

Russell Street



1111 E. Broadway,
Missoula, Montana 59802
406.728.4611



Project Team

DECISION TEAM



U.S. Department of Transportation
**Federal Highway
Administration**

MIKE TOOLEY/MAYOR ENGEN/KEVIN MCLAURY, PE



U.S. Department of Transportation
**Federal Highway
Administration**

TECHNICAL DESIGN COMMITTEE

CITY COUNCIL/MDT/CITY MAYOR/FHWA



CONSULTANT DESIGN PROJECT MANAGER

MIKI LLOYD, PE

LORAN FRAZIER, PE
WGM GROUP

PROJECT MANAGER





Importance of Project

Russell Street is a vital corridor for Missoula and needs to address the following items in design:

- Neighborhood Plans
- Economic Revitalization
- Safety & Livability
- Traffic Congestion Relief
- Transportation Mode Choices



Project History

The following are a few milestone events that have affected the Russell Street Corridor

- 3rd Street Design – initiated in 1998
- Northside/Westside Neighborhood Plan
- Southside Riverfront Area Plan- 2000
- Russell Street & 3rd St. EIS – started in 2000
- Record Of Decision issued in – 2011
- Southside Riverfront Ordinance - 2011
- 3rd Street Design – started again 2013
- 3rd Street Construction – begins 2014



Role of NEPA

- The Project Design & Process must comply with NEPA and all other requirements, i.e. R/W, 4(f)
- The Record of Decision (ROD) & Final Environmental Impact Study (FEIS) are the guiding documents that:
 - Define Purpose & Need for the action
 - Define the envelope of impacts
 - Define required mitigations



Other Requirements

Permitting

- NEPA outlines basic permit requirements
- Final design is required for some permit applications
- The main permits/authorizations needed are:
 - 318, 401, 404, MPDEP, Floodplain, Stream Preservation, MS4, drywell, Levee, Montana Land Use License or Easement



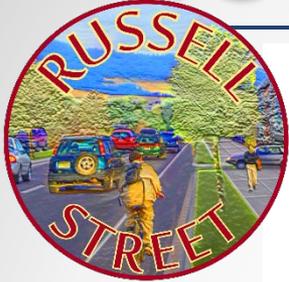
EIS Alternatives

The FEIS evaluated several alternatives

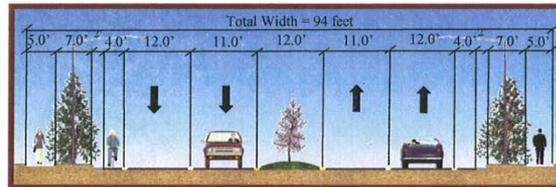
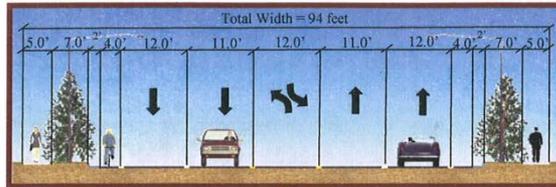
1. No Build
2. 2/2+ / 4 Lanes with Roundabouts
3. 2+/4 Lanes with Roundabouts
4. 4+ Lanes with Signals
5. 4+ Lanes with Roundabouts
6. 4+ Lanes with modified Roundabouts
(Alt. 5 refined)

Note: Traffic analysis conducted by Skillings/Connolly, DOWL/HKM, and Kittelson & Associates showed a Roundabout at West Broadway and Russell would not function, so all alternatives developed in the EIS show a signal for this intersection.

ROD Selected Alternative #4



Russell Street – Selected Alternative



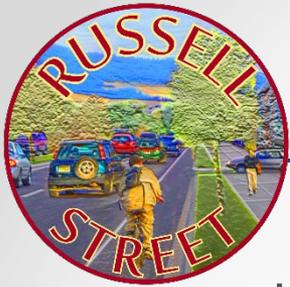
Key:

- Four lanes with median/turn lane
- Raised median
- Turn lane
- Traffic signal
- Grade-separated crossing

This graphic is conceptual and not intended to reflect final design details.

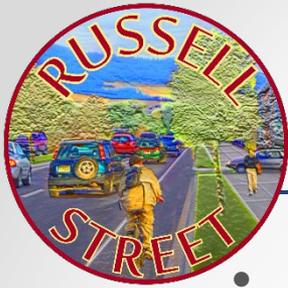
The locations of raised medians and center turn lanes are conceptual and subject to change during final design.





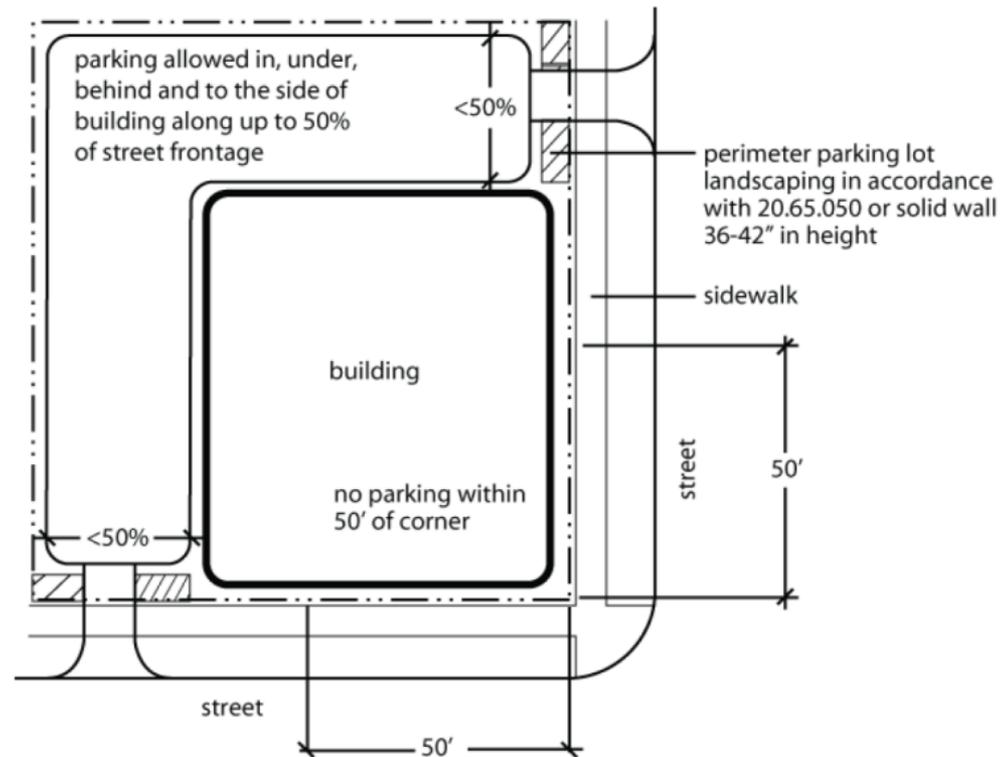
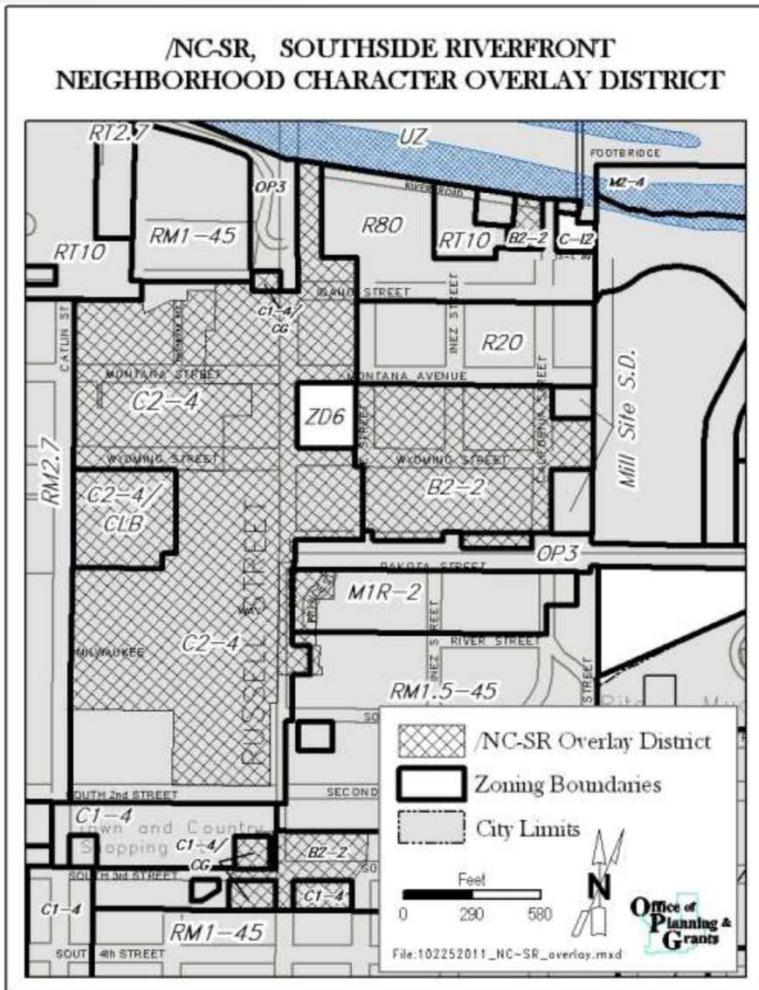
Record of Decision (ROD)

- Issued October 31, 2011
- Selected Alternative 4 for Russell Street to provide substantive safety and mobility improvements for all modes of travel in the Russell Street corridor.
- Specific Objectives for the project include
 - Improve safety and mobility
 - Improve multi-modal access and mobility
 - Minimize impacts
 - Maintain community character
- The ROD Determined:
 - Number of traffic lanes
 - Types of intersection control
 - Width of the corridor footprint



Southside Riverfront Ordinance 2011 Influences the design of Russell Street

- Southside Riverfront Area Comprehensive Plan Amendment - 2000
- Southside Riverfront Neighborhood Overlay District - 2011





Vision & Goals

RUSSELL STREET REDEVELOPMENT

Existing Russell Street

Poor

- Store fronts are set back from the street
- Parking is between the buildings and the street
- Access is along Russell Street

Desired Russell Street

Best

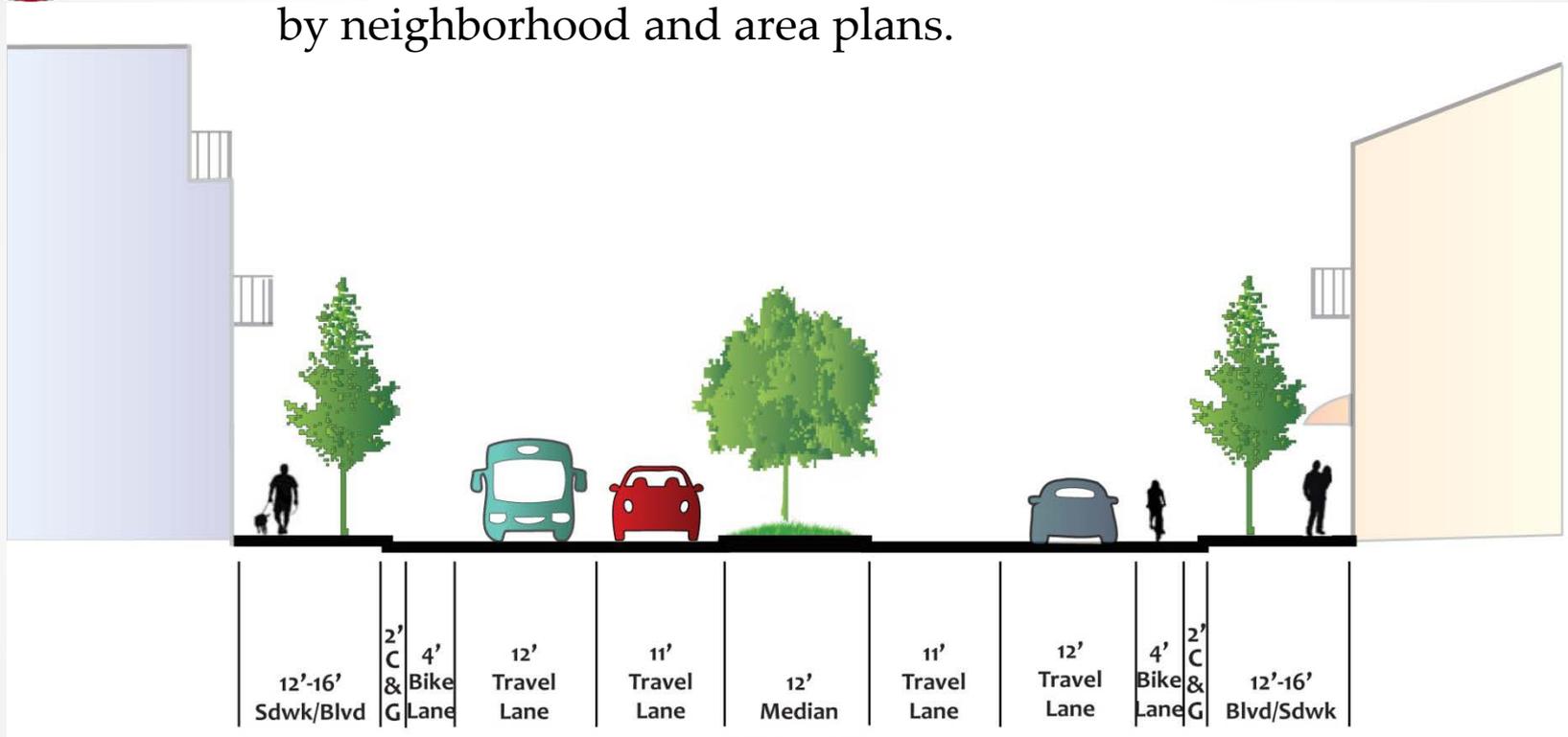
- Buildings face the street
- Parking is behind buildings
- Access transitions from Russell Street to side streets for improved circulation





Vision & Goals

The proposed Russell Street design was heavily influenced by neighborhood and area plans.





Vision & Goals

LAND USE OBJECTIVES

Design Treatment

- Driveways & Medians
- Frontage Treatments
- Sidewalk Width
- Build-To Limits
- Right-of-Way Width
- Street Trees

Improves

- Safety & Capacity
- Redevelopment Potential
- Non-Motorized Use
- Livability
- Sustainability
- Feasibility of Mixed Land Uses





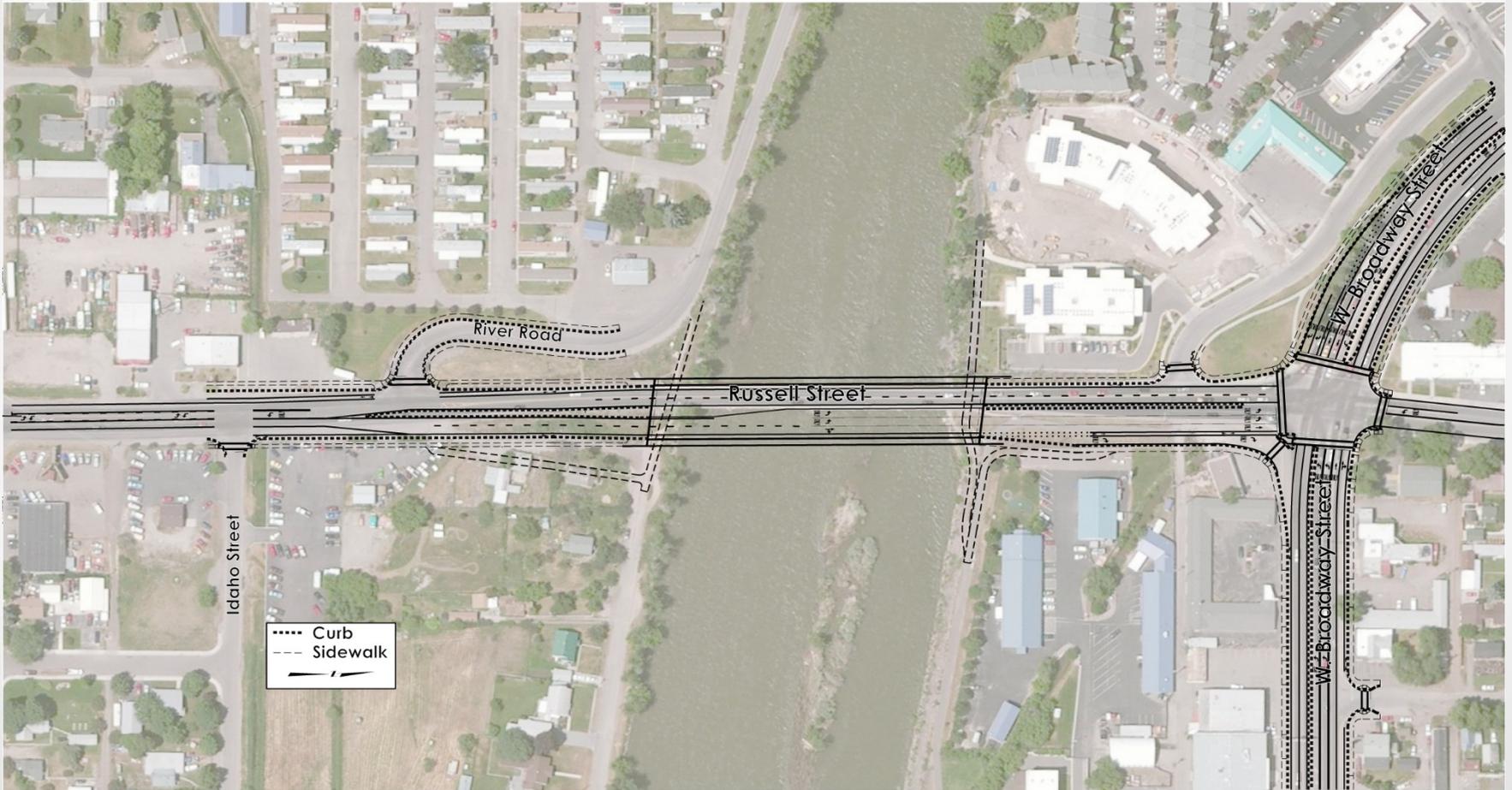
Project Design Elements

- Russell Street Bridge over Clark Fork River
- Bicycle Facilities
- Sidewalks
- Grade Separated Pedestrian/Bicycle Crossings
- Curb and Gutter
- Street Lighting
- Landscaped Boulevards
- Transit Accommodations
- Parking and access
- Center medians/turn lane locations



Russell St. Project Limits

W. Broadway to Idaho



Note: These construction lines are from the 30% design plans.



Project Limits

W. Broadway St.

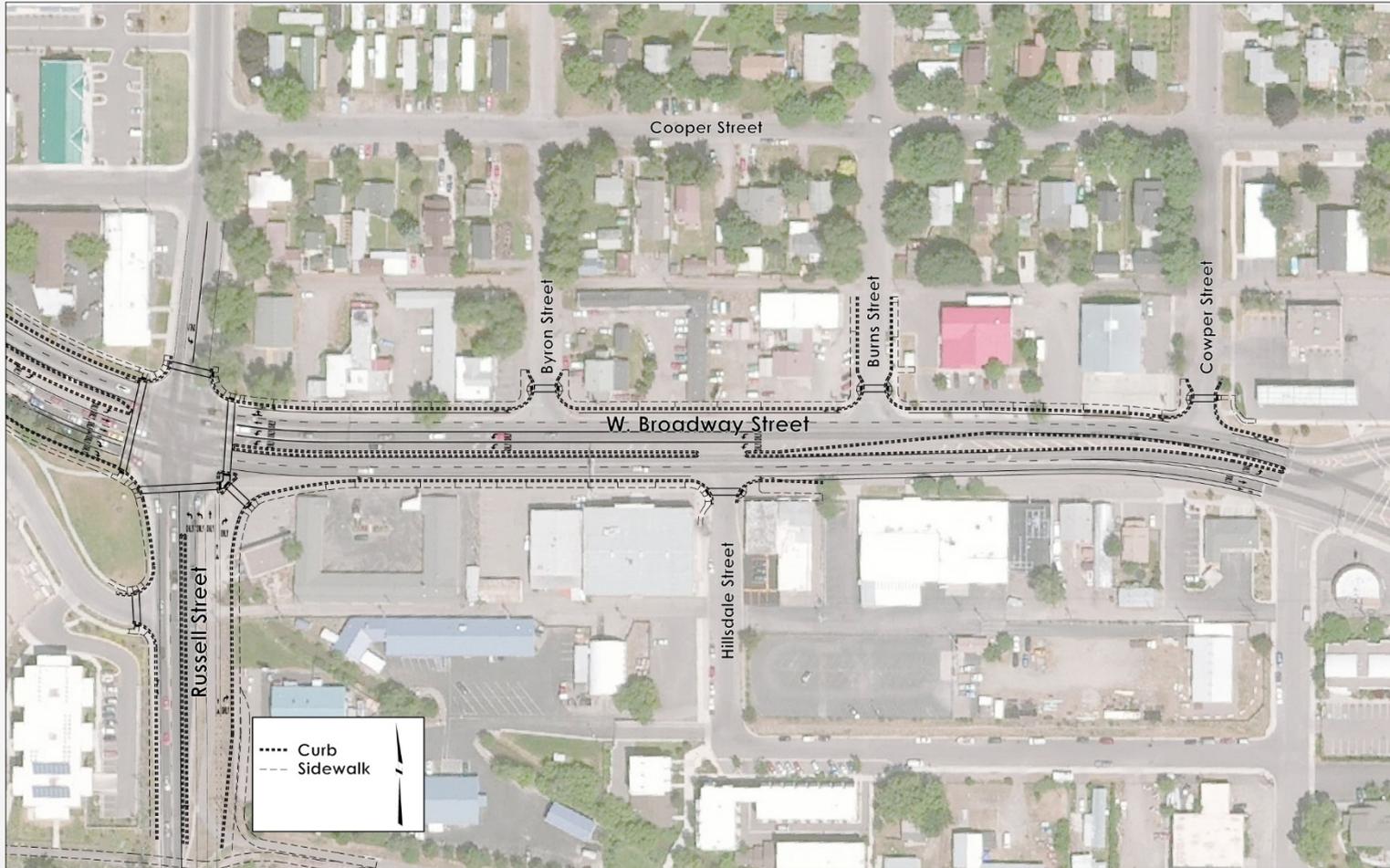


Note: These construction lines are from the 30% design plans.



Project Limits

W. Broadway St.



Note: These construction lines are from the 30% design plans.



Project Limits

Wyoming Street Connection



Note: These construction lines are from the 30% design plans.



Russell St. Project Limits

Idaho St. to 3rd St.

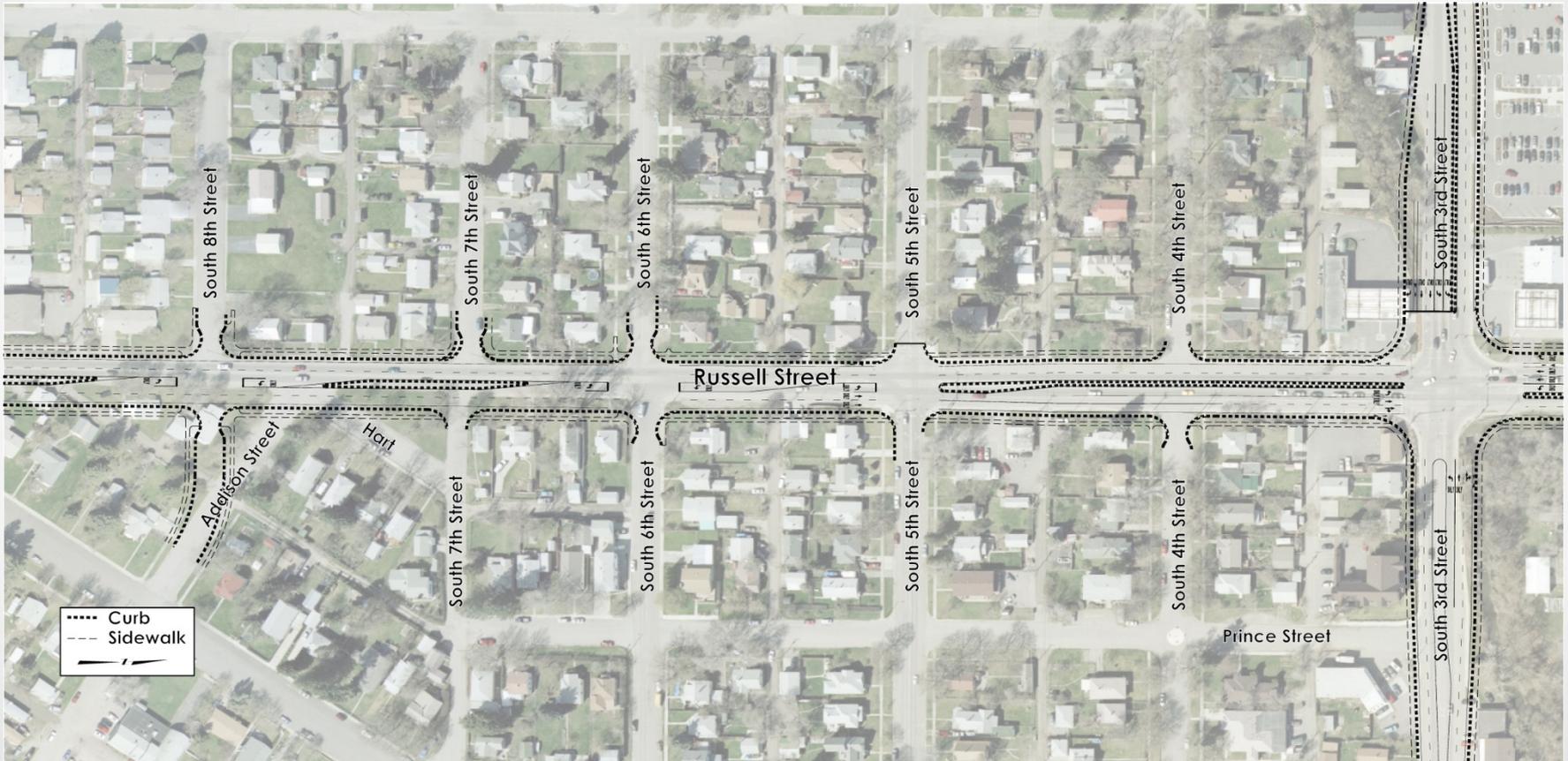


Note: These construction limits are still a work in progress and may change.



Russell St. Project Limits

9th St. to 3rd St.

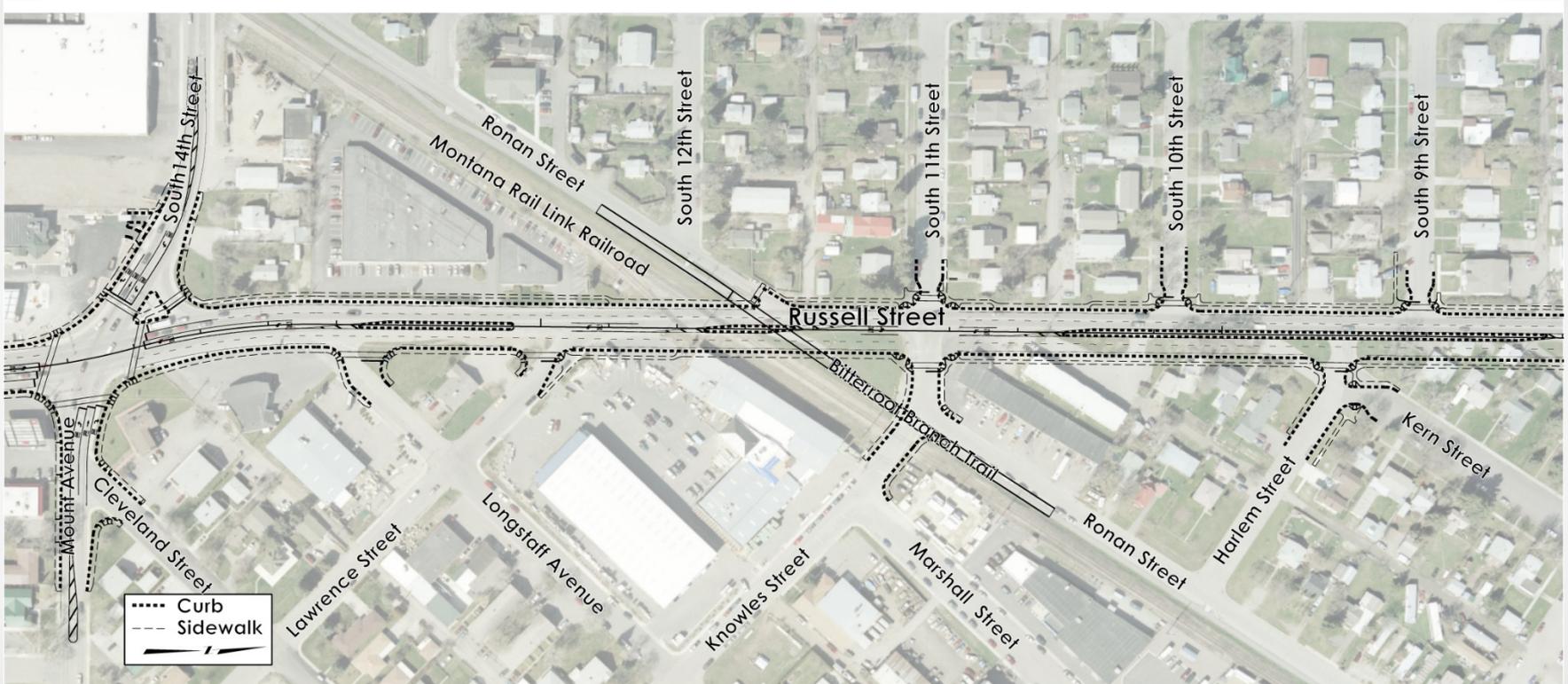


Note: The construction limits shown are based on the FEIS Preferred Alternative and will change during the final design process.



Russell St. Project Limits

Mount Ave. to 9th St.



Note: The construction limits shown are based on the FEIS Preferred Alternative and will change during the final design process.



Landscaping

Number 1



Number 2



Landscaping

Number 3



Number 4

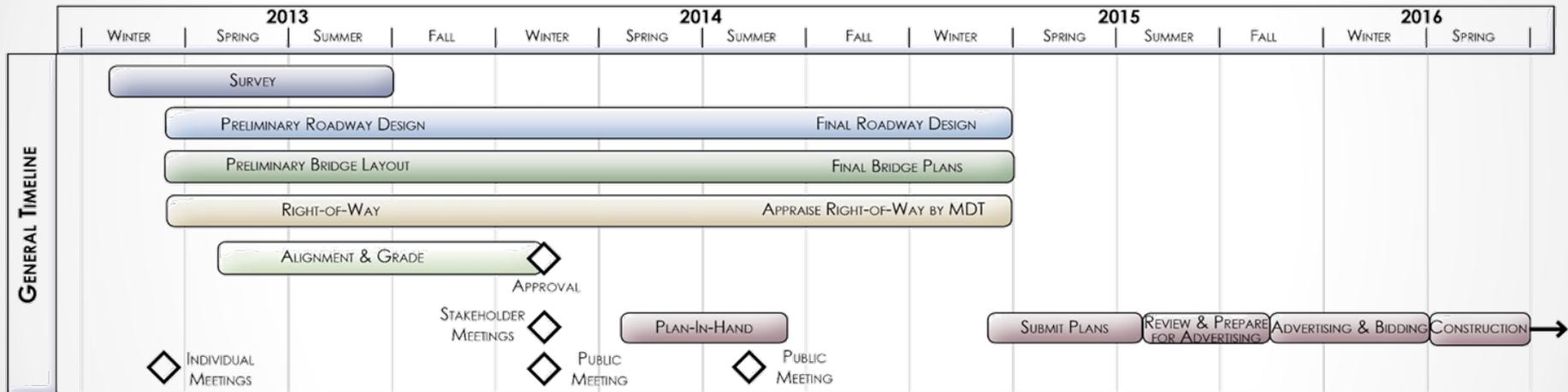
Russell St. Bridge Concept



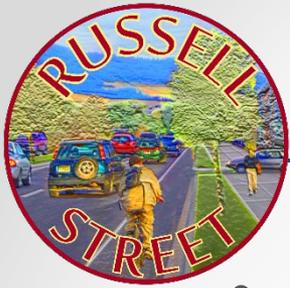


Schedule

RUSSELL STREET IDAHO STREET TO WEST BROADWAY

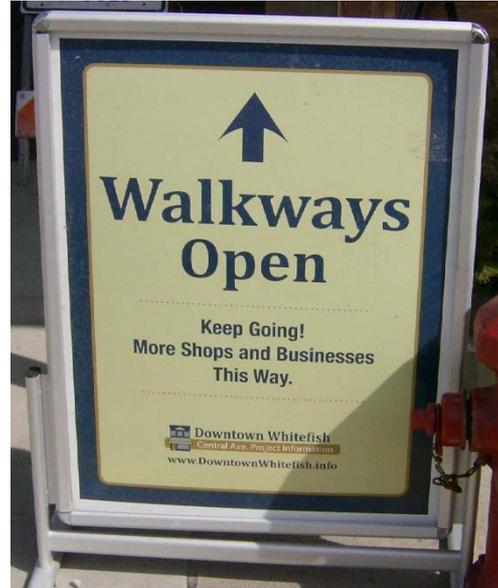


Note: A schedule for Mount Ave. to Idaho St. has not been developed.



Traffic Control & Access During Construction

- We plan to follow the process used on Higgins and in Whitefish.
 - Notification
 - Business Coordination
 - Detour framework





Public Input

We want to hear from you!

- Complete a comment card at the Public Open House.
- Comment through MDT's project website.
- Send written comments in the mail or email to Ed Toavs at MDT.
- Email/call or write WGM's Project Manager Loran Frazier



Contact Information

- Website

<http://www.mdt.mt.gov/pubinvolve/russell>

- Contact Info

Ed Toavs
MDT
2100 West Broadway
PO Box 7039
Missoula, MT 59807-7039
etoavs@mt.gov
406.523.5800

Loran Frazier
WGM Group
1111 E Broadway
Missoula, MT 59802
lfrazier@wgmggroup.com
406.728.4611

