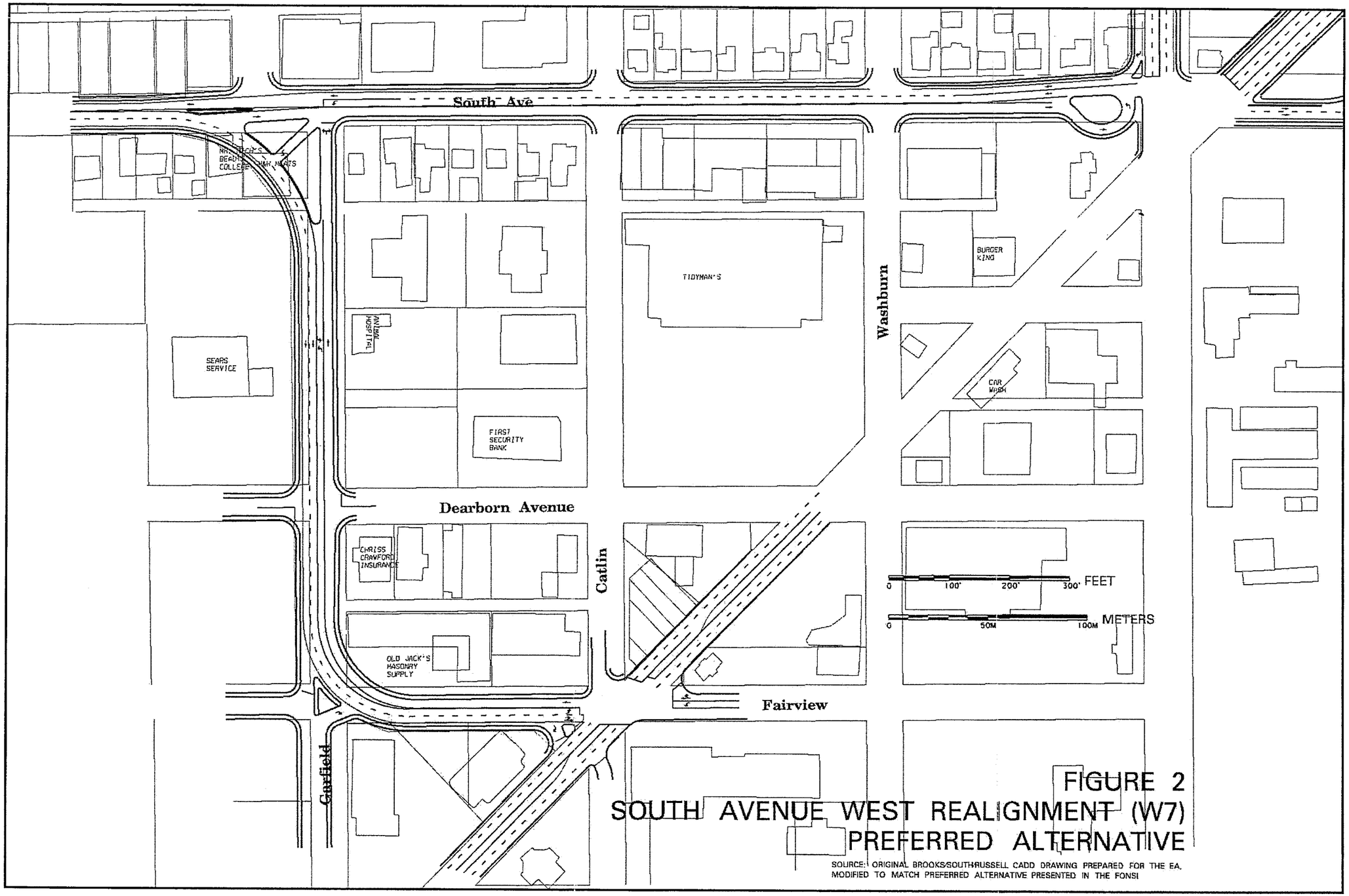


FIGURE 2
SOUTH AVENUE WEST REALIGNMENT (W7)
PREFERRED ALTERNATIVE

SOURCE: ORIGINAL BROOKS/SOUTH/RUSSELL CADD DRAWING PREPARED FOR THE EA, MODIFIED TO MATCH PREFERRED ALTERNATIVE PRESENTED IN THE FONSI

FIGURE 3 – CITY COUNCIL RESOLUTION 6051

RESOLUTION NUMBER 6051

A RESOLUTION OF THE MISSOULA CITY COUNCIL EXPRESSING SUPPORT AND AGREEMENT WITH THE ENVIRONMENTAL ASSESSMENT OF THE BROOKS/SOUTH/RUSSELL INTERSECTION PROJECT.

WHEREAS, Missoula urban area has been designated since 1978 as nonattainment due to the carbon monoxide levels at the Brooks/South/Russell Intersection; and

WHEREAS, due to this nonattainment designation, the Missoula urban area became eligible for CMAQ federal funds under the ISTEA Congressional legislation; and

WHEREAS, projected future traffic growths will increase traffic delays and congestion at the Brooks/South/Russell Intersection and worsen air quality; and

WHEREAS, in accordance with air and traffic models, the proposed Brooks/South/Russell Intersection Project would reduce the carbon monoxide levels up to 40%, and reduce traffic delay time up to 80%; and

WHEREAS, the proposed Brooks/South/Russell project will improve access by pedestrians and bicyclists and provide connections to other proposed bicycle/pedestrian facilities.

WHEREAS, public review and meetings have been held to consider alternatives and make recommendations; and

WHEREAS, the Environmental Assessment states the preferred Alternative is the South Avenue East Realignment, E5, and South Avenue West Realignment, W7.

WHEREAS, Brooks Street is designated as U.S. Highway 93 Business Route and Highway 12; and

NOW THEREFORE, be it resolved that the Missoula City Council supports and agrees with the Environmental Assessment of the Brooks/South/Russell Intersection Project with the following conditions:

1. Mitigate impacts of bypass traffic into the northwestern neighborhood called McCleod Addition by implementing the usage of traffic calming improvements within the neighborhood streets and analyzing the usage of traffic signals on the Johnson – North route.

2. Minimize construction impacts upon businesses by staging construction activity to minimize disruption of access.

3. Minimize impacts of access control and removal of parking on South Avenue, Garfield, and Sussex improvements by developing design options that create additional accesses and additional parking.

4. Enhance aesthetics and livability of the area by maximizing opportunities in the design for landscaping.

5. Continue providing opportunities for business and property owners to review and input on the design details in the design phase of the project.

6. Require additional approval by the City Council if funding for this project will reduce or delay funding from the Urban Fund of the Transportation Improvement Program (TIP) for other planned transportation projects.

PASSED AND ADOPTED this 20th day of October, 1997.

ATTEST:

Martha L. Rehbein
City Clerk

(SEAL)

APPROVED:

Mike Kadas
Mayor

FIGURE 4 – CURRENT DESIGN (EAST)

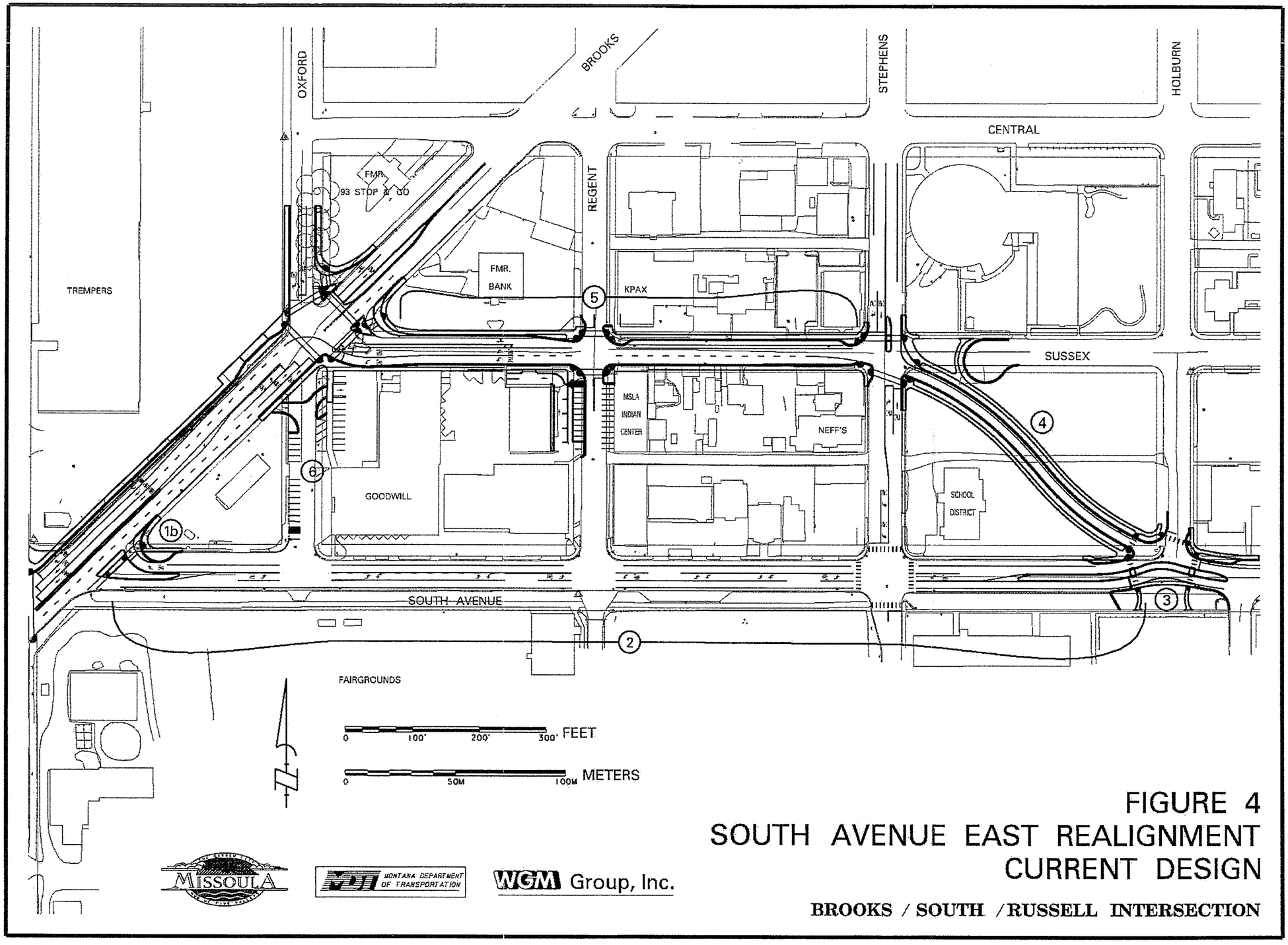


FIGURE 5 – CURRENT DESIGN (WEST)

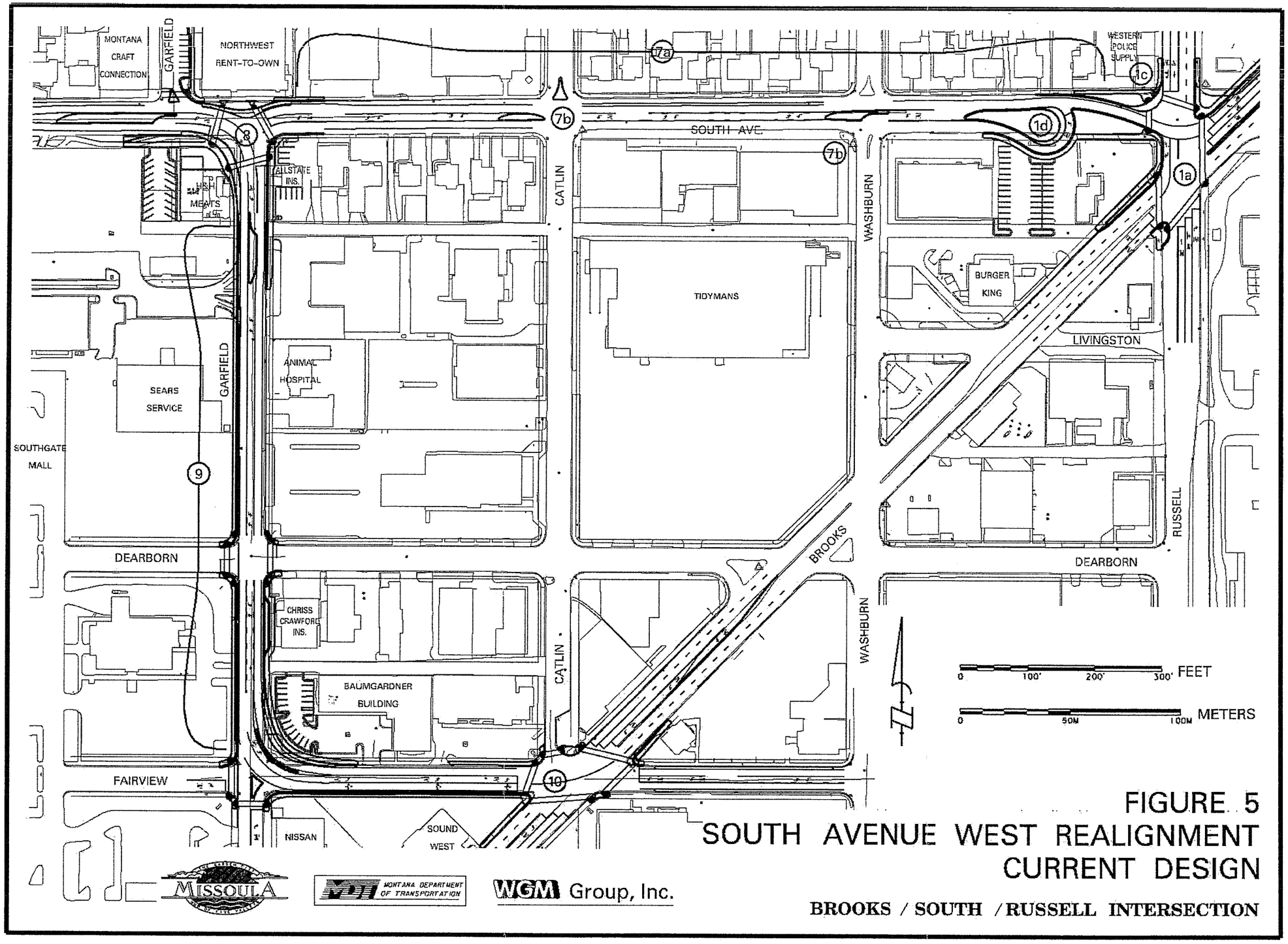
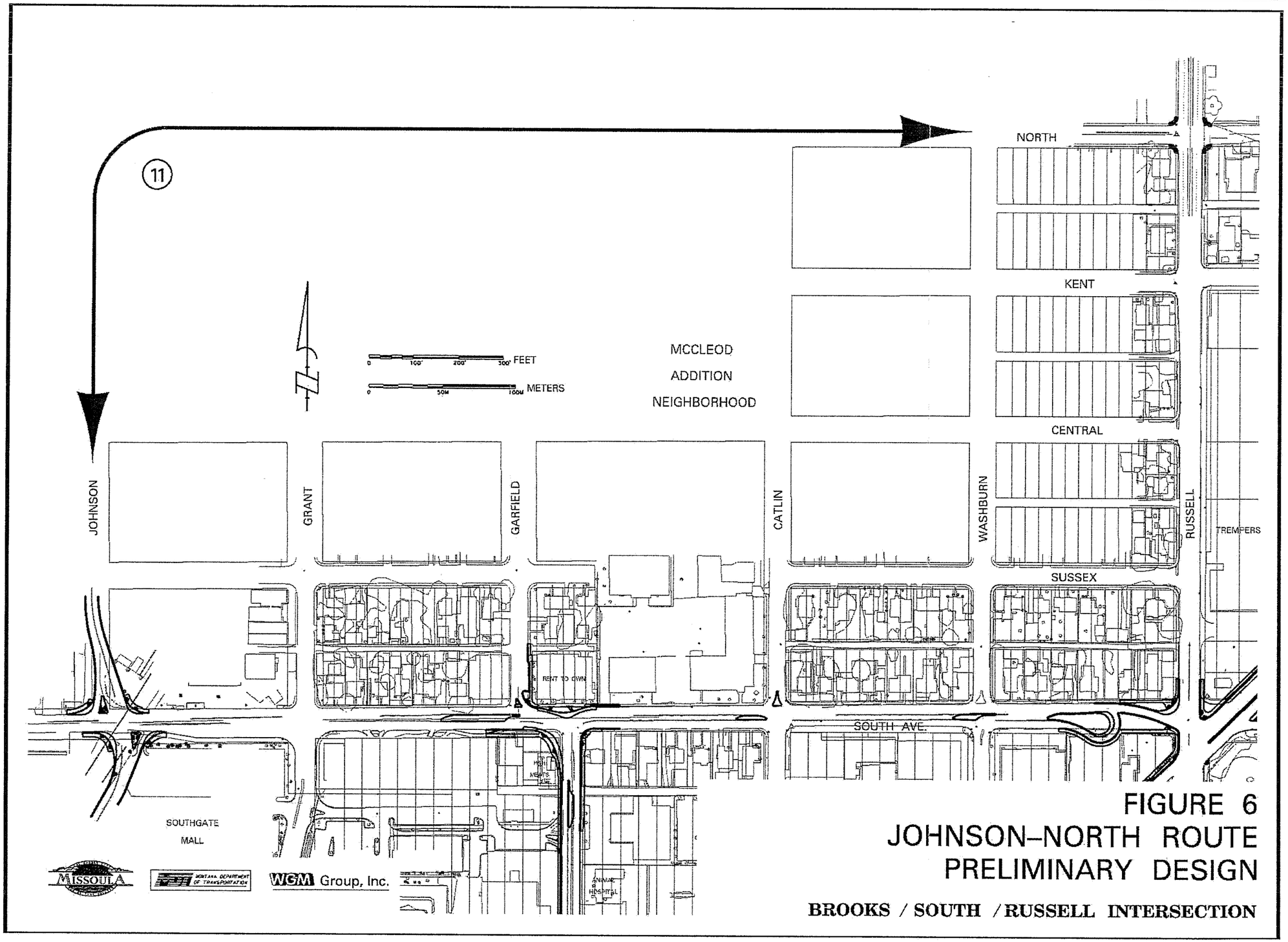


FIGURE 6 – JOHNSON-NORTH ROUTE



New or Revised Laws or Regulations

None.

New Threatened and Endangered Species Listings

The proposed changes have no effect on new threatened and endangered species listings.

How Changes Affect the Following Areas of the EA

Traffic Operation and Safety

The proposed changes have the following effects on traffic operations and safety:

- Improved signal operation and reduced delay.
- Improved pedestrian safety.
- Improved bicycle facilities.
- Lower operating speeds.

Land Jurisdiction and Use

Direct impacts to land use identified by the EA include the acquisition of land within the proposed alternative right-of-way, the relocation of residences, access points, and utilities.

The proposed changes reduce the overall impact on land use by reducing the acquisition of land for right-of-way, reducing the number of relocations, and mitigating parking and neighborhood impacts. Business access and circulation is improved for some businesses, and worsened for others under the proposed changes. The proposed changes will better preserve existing land uses and encourage redevelopment. These changes are consistent with the City of Missoula's planning efforts for redevelopment in the project area.

Socioeconomics

Social and economic impacts evaluated by the EA included the following areas:

Overview of Impacts

The EA stated that socioeconomic impacts include income and expense effects to businesses, displacement of households and businesses, losses in local government revenues, and alterations in traffic circulation patterns.

The EA estimated that the aggregate right-of-way area for implementing one of the west and one of the east alternatives would range from approximately 0.36 hectares (0.89 acres) to 1.37 hectares (3.4 acres). The right-of-way required for the Preferred Alternative was re-evaluated based on a more detailed

understanding of existing right-of-way widths and right-of-way needs.[2] The required right-of-way for the Preferred Alternative is estimated at 0.61 hectares (1.5 acres). The Preferred Alternative would affect 19 parcels and require 3 relocations. The proposed changes reduce the total required right-of-way by approximately 40%, reduce the number of affected parcels to 15, and eliminate the need for relocations. A comparison of right-of-way impacts is presented in the following table.

Table 1 – Right-of-Way Impacts

	Preferred Alternative	Current Design
Total Number of Parcels Affected	19	15
Right-of-way Required – hectares (acres)	0.61 (1.5)	0.36 (0.9)
Number of Relocations	2 commercial 1 residential	none

Relocation Impacts

The proposed changes eliminate the need for relocations by avoiding direct impacts to structures through alignment changes, reducing the number of lanes, and by mitigating impacts to access and parking. Relocation of two businesses (H&H Meats, Western Police Supply) and one residence (southwest corner of Sussex/Russell) is avoided.

Social Impacts

The proposed changes have a positive social effect by eliminating dislocation of one residence, improving bicycle and pedestrian facilities, improving traffic operation, and mitigating neighborhood impacts. These changes are consistent with the social impacts described in the EA.

Environmental Justice

The proposed changes do not disproportionately affect minority or low-income groups, and therefore have no effect on environmental justice.

Economic and Fiscal Impacts

The proposed changes have a positive effect on local employment and tax revenues by eliminating any direct displacement of businesses. Mitigation of

[2] The EA originally estimated right-of-way impacts for the Preferred Alternative at 0.36 ha (0.89 ac) (Table 3-2, Relocation Impacts). This estimate was found to be in error. Right-of-way areas for the Preferred Alternative were recalculated in order to provide a fair comparison with the current design.

parking impacts will help to lessen the impact on existing businesses and encourage redevelopment of vacant buildings.

Traffic Circulation Impacts

The EA concluded that most of the project alternatives would have minor impacts on circulation and parking in the vicinity of the Brooks/South/Russell intersection. Turning lanes, signalization and striping could minimize much of the additional burden on the side streets, however. The net effect should be to greatly reduce local congestion and improve accessibility to local business and institutional facilities.

The proposed changes have an adverse effect on access to 11 properties on Sussex by converting Sussex to a one-way street. In addition, two properties at the corner of South/Garfield are adversely affected by the changed intersection configuration. However in all cases, alternative routes are available. These impacts probably will not result in the closing or relocation of any businesses, and in fact, may be compensated by the additional visibility created with more drive-by traffic. While the proposed changes have an adverse effect on access to several businesses, overall access and circulation for the area is improved.

Noise

The proposed changes have no effect on this portion of the EA.

Hazardous Materials

The proposed changes have no effect on this portion of the EA.

Visual Resources

The proposed changes provide additional landscape areas in medians and unused right-of-way resulting in improved aesthetics. The proposed changes therefore have a positive effect on visual resources.

Cultural Resources

The proposed changes have no effect on this portion of the EA.

Air Quality

The proposed changes will reduce congestion, resulting in a positive effect on air quality.

Biological Resources

The proposed changes have no effect on this portion of the EA.

Earth Resources

The proposed changes have no effect on this portion of the EA.

Surface and Groundwater Resources
The proposed changes have no effect on this portion of the EA.

Construction Related Impacts
The proposed changes have no effect on this portion of the EA.

Cumulative Impacts
The proposed changes have no effect on this portion of the EA.

Conclusions and Recommendations
It is the conclusion of this re-evaluation that the changes to the proposed action and new circumstances do not result in any significant environmental impacts that were not evaluated in the 1997 EA, and that the EA continues to be valid. Therefore a supplemental EA is not required.

APPENDIX

PUBLIC COMMENTS AND MEETING MINUTES

BAC BK
JEM JM,

WGM Group, Inc.
ENGINEERING
SURVEYING
PLANNING

3021 Palmer • P.O. Box 16027 • Missoula, Montana 59808-6027

(406) 728-4611
FAX: (406) 728-2476
e-mail: wgm@wgmgroup.com

May 3, 2001

Mr. Joe Oliphant
City of Missoula
435 Ryman
Missoula, MT 59802

RE: Brooks/South/Russell Project
Meeting Summary

Dear Joe:

Enclosed is a summary of meeting minutes, written comments, attendance sheets and handouts prepared for the landowner meetings, held on 4/24/01 through 4/26/01, and for the public open house, held on 4/26/01.

If you have any questions or need additional information, please contact me.

Sincerely,
WGM Group, Inc.

Jeremy Keene, P.E.
Design Engineer

JWK:pa

Encl.

cc: Mark Leighton, MDT - Helena

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981121 PT

PUBLIC MEETING NOTICE

BROOKS / SOUTH / RUSSELL INTERSECTION IMPROVEMENTS

The City of Missoula is nearing completion on the design of the Brooks/South/Russell Intersection Improvement project. A preliminary design has been prepared and the City is seeking public comments before plans are finalized.

THIS IS YOUR OPPORTUNITY TO COMMENT!

Public Open House
April 26, 2001, 5 - 8 pm
College of Technology, Rm HB01
909 South Avenue West

For more information, please contact WGM Group at 728-4611

BROOKS / SOUTH / RUSSELL INTERSECTION IMPROVEMENTS

April 12, 2001

Dear Landowner / Business Owner:

The City of Missoula is nearing completion on the design of the Brooks/South/Russell Intersection Improvement project. The engineering firm of WGM Group, Inc. was hired by the City to complete the design and prepare construction plans for the project. A preliminary design has been prepared and we are seeking your comments before final plans are completed. A plan sheet is enclosed, showing the proposed design adjacent to your property.

WGM Group will host a series of meetings April 24-26, 2001 to meet with individual landowners, businesses, and others with special concerns about the project. These meetings will be held by appointment. Please call our office to schedule a meeting time.

A public open house will be held April 26th for the general public. The public open house will feature displays, exhibits, and a computer simulated traffic model of the project. WGM Group designers and City representatives will be on hand to answer questions.

Individual Meetings
April 24-26, 2001, By Appointment
Missoula County Fairgrounds, Security Bldg
1101 South Avenue West

Public Open House
April 26, 2001, 5 - 8 pm
College of Technology, Rm HB01
909 South Avenue West

For more information, or to schedule an individual meeting, please contact WGM Group at 728-4611 or email jkeene@wgmgroup.com

We look forward to hearing from you.

WGM Group, Inc.

AR

and 8 p.m. Admission: $3 students, $5 adults. Limited seating, reservations required. Advance tickets available at Chapter One and Daly Mansion. Call 363-6004.

FOURTH ANNUAL FESTIVAL OF CYCLES, Saturday, April 28, noon-4 p.m., Bonner Park. Bikes, parts, tools, mechanic skills needed. Call Free Cycles Missoula, 541-PATH (7284).

MOUNTAIN MADNESS MOTOCROSS, events for all ages and skill levels, Saturday-Sunday, April 28-29, Hungry Horse Motocross Track. Gate admission: $5 adults; children under 12 with parent free. Call (406) 892-7283 or (406) 892-6800.

MISSOULA SENIOR CENTER jet boat tour of Hell's Canyon, June 5-7. Open to anyone 18 years of age or older. Price $482 includes lodging, jet boat, transportation and all meals. Call the Missoula Senior Center as soon as possible to register, 543-7154.

BIRTHS

Seanna and Ted Sampson, Plains, boy, April 20.

Lisa and Scott Whitehouse, Missoula, girl, April 20.

Theresa R. and James "Evan" Waters, Missoula, girl, April 21.

Lois and Chris Woldstad, Missoula, boy, April 21.

Community center, intersection plans garner government attention this week

By ROB CHANEY
of the Missoulian

Community center workshops and Malfunction Junction updates are on the calendar for Missoula-area public business this week.

■ The **Missoula City Council** has two public hearings Monday: One involves a planned urban development request for the Gold Dust housing project at 330 N. First St. The second is a rezoning hearing for a subdivision at River Road Estates.

THIS WEEK in Missoula government

The council's consent agenda includes several appointments to volunteer boards. They include reappointing Ronald McDonald to the Missoula Redevelopment Agency Board, Bob Homer to the Missoula Urban Transportation District Board, John Chaussee to the Greenough Park Advisory Committee, Mary Lou Cordis and Patrick McHugh to the Cemetery Board and Raymond Murray to the Police Commission.

The meeting begins at 7 p.m. in Missoula City Hall, 435 Ryman St. This is the last City Council meeting in April, because the council does not meet on the fifth Monday of a month (April 30).

■ The **Missoula County commissioners** have a series of meetings in the Mullan Road area to update residents on the sewer projects taking place in that area. On Monday, the 44 Ranchettes area will be covered. On Tuesday, it's the Country Crest's turn. Wednesday is for the Frey/Homestead area. Thursday covers the Haven Heights neighborhood. All meetings take place from 6 to 9 p.m. at Hellgate Elementary School library.

■ On Wednesday at 1:30 p.m., the **county commissioners** hold their regular weekly business meeting. The agenda includes land transfers for the Dworsky and Dever families, and an appeal of a zoning compliance denial for Robert Johnson's project in Zoning District 40.

■ Final plans for redesigning the **Brooks-South-Russell intersection,** often called Malfunction Junction, will be displayed at an open house Thursday in the College of Technology, room HB01, 900 South Ave. W., from 5 to 8 p.m. Individual meetings also can be made by appointment from Tuesday to Thursday at the Missoula County Fairgrounds Security Building. Call 728-4611 for more information or to schedule an appointment.

■ A second **public workshop** on the proposed Missoula Community Center is set for 6 to 8 p.m. Wednesday in the Southgate Mall Community Room. The workshop is to sketch out ideas and priorities for a center that would reach a wide spectrum of community interests and needs. The project is growing out of last year's Celebrate 2000 brainstorming process. For more information, call 829-0508, 728-4345, 251-4050 or 543-2260.

OBITUARIES

Harry Dan Tripp

FLORENCE – Harry Dan Tripp, 71, beloved husband, father, grandfather and great-grandfather, was returned to heaven on Friday, April 20, 2001.

He was the youngest of 10 siblings, born in Itasca County, Minn., on Sept. 26, 1929, to Dan and Mabel Tripp. Harry began his journey west driving truck at age 14. He met his future bride in Missoula, and married Betty Jo Olmstead on Oct. 21, 1949, 51 years ago. Together they raised four children.

Harry was known for teaching many young men to drive truck, including his two sons. He loved and supported all his kids in their sporting events, including the many local kids he bused to games. He was respected and loved by all who knew

Ruby Lucille Fisher

PORT ANGELES, Wash. – Ruby Lucille Fisher, 86, formerly of Kalispell, died Feb. 6, 2001, in Port Angeles.

Ruby was a bookkeeper in California for many years and then moved to Kalispell. In 1988, she moved to Sequim, Wash. During the last year she was a resident of Prairie Springs Assisted Living in Sequim.

She was preceded in death by two brothers and five sisters, and is now survived by one brother, Norman Fisher of Sequim.

A graveside committal service will be held Monday, April 23, at 1 p.m. at Conrad Memorial Cemetery in Kalispell. Friends are invited to attend.

Arrangements are under the

week to do something," he said. "We want the phone to ring."

Through its Farm Service Agency offices, the U.S. Department of Agriculture is conducting a potato diversion program that reimburses farmers up to $1 for a 100-pound sack of potatoes when the potatoes are sent to an alternative use, such as cattle feed, said David Taylor of the state Department of Agriculture.

However, said Tobol, only $10 million is allotted for the

higher, on everything from fuel to fe[illegible]izer. A potato farmer can tu[illegible] a tremendous amount of dollars through a farm but not make much profit, Tobol said.

"Most of us are in debt to the bank so far that they've got to keep going with us," Tobol said. "But you look at that (potato) pile, that's half a million dollars. You can't keep losing like that."

Grimes of the Food Bank

they have less t[illegible]pend on food.

The Netwo[illegible]rimes said, will distribute as many pounds of potatoes as Montana's small food banks can handle this spring.

"Then we'll be taking as many as we can to the cannery," she said.

Reporter Ginny Merriam can be reached at 523-5251 or at gmerriam@missoulian.com.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

SIGN-IN SHEET
APRIL 26, 2001

NAME	ADDRESS	PHONE NO.
Mary K Donna	9097 Wheatland Missoula, MT 59874	544-2266
Joe Oliphant	City of Missoula	523-2877
Bob Poffet	2501 Brooks Miss. MT.	728-8770
Carl Pumpn	2501 Russell	829-8150
Floyd Dell	2501 Brooks St., Msla 59801	721-5140
[illegible]	[illegible]	[illegible]
Diane Lepreau Moore	2300 Brooks, Ste 4	549-9060
Dan Ermatinger	Gillespie Realty 1020 South Ave.	721-4141
Meg & Stew Weis	Ace Hardware	728-3030
Dan & Suzanne Feeney	Treasure Irish Pub	728-6606
Barbara Landrecht	Lady Ladies Lounge	728-9948
Chilcott	[illegible]	[illegible]
Rick Smith		
Jerry Ford	610 Benton 59801	532-9244
Hank Hedgpeth	Sign Pro	728-0516
Lon Ann Crowley	105 Mount	721-4331
Elden Hanson	3020 Bridge St	251-3103
Roy & Suzanne Williams	210 Oxford - Williams Bldg	543-3108

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

SIGN-IN SHEET
APRIL 26, 2001

NAME	ADDRESS	PHONE NO.
Jerry Ballas	204 So. Ave. E.	549-1678
Beth Kennedy	6762 Linda Vista	251-2778
Chad Hanson	1800 S Russell, Suite 250	541-7877
Kent Watson	225 Black Pine Tr.	251-2676
Abby Watson	225 Black Pine TR.	251-2676
Alex Anderson	2110 So Ave W	549-3678
Art Anderson	429 Livingston Ave	543-8728
Eleanor Anderson	"	"
[illegible] Brown	Christian Resource Center 2000 [illegible] 1733 South [illegible]	543-7581 721-7251
Linda & Joe Schuler	1217 North Ave W	721-1440
[illegible] Pattee	UMCT Employee 17780 [illegible], MT	626-4745
Gary Hewitt	1105 Sussex & 1100 South Ave	543-1328
Terry Case	1500 So. Ave W	728-8246
David [illegible]	1135 Whitaker	549-8444
Michael Farr	1526 South Ave W	542-7446
John Anderson	534 Fairview Ave	543-4321
Jim Stanley	5705 Hillview	

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

The improvement in reduction of gasoline, pollution, + wait time at the intersection is very impressive. I appreciate everyone's hard work on trying to solve this problem with the least amount of invasiveness to all involved such as businesses.

My only question/concern is the impact this might have on other intersections that might now get more traffic flow. An example is the South/Reserve intersection. Mall people + anyone else will go that way. That light is already getting pretty backed-up. I'm sure you have already checked that out with your model of traffic flow, but I didn't check on that. Anyway, thanks for your work!

NAME/ADDRESS (optional)

✓ Beth Kennedy
6762 Linda Vista Blvd.
Missoula, MT 59803

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

I'm still unhappy with the whole concept of taking away the major E-W Southside Route; also concerned about effects on local businesses, particularly Neff's.

I still think a traffic circle would work, but know it's been totally nixed since the first plans came out.

NAME/ADDRESS (optional)
Ethel MacDonald
316 W Central
Missoula 59801

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

Leave the intersection as it is because you are simply spreading out the situation like a progressive form of cancer. The public has learned to adapt to the present situation.

NAME/ADDRESS (optional) Roy D. Williams
Lodging owner at 2100 OXFORD

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

a terrible interruption of a good intersection

NAME/ADDRESS
(optional)

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL
INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

Elimination of left-hand turns off Brooks onto Oxford-Sussex and the roundabout traffic plan will make it tougher for customers, especially out-of-towners to get to our store. Also, traffic on Sussex backed up @ light will at many times block off the entrance to back lot. Signage for all businesses in our building will have to be moved from present corner to allow a new entry to front lot. With traffic stoppage at light on Sussex, Ocean City will have trouble getting permits into the lot.

NAME/ADDRESS (optional) Diane DeDorde / Dove & Dawn
2300 Brooks, Ste 4

WGM Group, Inc.

BROOKS / SOUTH / RUSSELL INTERSECTION IMPROVEMENTS

COMMENT SHEET
APRIL, 2001

FOR 4 YEARS YOU TOLD US THAT THE $1 MILLION COULD NOT BE SPENT ON PROJECTS THAT WOULD NOT "SOLVE" THE PROBLEM AT THE INTERSECTION. WHAT DID YOU DO WITH THE $1 MILLION. NOW WE DON'T HAVE THE RESOURCES TO FIX ANYTHING.

NAME/ADDRESS
(optional)

J Tosh
45-05 So. Ave W.
Missoula
Western Police Supply

WGM Group, Inc.

4-27-01

Dear City Council —

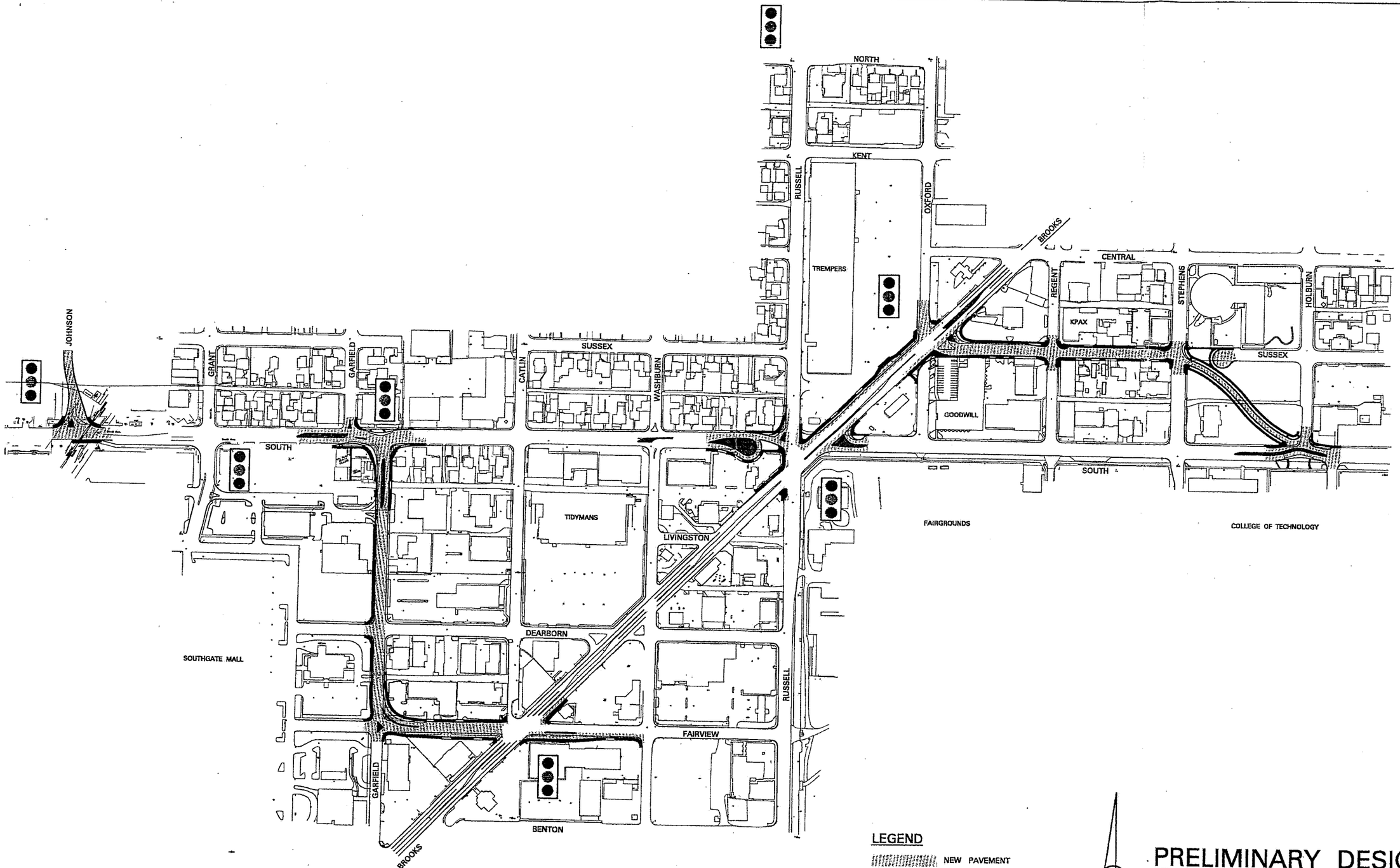
Please, please don't route any more traffic to our 1800 block of ~~S.~~ W. Sussex Ave! When you put the stop light up by the Mall & South Ave. all those noisy buses & much more traffic comes down our residential street - We are not a big enough street for all this traffic now — What a mess if you block off S. Ave. & put that over on us - Would much rather wait our 2 min. to get through Malfunction Junction!

Thank you for listening to our cry - We can't hardly enjoy our back yards now, to sit out side, or have our windows opened - Don't give us more traffic on this side street!!!

Joseph R. Roth
1840 W Sussex Ave.
Missoula, MT 59801-6536

Joe & Evelyn Roth
(We're tax payer's too!)

Sussex Ave. Bet. Grant & Garfield



LEGEND

NEW PAVEMENT

NEW CURB, GUTTER & SIDEWALK

NEW OR MODIFIED SIGNAL

NO SCALE

PRELIMINARY DESIGN

BROOKS / SOUTH / RUSSELL INTERSECTION IMPROVEMENTS

MISSOULA

WGM Group, Inc.

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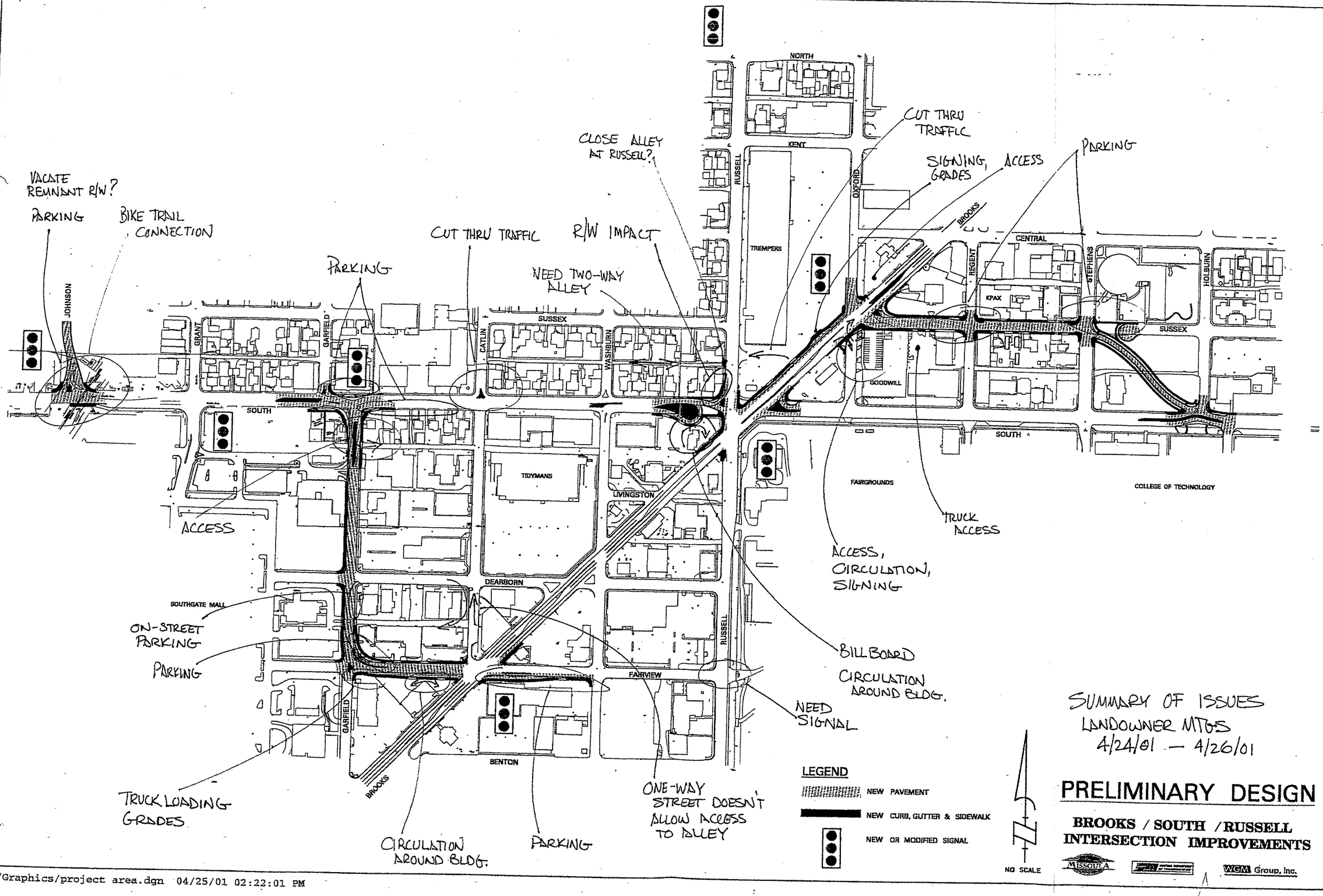

SUMMARY OF ISSUES
LANDOWNER MTGS
4/24/01 — 4/26/01

PRELIMINARY DESIGN

BROOKS / SOUTH / RUSSELL INTERSECTION IMPROVEMENTS

MISSOULA

WGM Group, Inc.

.../Graphics/project area.dgn 04/25/01 02:22:01 PM

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Joe Thompson Southgate Animal Hospital
Parcel 13

His concerns were whether any right-of-way would be needed in front of his property. The answer is no. The road will be widened to the west away from his property. The existing curb and sidewalk will remain. He feels that aesthetics are important. He feels the medians should be landscaped with flower gardens. He also suggested ornamental lighting and that we minimize any signs in front of his property that might affect aesthetics. He was concern about speed limits. He feels that a 25 mph speed limit would be appropriate. I told him that I believe that this section of the project will be assigned at 30 mph and he said that was acceptable with him. We discussed the traffic volumes that are currently approximately 2,300 vehicles and it will increase to about 7,500 in the design year, 2002. He was generally supportive of the project and said that he wanted it to get under construction as quickly as possible.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Troy Dennison Beery Dennison Corp
Parcel 11 All State Insurance Agency
Corner of South and Garfield Opposite H&H Meats

His primary concern was access, getting people to the business. He had a list of issues covered in previous property owner meetings with Carter & Burgess and we had addressed most of them. The two remaining concerns are access and parking. The access issues are a drive-up window on the east side of the building. He said this is important for his elderly customers who cannot get out of their cars easily and come into the building to meet with him. The window operates from the alley out towards South Avenue, south to north. This makes the access to the alley very important so he wants a left turn into the alley or into his driveway from Garfield. He said that he prefers keeping the driveway but would be willing to access through the alley. He prefers a full access and also a left-in-only access. The parking issues are the loss of on-street parking and especially the loss of his off-street at the corner of South where we need to buy right-of-way and there is a significant amount of parking that is going to be lost there. I told him that we would look at layout some parking options and in the near future stake the right-of-way, existing parking and the proposed right-of-way for him so that he can see them on the ground. He also would like to know where the signal pole locations will be. He noted that the office is used for group meetings at night. The owner noted that he supports the project and is willing to work with us in order to find solutions to any problems.

Follow up: Meet on-site to discuss access, parking, and signal pole locations.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Bill Bouchee First Security Bank
Parcel 15
Located on the corner of Dearborn & Garfield

Primary concern was access. The proposed design doesn't change his access. There is no right-of-way needed. The existing driveways will remain, on-street parking will be lost, but this was not a major concern of his because he has off-street parking lots. He also owns buildings on South, Parcel 63 and Sussex Parcel 77. We may need a construction permit or an easement for sidewalks on Parcel 77, this did not present a problem for him.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

Jack Baumgardner Jack's Masonry
Parcel 19

His words exactly were "no !!!!!!!!! way". He dislikes this proposal and wanted it in the minutes that way. The main concerns are parking impacts and increased traffic with the difficulty of accessing a property because of the traffic. The proposal shows losing about five parking spaces from the property. He is very upset that the City made him landscape, put in sidewalk and a certain amount of parking for the square footage of his building and now they are coming in with this project and taking that parking away. He feels that he is being held to a different standard. We discussed the traffic flow that it will be a heavier flow going southbound on Garfield and eastbound on Fairview. With lighter traffic going in the opposite direction which will make access a little bit better to that property. We also discussed the possibility of finding replacement parking to make up for the parking that will be lost. He suggested the parcel directly to the east of Chris Crawford's building on Dearborn. This is some kind of a auto shop and it is a building that might be available for sale and that this lot could be turned into parking. He said that this is something he has considered trying to do on his own in the past or in a joint effort with Chris Crawford Insurance Agency. He said that Chris Crawford also has a lot of parking problems, they don't have adequate parking for his employees. Jack was concerned about losing his tenants. His current tenants include Washington Mutual. He said that they are a destination type business and a lot of elderly customers and that they wouldn't work well with the traffic. I pointed out that if he does lose those tenants, chances are that he would be able to easily find a new tenant that would be a better fit with the increased traffic. I told Jack that we would follow up with him with some additional ideas on how mitigate the parking impact.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Bob Small, Larry Larson, Brent Small & Jamie Larson
Missoula Nissan
Parcels 21

The primary concerns were the right-of-way impact on the north side of their building. This area is used for storage and access to their shop and also garbage. Driveway cut is needed on Fairview. They use this area for garbage pick up, for unloading cars from the trucks, the trucks come in and park on Fairview. The cars are unloaded and brought into the shop. They were also concerned about fire truck access and grades from the back of the building down to Fairview. Primary concern was where they would be able to park the trucks to unload cars.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

James Rhines Soundwest Building
Parcel 22

There are three other tenants in the building in addition to Soundwest. These are Citibank, Verizon and Edward Jones. His main concern was access from Brooks to the lot north and west of his building. I showed he would be able to make a left turn from Brooks onto Garfield and then come up Fairview to access his parking lots. The driveway on Brooks is also proposed to remain to allow southbound Brooks traffic to enter. It may be permissible to make a left turn off Fairview into his parking, however, it may be difficult because of traffic most times of the day. He was okay with the right-of-way take as proposed. He noted that if needed, we can take more off the corner. We don't want to affect his parking on the corner and the driveway on Brooks. His big concern was circulation around the end of the building. As designed, the proposed sidewalk would make it impossible to drive around the north end of the building. He said he would talk with his tenants about that to see if they are okay with that elimination of being able to circulate around the end of the building. We may need to narrow up the sidewalk to allow vehicles to circulate the end of the building. He suggested dropping the sidewalk entirely as an option. This owner also supported the project and noted that he is willing to work toward solutions on this and understands the need for the project in the broader sense for the betterment of the community.

Follow up: Meeting to discuss circulation options around the north end of the building.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Bob Small, Larry Larson, Brent Small & Jamie Larson
Missoula Nissan
Parcels 24

Primary concern was the loss of parking on Fairview. There are several businesses in there that their only parking is on Fairview. Current parking is marginal and the proposed design eliminates much, if not all, of the parking on Fairview. There are several offices, Mattress Warehouse and Speedy Auto Glass in that building facing Fairview and the Ben Franklin store faces west. The businesses on Fairview have no access to the Ben Franklin side of the building. The right-of-way looks like it will impact the sign so it will have to be moved. The question was raised, is the sidewalk necessary? The owner also questioned the location of the existing property line. He feels that the street had been widened previously and that we may not be showing the correct right-of-way. I told them that we would double-check this. Other concerns were safe parking areas for customers, semi-truck deliveries and delivery trucks being able to access Mattress Warehouse and Speedy Auto Glass.

Follow Up: Meeting on parking and right-of-way impacts.

The property owners telephone numbers are:

Bob Small	728-2510
Larry & Jamie Larson	549-5178
Brent Small	728-9133

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

Marie Hall First Christian Church
Corner of Fairview & Russell
Parcel 26

This meeting was with Marie Hall and others. Primary concerns were difficulty of turning onto Russell from Fairview. They feel that Fairview needs to have a traffic signal, especially with the increase of traffic on Russell as a result of this project. They noted numerous fair events that cause traffic problems and problems with pedestrians trying to cross Russell, including mid-block crossings to the fair entrance on Russell. There are also buses that run on Fairview during fair events parking is on the other side of Russell and pedestrians have cross Russell to get to the fair. We discussed restriping Russell to include turn lanes at Fairview. A question was raised about emergency access and how that would be affected by the changes at the Brooks/South/Russell intersection. It was noted that Brooks and Russell will operate the same as they do currently. The major change at the intersection is the elimination of South Avenue left turns and through movements. We also discussed a crosswalk on Russell on Fairview. We discussed traffic volumes 12,500 vehicles were noted in 1998 and we are projecting an increase to about 15,000 in the design year of 2002. They felt an additional traffic study would be warranted immediately after the project to see if the signal was justified at that point. I explained that it is necessary for an intersection to meet certain criteria before a signal can be installed, these are called, Signal Warrants and that this intersection had a study done on it, but it does not meet warrants at the current time even with the projected redistribution of traffic with this project.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

County Commissioners & Western Montana Fair Board
Parcel 28

We reviewed the project and Brent presented the traffic model and simulation. We answered questions. Major points brought up were the possibility of adding a direction sign on Brooks for getting to Fairview for vehicles heading southbound on Brooks so that they know to turn on either Stephens or Regent. We discussed the fair entrances. The South Avenue entrances will be improved because the traffic will be split between South and Sussex. This should make getting in and out of the fair easier. The fairgrounds lets the traffic out on Stephens and should function similar to how it does now, except that the traffic will go one block further to get up to Sussex and then over to Brooks. Barbara Evans raised the issue of traffic wanting to go southbound on Russell coming out of the fair. These cars will have to go to Fairview and then back over to Russell. This presents some out-of-direction travel, but the movement is still possible. Brent noted that we looked at allowing left turns from Brooks at the Brooks/Russell intersection and that this was not possible because of the amount of traffic and the impact it would have on the signal timing.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Horace & Janet Brown – Busy Elves Bridal Shop
Parcel 30

Need to update their mailing address: 1733 South Avenue West, Missoula 59801 (406) 543-7581.

Primary concerns were that they didn't want to give up any right-of-way. They used the area in front of their building for loading. This is their only handicapped access and the only access where they do not have to go upstairs for loading. They want to keep the sidewalk width at 5 feet and keep the existing area in front of the building as is. They said that there is a 12 to 15 foot area in front of the area behind the back of the sidewalk. Part of this is an overhang which we do not show on our mapping. They are interested in doing a shared driveway with the property to the west of them, the insurance agency. This would be standard 30 foot curb cut driveway. They requested left turn access from Garfield to the alley. They said that this is important to get to the parking in the back of their building. They noted that parking is a major issue for them and the proposed design would eliminate two to three parking places in front of their building and this is an issue that they would like to see the road shifted to the other side and provide parking on the south side of South instead of the north side in front of the school. I told them we would look at that option. Drainage is an issue on the street. The existing driveway is a low spot and water ponds. They noted that there is good drainage on the site. There are several sumps that drain the water from their parking areas. Janet Brown provided us with a letter. She noted that some of the items in the letter have been addressed at the meeting today. They would like a follow up meeting on-site to discuss the parking options and any other concerns that they have. I told them that we would get back with them in the next month or so.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BUSY ELVES BRIDAL SHOP

1733 SOUTH AVE. WEST
MISSOULA, MONTANA 59801

Phone 406-543-7581
Fax 406-829-9636

April 26, 2001

WGM and City of Missoula engineers
Missoula, Montana

Dear Sirs:

We own the business property at 1733 South Ave. West in Missoula. You are currently designing South Ave. and malfunctiion junction. I would like to submit this to you with my questions and concerns .

Some of the most determining factors on purchasing this property was to have more parking. This property allowed front parking, and to have our own parking lot. It wasn,t paved when we purchased it, so one of the first things we did was to have it paved and striped. Great improvement.

Another, and perhaps even more important factor was the fact that the sidewalk and curb was all ready in. It also has a large wood overhang by the front doors and a cement area to the sidewalk. I use that to have the brides pull up and load their dress, tuxedos, rentals, etc. under cover so they don't get wet, and for convience. These are heavy, bulky items, and it's important to have an easy way to get them loaded. We put 2 new front doors in so that area would be beautiful like a bridal shop should be, and we also planned on having our business initals painted on the cement for the same reason. Now it seems according to your plans you are taking our front parking and putting in a wider sidewalk. I don't think it's necessary. Plus it will ruin our access to drive up to our front doors. Will we then have to carry everything out to the back of our store and load?

Now we have a driveway on South to access our parking lot. It looks like on your plans that you sent us that you have eliminated that, and put it on our neighbors property. Where is our driveway?

I knew you were going to change the road in front of H & H Meats to turn traffic onto Garfield if they were going to Brooks, but I did not know that you would not allow the traffic to continue down South if they wanted to access those businesses. I thought they would be able to travel down to Malfunction where they would have to turn around because of a cul d sac. Also I see according to your plans that you are stopping the traffic going the other way on South at Garfield. You are also putting in a median down Garfield between Allstate Insurance and H & H Meats so no one can turn into Allstate or the alley there to get to my parking lot. How do you expect customers to access my business? I feel you are putting not only my business but a lot of other businesses out on an island that really isn't easily accessable from any direction. Is it your

intent to stop business in that area and have everthing residential except for Southgate Mall?

I spent 23 years working at my business to be able to afford my own building and plan for retirement. . This property met my plans for how a bridal shop should be layed out and presented to my customers.

Yours truly,

Jaynet & Horace Brown

Jaynet & Horace Brown
Owners of property and Busy Elves Bridal Shop

JWK

MEETING MINUTES WITH HORACE BROWN
BROOKS/SOUTH/RUSSELL
PROJECT NO. 98-11-21
APRIL 18th, 2001

Horace Brown owns property on South Avenue about two blocks in from the intersection with Garfield Avenue. Horace called and requested a meeting to discuss the property and his current access on South Avenue. The current plan does not show parking along this block of South Avenue on the south side of the street. They currently have parking in this area and he feels that the loss of this parking would have a significant impact to his property. I told him that we would look at that and probably take the parking off the north side of the street adjacent to the school in this area and put it by the businesses along the south side of the street. He also talked about the curb cut access that he currently shares with the property to the west of him in an informal basis. There are actually two curb cuts in that location and the property owner frequently has to cut across his driveway to access the curb cut. He suggested that one curb opening on the property line for the two properties to share would be very beneficial. I told him that we have a joint use easement agreement that we put into place for this type of joint use access and that it would be beneficial to the project. We talked a little bit more about the parking issue; I told him we had planned diagonal parking in this area, but because of budget constrains we had to remove that parking from the project. I told him that if there was additional funding in the project toward the end of the design that we would pull that parking back into the project. He also had concern about the access to the alley off of Garfield Avenue. We currently show a median at this location preventing left-hand turns into the alley. He suggested that we provide an opening for left-hand turns into the alley for southbound Garfield Avenue traffic. I told him, I would pass these comments on to the City of Missoula. He felt that with these minor comments and/or revisions that the plan looked acceptable to him as a property owner.

Brent A. Campbell, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Mary Douma
Parcels 36 & 41
Corner of Catlin & South

The tenants are a restaurant supply, photography & others. She was generally supportive of the project. We discussed the traffic patterns and access and she is going to come to the public meeting and see the traffic model.

Jeremy W. Keene, P.E.
WGM Group, Inc.

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BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

Bruce Service Mission Paint & Glass
& Property Owner for Parcel 45
Corner of South & Washburn

Primary concerns were that the pull in parking would remain with no new curbs. Access, how will people get there. They asked about increasing their signage and I said that I would check in to that. This will require a variance from the sign ordinance. We discussed restriping South Avenue to a three lane to provide better access to businesses. We discussed that South Avenue will not be reconstructed as part of the project. That it will only be chip-sealed and restriped. We discussed reconstructing South Avenue as a future project and looked at the streetscape concept developed by the City. The property owner was supportive of this idea. They noted that they were skeptical of the project, but they would wait and see how it worked out, after it was constructed.

Follow up: Check on sign ordinance

Jeremy W. Keene, P.E.
WGM Group, Inc.

Ray Tipp
Sign Business (1526 South Avenue – 3rd house from corner)
Parcels 51
April 17, 2001

His main concerns were loss of traffic will hurt commercial and destroy value of the property. He is considering a lawsuit to stop the project. He is concerned with trucks turning around in the cul-de-sac. We need to get back to him with ideas. He wants us to take out the shipping depot and allow right turns onto Brooks with the cut-through traffic going through where the shipping depot is. He doesn't care about better access with less traffic. Better access will not mitigate loss of drive-by traffic. Prefers a no action alternative.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Jane Eve & Husband
Stock Brokerage/Long-term care insurance & residential property
1518 South Avenue (Second house from the corner of Russell on the north side of the street.)
Parcel 52

They were interested if we needed to purchase any right-of-way from their property. Our current plans show that none is required. There is a small concrete fence that appears to be on the existing right-of-way and may need to be reset or rebuilt. They talked about building a new fence and I told them that they should make sure they know where the property line is before they build anything. If they stay within the property line then there shouldn't be any problem with the construction. They were concerned about access to their driveway and it would be impossible to get into traffic from the turn-around into South Avenue. There will be a constant stream of traffic and they won't be able to enter and that the close proximity of their driveway to that point will also make it difficult. I told them that I thought there would be adequate gaps in traffic to maneuver and that it should work fine. I encouraged them to attend the public meeting and see the traffic simulation and they said they would. Their other concern was getting back out of their property. They noted that the alley is a one way alley going to the east. It would help them to get out if the alley were made two way again. They would also like to see the alley closed at Russell. They said the only use of the alley at Russell is cut-through traffic. They said that the garbage truck backs into the alley from the west and then drives back out and doesn't use Russell. They also noted that the alley needs to be paved. Parking is an issue, the businesses on either side of them, the police supply and the sign business use their parking. I suggested looking at a shared parking arrangement back there but they said that they are not interested in sharing.

Follow up: Check on the issue of making the alley a two-way alley.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

George & Joy Lake Mail Boxes, Etc.
Parcel 53

Their major concern was loss of the billboard. They asked if it could be reset or moved, possibly cantilevered out over their building. I explained that it would not be possible to have the billboard go out over the traffic. They noted that the billboard generates approximately $3,000 per month and will go up. This is one of the best billboard locations in town because of the traffic. The owner noted that the billboard maybe worth more than the business. They noted that the right-of-way currently shown is more than originally stated. Right-of-way is needed both on South and on Brooks. Brooks it is needed for a sidewalk and may be purchased as a sidewalk easement. The questions were raised about access from Russell. Cars would have to come down Russell and turn onto Brooks and then access the business from Brooks. We discussed circulation around the back of their building. Cars currently come in through the alley circulating through the Burger King parking lot around the building to the front. The parking is angled and the driveway on Brooks is an "exit only." Our current design would eliminate the circulation around the building and this is a major problem for them. We need to consider redesigning the turn-around so that they can still circulate around the building and try to minimize the impact of the billboard or find a way to keep the billboard in place. One option discussed was to by right-of-way from the northeast corner of the property instead creating a "right turn only" onto Brooks instead of the turn-around on South. I noted that this would have to be looked at in more detail and we would follow up with them on that and parking issues.

Follow up: Meeting to discuss right-of-way and circulation.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Malcolm Lowe – Loose Caboose
Corner of South & Brooks next to the Jiffy Lube
Parcel 60

We need to add him the mailing list. His address is: 1114 Margaret Street, Missoula, MT 59801 (406) 549-3623 or fax #: 543-6200.

His primary concern was access. We discussed how vehicles would get to his business in the future and he was comfortable with this. He is also interested in doing some landscaping on the corner and would like to coordinate that with our construction and any landscaping that we do with the project.

Follow up: He did not receiving mailing and I told him that we would send him a drawing of the property that he could use for his reference.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Diana (& her husband) – Glove & Gown Bridal
Parcel 61

They noted their busiest months are summer and that they would like to avoid construction impacts during those months. We discussed accessing their property and the closure of Oxford and the closure of their driveway. They have parking on either side of the building so they are not too concerned about the driveway closure. They noted that we are showing a driveway for their parking lot circulation on Oxford that will impact their sign and they do not want to move the sign any further away from Brooks. They noted that large trucks use the parking lot to the east of them for the Sleep City place and that these are semi-trucks and they currently back in to the parking lot from Sussex. This is going to be difficult with the new design. They noted that they thought the preferable alternative would be to make Russell an underpass that this would have the least amount of impact.

Jeremy W. Keene, P.E.
WGM Group, Inc.

MEETING WITH GARY BOTCHEK, FACILITY MANAGER
MISSOULA SCHOOL DISTRICT NO. 1
APRIL 10th, 2001

JWK

I gave Gary Botchek the letters for the two school properties on this project. These include the vacant ground opposite the Administration Building and the Jefferson School which is located on South Avenue. We talked extensively about the property opposite the School Administration Building on South Avenue. I asked him about the ownership issue related to this property. He said that the School District has clear and sole title to the property. The university system feels that the property was originally granted to the Vo-Tech Center. The Vo-Tech Center was originally under the direction of the Missoula County School District. Mr. Gallagher provided a 15% down payment for the property with the School District over the subsequent years paying off the balance of the amount due on the property. Subsequently the Vo-Tech system was taken from the direct control of the university system along with the associated buildings. It was the University of Montana's feeling that the vacant land at this location went along with that Vo-Tech designation. The School District maintains that they still have title to the property and paid the balance of Mr. Gallagher's originally dedication. I told Gary that I was interested in seeing the issue resolved and didn't want the University of Montana surprised or any other surprises at a later date due to this dispute in ownership. He told me that he would talk to the School Superintendent and he would facilitate dialogue with the University of Montana to resolve the issue. I told him that I was interested in starting the negotiation and acquisition of the right-of-way in September and that we would have approximately three months to resolve the issues.

Mr. Botchek had concerns about the intersection with Holborn and the access for the high school and Vo-Tech Center on the south side of South Avenue near the Holborn intersection. I showed him the proposed layout with the median at this location pointing out that their access to the Vo-Tech has full access. I also pointed out that we are proposing to eliminate the diagonal parking in front of the Vo-Tech Center replacing it with a large landscape area. This was done to improve the safety of the traffic flow in this intersection area. He felt that the loss of the parking in that area was not a significant issue to him. He stated strong support for landscaping in this area that would be low maintenance landscaping, especially if the landowners' were responsible for its maintenance. I talked with him about the traffic flow on the new diagonal street connecting South Avenue to Sussex Street. He wanted to know the right-of-way width there; I told him that I believe that it was 60-feet wide. I pointed out that this was narrower than the previous proposals that we had seen which included two lanes of traffic at this location. Gary and I talked about the existing alley in this area and the fact that there was a utility easement across it. It would be difficult to do much with the power lines in the area, but it is something that he would take a look at and think about the long term usage of the property. I also asked him about the alley and he didn't know if it had been vacated or not. We talked about potential parcelization of the remnants of the property there and that there were some advantages from a perspective of land use for the area based on the new configuration. Gary also suggested that an evaluation be given to an all-way stop at the intersection of Stephens and South Avenue which is the Vo-Tech entrance and serves as a secondary entrance to the Missoula County Fairgrounds. He felt that this location experienced fairly significant congestion and may warrant an all-way stop.

Brent A. Campbell, P.E.
WGM Group, Inc.

W:\Projects\981121\docs\misc\MEETING MINUTES WITH GARY BOSCHEK.doc

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

Bill Tremper (883-2955), Dolores Tremper (543-4504)
Debbie Williams (273-6431)
Tremper Shopping Center
Parcel 73, also Parcel 55 & Parcel 60

Their primary concerns are impacts to the Tremper's sign, grades, and cut-through traffic. They are concerned if the sign needs to be replaced, that the new sign would not be as big. We talked about a possible variance for that. We talked about moving the bus stop to avoid the sign. They are concerned with the grade difference between the road and the parking lot. We may be looking at the need for retaining walls or regrading the parking lot. We need to look at drainage issues, both for the roadway and the parking lot. We need to look at cut-through traffic from Brooks over to Russell. We need to look at parking layout.

Follow Up: Follow up with the exact right-of-way numbers. We need to work out the issue of the Central Avenue vacation and the 10-foot right-of-way granted along Brooks.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Gwen Watkins, Kay Watkins & Others 93 Stop & Go
Parcel 74

We discussed the right-of-way needs, it's a 7 meter by 9 meter triangle approximately 30 sq. meters or roughly 300 S.F. The right-of-way take does not affect their driveways. The driveway locations are proposed to remain "AS IS." This property is currently being redeveloped and depending upon the new tenant they may request new driveway locations. A driveway going to Oxford was discussed. This would be a good option by the traffic standpoint because it gives them access to the new signal going in on Brooks/Oxford/Sussex. We discussed closing the south most driveway on Brooks in exchange for a driveway on Oxford. They noted this is all dependent on what the new tenant needs and what the layout of the new building would be. It was noted that cars will backup at the signal and block the existing driveway on Brooks. The question was raised if the City would be willing to trade some right-of-way on Central for the right-of-way that was given up on Brooks. This includes right-of-way that was given up for a sidewalk easement on Brooks, they felt that the property was being reduced in sized by these right-of-way and easements. A question was raised what the set back requirements are for the sidewalk easement. Whether the setbacks are from the easement line or from the property line. I noted that the use of right-of-way on Central would have to be brought up with the City and that is not something that is part of this project. The property owner has worked with Nick Kaufman in the past on his redevelopment work. The City Council felt that this was a conflict of interest because we are also working for the City on the Brooks project. I told them that this would probably still be the case until the Brooks/South/Russell project is completed. We would not be able to represent them. He said he would speak to Nick about it and I would also run that past Nick.

Follow Up: The owner requested a roll plot showing the plan with the right-of-way take.

Jeremy W. Keene, P.E.
WGM Group, Inc.

Allen McCormick
523-2500
Parcel 79

Mr. McCormick called for his client Vern and Mary Clausen. (SE corner of Sussex and Regent.) He wanted to know how the project would affect this parcel. I told him we were going to get a construction permit and I explained what that meant. Also, he wondered about parking. I told him there would be no parking on Sussex, but on the street parking would be allowed on Regent. He wondered if someone in the future would meet with him on-site to go over these items. I told him to give us a call at a later date and we would set up a time to meet with him in the field.

John Marron
WGM Group, Inc.

Kent Clawson
2300 Regent
Parcels 79
April 16, 2001

His main concern was the loss of parking on Sussex which he said will significantly impact him. His parcel is under-parked already and the tenants fight over parking. Is this design final? I explained that this is the preferred alternative determined by the EA. City has met their (legal) obligation for public process, but they must still work with property owners to buy right-of-ways and workout the impacts.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Helena Maclay
East half of the KPAX building & KPAX leases the ground
Property is owned by Helena Maclay's mother
Parcel 80

They did not receive a direct mailing. We need to make sure they receive future mailings. Helena Maclay P.O. 9197, Missoula MT 59807. Major concern was the loss of parking. The proposed design includes a driveway cut to access the small parking area and equipment area for KPAX. We added on-street parking to mitigate for the loss of some of the perpendicular parking. She felt that this was an improvement over the previous design and preferred this alternative to the previous which showed no parking on the street.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Kevin Billingsly
Parcel 81

This parcel currently is two lots. We need to adjust the lot line in the center of the lot. The parcel has three mobile homes on it, one residence and one shop. He said that he is considering converting one lot to a parking lot and would like a driveway to lineup with the center of the lot. This is the eastern most lot so we need to show the driveway proposed right in the center of the lot. No right-of-way is required. The street will be reconstructed and new curb gutter and sidewalk is paid for as part of the project and not as a SID.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Frank Dotz Dotz Piano
Parcel 82 & 83

Primary concern was what would be done on Sussex. I explained that we would reconstruct the street, new curb, gutter and sidewalk and no right-of-way would be required from either of his properties. We discussed the project in general and he was indifferent with the project, whether went or not. We discussed that it may increase the value of his properties on Sussex.

Jeremy W. Keene, P.E.
WGM Group, Inc.

Jeremy Keene

To: Bob Sewell
Subject: RE: Malfunction Junction

Thank you for your email. You are correct that no right-of-way will be required from your property. We will be reconstructing part of the sidewalk adjacent to your property and may require a temporary construction permit. This permit would allow us to work on your property during construction. Your property would be returned to its original condition after construction is complete.

The project does affect parking on Stephens and Sussex. On-street parking will be allowed on the north side of Sussex between Stephens and Regent. 2-3 parking places will be removed on Stephens to allow for a right-turn lane. 6-8 parking places will be lost on Sussex east of Stephens where the street will be cul-de-sac'd.

You are welcome to meet with us if you have further concerns, but it is not required. You can also attend the Public Open House, Thursday April 26, 5-8 pm at the College of Technology. Please feel free to contact me if you have any questions.

Sincerely,
Jeremy W. Keene, P.E.
WGM Group, Inc.
P.O. Box 16027
Missoula, MT 59808
(406) 728-4611

-----Original Message-----
From: Bob Sewell [mailto:bsewell@firstam.com]
Sent: Tuesday, April 24, 2001 7:44 AM
To: jkeene@wgmgroup.com
Subject: Malfunction Junction

Good morning. I am the manager of First American Title, 1006 W. Sussex. I have received a copy of your letter and map reflecting how my business may be affected by the re-routing of South Avenue.

It does not appear any of our lot will be taken for right of way, however it does appear that I may lose a substantial area that is currently being used for parking along Stephens directly adjacent to our lot. It appears parking along Sussex has been allowed.

I don't know if I need to have a meeting or not with your firm, from the map, it appears my only concern will be parking along Stephens. Please advise if I am correct in my reading of your map.

Please also let me know if in your opinion, I need to meet with you regarding other concerns.

Thank you for your time.
Bob Sewell
Manager / Vice President
First AmericanTitle Company of Montana, Inc.
Direct 406/829/2560
800/458/6694
1006 W. Sussex
Missoula, MT 59801

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

Moe Strout Max Media of Montana
ABC TV Station
Parcel 86

He said that the project does not generally affect them. His main concern is parking and the loss of parking on Sussex and on Stephens. This is on-street parking that is used by the employees. He is interested in expanding his parking lot and he inquired about using the leftover right-of-way on Sussex. I told him, I would take that back to the City to discuss it with them. He is also interested in possibly leasing on the School District property and I told him that he would have to contact Gary Botchek about that.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Joyce Anderson, Missoula Manor
Parcel 87

She is concerned with the increased traffic heading through on Central over to Bancroft. She feels this will worsen with the design. She was concerned for pedestrians and having adequate pedestrian crossings. She was happy with the proposed crosswalks on Sussex going down to Oxford at the intersection of Brooks/Sussex/Oxford would help pedestrian crossing with the signal. She noted that the First American Title using parking on Sussex that will be lost with the cul-de-sac. She noted that they have semi-trucks coming into their parking lot and trucks need to be able to turn around. She feels the cul-de-sac will work okay for that. There is a bus stop proposed on the corner of Stephens and Sussex and she feels this a good location. This would be for westbound buses going out to the Community Hospital. She would like consideration of crosswalks on Central at either Stephens or on Holborn to make it easier for people to cross Central with the increased traffic on Central that is cutting through. She felt that a protected left for northbound Stephens onto Brooks would also improve the situation.

Jeremy W. Keene, P.E.
WGM Group, Inc.

Phil Johnson 728-1029
Tire & Auto behind Southgate
Parcels 102

April 16, 2001
Check driveway access at MRL crossing. He leases parking area from MRL.

April 19, 2001
His concerns were the employee and customer parking for Southgate Tire. Phil leases his building (located behind) to Southgate. He doesn't want to lose the lease because of losing adequate parking. If Southgate is happy then Phil is happy. I told him that the driveway would come out right at the new intersection of South/Johnson. This is not desirable from a traffic standpoint. We need to meet with Southgate Tire to see what will work for them.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Kurt Sybrandt K&L Forest & Garden
Corner of South & Johnson
Parcel 105

They were okay with the signal. Okay with the proposed intersection layout. Their major concern was parking on the east side of the building for their service entrance. They would like to have perpendicular parking or kind of a drive-thru parallel parking on that side. They are interested in vacating the leftover right-of-way from the City if we move the road away from their building.

Follow Up: Determine where the property line is and where the building is and layout some parking options.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Donald Lynch – Concerned Citizen
No Parcel Number

Doesn't like the preferred alternative. Thought that we should simply remove left turns from South Avenue and call it good.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

Frank Bretz
Telephone Message left on Voice Mail

I own property at the intersection of Brooks/South Avenue intersection area. I don't know that this new proposal is going to damage me one way or the other, but I just think that it is a horribly mixed up mess. I looked at the drawing and I think that you will take a good look at the whole thing. I don't think people are going to do that. What they are going to do, especially people that are traveling east on South Avenue are not going to get into that mess. They are going to take Reserve Street which is already over crowded. So ah, I really feel that and have felt for years that it is high time that Missoula bite the bullet and buy enough property get that intersection area to make cloverleaf arrangement so that no traffic has to stop at anytime. I know it is a fouled up deal, it was fouled up when it was originally planned out, and we just can't change that. But, ah, I think that as we go on and spend more money on planning and researching this thing we are just spinning our wheels and I really have very strong feelings that we really need to take a hard look at that thing and plan an overpass over there. Cause that is the only way it is going to really be corrected. We can do all these other things but at some point it is still going to have to be addressed. So I am not going to be in town so I don't know think it would be good leaving my phone number. I probably could be reached next week at 541-4800, but it would be Wednesday or later, a week away. So, thank you for listening to me and I hope that you will think this out.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 26, 2001

Bob Paine – Blockbuster & Gay Ninety's
Corner of Brooks & Central – north west corner

His main concern was access to his business and how it would be affected by the project. We went over the traffic circulation and he said he it was a good solution and he supports the project. He asked if there was a left turn phase being proposed for the northbound Brooks left turn to Oxford. I told him that I would check on this.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 25, 2001

John Host
Resident at corner of Sussex & Catlin

His concern is cut-through traffic through the neighborhood. He said that the City Council and Bruce Bender committed to doing some traffic calming in the neighborhood to prevent cut-through traffic. He wants to have a pork chop at Catlin and South to prevent left turns onto Catlin. He noted that 1997 traffic counts range from 1200 to 1600 vehicles per day and the traffic has increased since then. He said the ideal would be about 700 vehicles per day for a local residential street. He noted that the school is not being used as a regular school--- it doesn't hold regular classes. I explained that the neighborhood traffic calming is still part of the project but it would be funded separately and that is why we do not show it on our plans and that the City is still looking at doing some of those things. He is going to get in touch with Bruce and voice his concerns as well.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

John Dayries, Nate English TLC Carwash
Located on Brooks

They just had some general questions about the project. Their primary concern was how traffic from each directions would reach their business. Other concerns were construction phasing and how it is phased so that it doesn't affect their business. They noted that their primary business is in the wintertime and that most of their business comes from the south on Brooks.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
APRIL 24, 2001

CW Woer Auto Medic
Located on Central and Brooks

He noted that he has seen lots of crashes on Central and Brooks. He asked if there was any consideration to do anything at this intersection. I told him that we looked at the accident data at that intersection. There are a high number of accidents. We hope that the accidents will be reduced there when we install the signal at Oxford and Brooks. This should offload some of the traffic from the Central/Brooks intersection. I noted that another option would be to restrict access at Central for safety. He thought that this would hurt business access. He was not in favor of that idea.

Jeremy W. Keene, P.E.
WGM Group, Inc.

BROOKS/SOUTH/RUSSELL LANDOWNER MEETINGS
March 20, 2002

Southgate Mall Associates

The following is a summary of actions taken in response to the letter from Jeff Maphis, dated May 2, 2001:

1. Access to and from the mall at Fairview/Garfield. The owners requested a modification to allow eastbound traffic exiting the mall to continue east on Fairview. Access to this intersection was limited to insure safe and efficient operations for the primary through movement (southbound Garfield to eastbound Fairview). Access to the remaining legs of the intersection was restricted to right-in right-out only. We told them that allowing additional access at this intersection would compromise safety and operations, therefore this modification was not included in the design. Alternate access exists one block to the north on Dearborn. This intersection will allow full left turn access to and from the mall.

2. Signal at South/Johnson. The owners expressed support for a new signal at this location with a new access to the mall. The owners agreed to contribute to the cost of the south leg of the intersection. This is part of the current design.

3. Access from the 1821 Garfield site currently allows a right turn out. The owners requested a left turn out. This access restriction was put in place by the city when the site was developed, and is not part of the B/S/R project. The current design of the B/S/R project does not preclude left turn access from the site, however, any change to access restrictions would need to be negotiated with the city.

4. Goodwill Store access at the Brooks/Sussex/Oxford intersection. The owners requested an ingress-only from Sussex and an egress-only to Brooks. The Montana Department of Transportation (MDT) and Federal Highway Administration (FHWA) raised concerns about the close proximity of the access on Brooks to the proposed signal. A compromise solution allowing ingress-only from Brooks and ingress-only from Sussex is included in the current design. Egress from the site is provided via South Ave. Additionally, the owners requested that the city vacate the remaining portion of Oxford. The current design includes converting Oxford to angle parking. Vacation of the street could be an option in the future.

These responses were discussed with the property owners in meetings and/or phone conversations over the past year. A copy of the revised driveway layout for the Goodwill Store was provided 2/26/02.

Jeremy W. Keene, P.E.
WGM Group, Inc.

JCM
ARCHITECTURE

May 2, 2001

P.O.BOX 3110
MISSOULA, MT 59806
(406)543.9659
FAX (406) 543.1464
EMAIL-jcm@montana

Mr. Bruce Bender
Director of Public Works
City Hall
435 Ryman
Missoula, MT 59802

Dear Bruce,

Yesterday we met with Brent Campbell of WGM Group to review the current status of the South Avenue Malfunction Junction rerouting. In general the redesign works, with the exception of the following items and issues:

1. Access and traffic flow to and from the mall and Fairview Avenue will be changed dramatically with the redesign. This road is used a great deal in entering and exiting the mall and also has a visual axis directly to the main mall entry when westbound on Fairview Avenue. We are requesting that the new intersection island at Fairview and Garfield be modified to allow for eastbound traffic to access Fairview Avenue.

2. We are encouraged and support further development of a lighted intersection at Johnson Street and South Avenue. Direct access to and from the mall and a new road along the west side of the mall connecting to one of the major streets to the south is a very positive step for the city traffic flows and the mall.

3. Access out of the new 1821 Building site onto Garfield currently only allows a right turn out. We request left and right out to allow more flexibility in leaving the site.

4. There are some serious concerns with the traffic flows at the new Goodwill Store (Old Bob Ward's Building), with ingress and egress only provided off of South Avenue to Oxford. We believe it significantly impacts the ease of accessing the building. We strongly request more access to this site, specifically an ingress only from Sussex Avenue into the northwest parking lot and egress only from this same vicinity onto Brooks Street (going north). We will also consider any other recommendations that you or your consultants have. Additionally, since Oxford Street will not be a through street, it would seem appropriate for the city and property owners to vacate Oxford Street. This would reduce the cities street responsibilities and allow more flexibility with traffic flows and parking for the owners (See Attachment "A").

Thank you for your consideration and please call with any questions or comments you may have.

Sincerely,

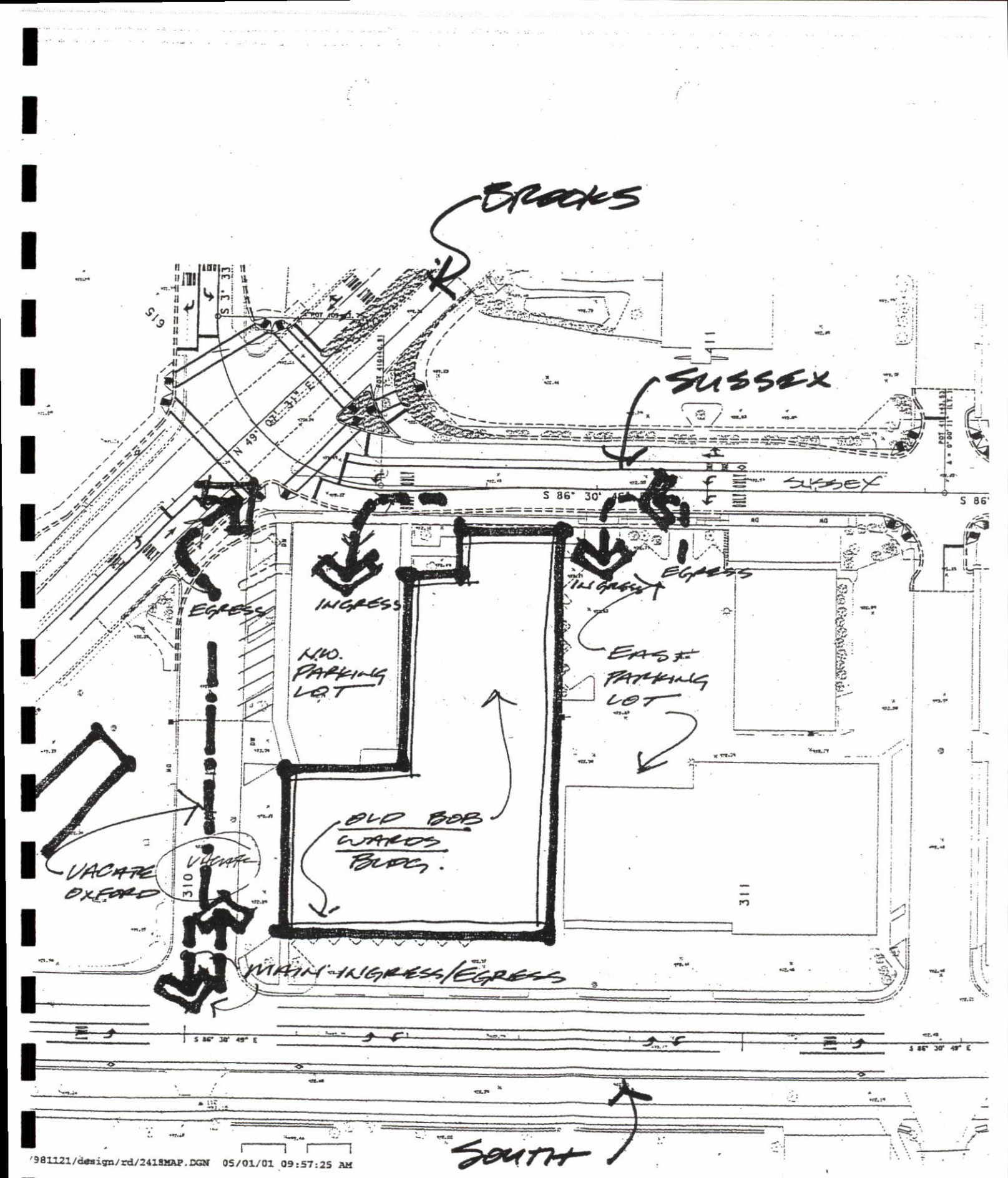
Jeff C. Maphis, President/Owner
JCM Architecture P.C.

c: Mr. George Lambros

RECEIVED
MAY - 2 2001
MISSOULA, MONTANA
PUBLIC WORKS DEPARTMENT

61

~~98-11-07~~ R/W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S 3° 33'
EGRESS
INGRESS
INGRESS
EGRESS
NO. PARKING LOT
EAST PARKING LOT
OLD BOB WARDS BLDG.
VACATE OXFORD
VACATE
310
311
MAIN INGRESS/EGRESS
S 86° 30' 49" E
S 86° 30' 49" E
SOUTH
'981121/design/rd/2418MAP.DGN 05/01/01 09:57:25 AM

ATTACHMENT