WELCOME

RUSSELL STREET

BROADWAY TO DAKOTA
The Montana Department of Transportation (MDT), in partnership with the City of Missoula, is rolling out a completely new Russell Street Bridge over the Clark Fork River, 2.5 times larger than the existing structure. The project, which starts at Broadway Street and extends to Dakota Street, will deliver significant upgrades including additional vehicle and bike lanes, expanded sidewalks, lighting, trail connections, and trail undercrossings.

This two-year, $29 million construction project will incorporate utility upgrades, enhanced traffic control, and landscaping. To provide a safer roadway and better access for all types of travelers, the project has been designed with careful consideration given to the area’s high traffic volumes, crash history, and increasing bicycle and pedestrian usage.

**BRIDGE DESIGN**

The current bridge has not kept pace with Missoula’s growing population and increasing traffic volumes. The existing bridge has narrow, crumbling sidewalks, low guardrails, and no bike lanes. All that will change with new construction.

Construction is slated to start in April 2018 and will provide two southbound and two northbound lanes with raised medians and improved signal devices at the Broadway Street intersection, which will create a safer, more efficient intersection.
Several hundred neighbors met at 1:30 p.m. on October 8, 1957 in excitement for a ceremony to open Missoula’s Russell Street Bridge, formally known at the time as the Lincoln-Russell Bridge. As the Missoula County High School Band played, R. G. Ostergren, Chair of the Board of County Commissioners, cut a ribbon opening the new bridge to traffic.

Robert E. Jones, a member of the committee spearheading a bond effort that funded construction of the bridge, served as master of ceremonies. It was the only bridge in Missoula paid for entirely of local funds, without state or federal aid.

Construction of the bridge by Bud King Construction Company began in November 1956. This was the first bridge opened in Missoula since 1939, but followed in quick succession by the Madison Street Bridge and finally the Higgins Bridge, all in the next few years. The original bid was $275,000 but the final cost was $305,000.

ADDITIONAL SPEAKERS AT THE EVENT INCLUDED:

- Thomas W. Duncan, Former County Commission Chair
- Harold Eagle, Bridge Engineer
- Henry Flechsing, Bridge Constructor
- J. J. Howe, County Commissioner
- H. W. Stoutenberg, County Commissioner
- John Toole, Former Head of the Missoula Chamber of Commerce
TRAIL IMPROVEMENTS

Connecting the community is at the heart of the Russell Street Bridge design. Not only are roadway and bike lanes being improved and widened, but better Milwaukee Trail connections will be established to ensure those traveling on bike or foot can access their destination safely and more efficiently. Several exciting improvements have been incorporated to accomplish this goal.

MILWAUKEE TRAIL CROSSING – RUSSELL STREET

Paved trails and updated signal devices, including a 106-foot arched and lit undercrossing for the Milwaukee Trail at Russell Street, will provide safer access for trail users and allow for more continuous vehicle flow on Russell Street. This undercrossing will be located near Dakota Street.

SOUTH UNDERCROSSING - RUSSELL STREET BRIDGE

On the south side of the Clark Fork River, a new trail crossing will allow for pedestrian and cyclist access down to the riverfront and will provide a connection to River Road under the Russell Street Bridge. This access point will offer easier connections to the south Riverfront Trail system, McCormick Park and the California Street Pedestrian Bridge. This upgrade will include an attractively designed and well-lit undercrossing.

NORTH UNDERCROSSING - RUSSELL STREET BRIDGE

On the north side of the Clark Fork River, the Montana Department of Transportation will build a paved crossing under the Russell Street Bridge to provide access on the east side of the bridge leading up to Russell Street. There will also be a new staircase on the northwest side of the bridge leading down to the Clark Fork River. Like the other trail improvements, this upgrade will feature a well-lit and esthetically pleasing improvement. It will also create increased connectivity to the east and west for pedestrians and cyclists accessing the Riverfront Trail System.
Beyond new vehicle lanes and improved trail access, raised bicycle lanes, approximately 5.5 feet in width, will be constructed on both sides of Russell Street from Broadway Street to Dakota Street. The raised bicycle lanes will be clearly marked for traffic traveling both north and south along the corridor. Lanes are located behind traffic barriers along the bridge to separate vehicle traffic from those biking or walking. This safety feature will support alternative modes of transportation across the Russell Street Bridge.
Work on the new bridge will be completed in multiple stages to allow for continual use of the current bridge during construction. Initially, while the eastern portion of the new bridge is being built, two-way traffic will remain on the existing Russell Street Bridge. Upon completion of the eastern portion, single lane, two-way traffic will be moved onto the new structure and the original Russell Street Bridge will be demolished in the winter of 2019. Work will then start on the western portion of the new bridge.

Staging construction ensures that the present two-way traffic configuration will be maintained.
Although no complete closures are planned on Russell Street, traffic will be delayed. Using alternative routes, whenever possible is suggested. Detours for non-motorized users will be marked to ensure connectivity throughout the course of the project.
RUSSELL STREET TIMELINE

- **FALL 17**: Construction Planning, Engineering, Permitting, Mobilization November ’17 to April ’18
- **WINTER 17/18**: Utility Relocations February ’18 to April ’18
- **SPRING 18**: Milwaukee Trail Re-Route April 18 to August 18
- **SUMMER 18**: Stage I – Traffic on West Side April 18 to January 19
- **FALL 18**: First Half Bridge Done December, 2018
- **WINTER 18/19**: Traffic Switch January, 2019
- **SPRING 19**: Demo Old Bridge February to April 2019
- **SUMMER 19**: Stage II – Traffic on East Side January ’19 to December ’19
- **FALL 19**: Substantial Completion December 2019
- **WINTER 19/20**: Punchlist and Closeout January 19 to May 20

**Key Dates:**
- November 20, 2017: Project Award and NTP
- April 2018: Groundbreaking
- December, 2018: First Half Bridge Done
- January, 2019: Traffic Switch
- February to April 2019: Demo Old Bridge
- December 2019: Substantial Completion
The Milwaukee Trail will be closed at Catlin Street for eastbound pedestrians, approximately one block west of Russell Street to accommodate construction of the trail underpass. The Montana Department of Transportation will construct ramps on both sides of the crossing at Wyoming Street to connect the existing sidewalks to the paved surface of Russell Street. Pedestrians will be routed north to Wyoming Street and east to Russell Street. A crosswalk with pedestrian crossing signs will be added at the intersection of Wyoming Street and Prince Street to facilitate a safe crossing.

Due to construction activities on the east side of Russell Street, pedestrian traffic travelling north will be restricted to the west side of Russell. Construction of the Milwaukee Trail underpass and the associated vehicle detour at Dakota Street will block north and south pedestrian traffic entirely during the first phase of construction. North and South Russell Street pedestrian traffic will be directed to the detour at the Wyoming Street, Catlin Street and South 2nd Street detour.

Russell Street traffic will be detoured closely around the construction site on a specially constructed and paved spur road. The work zone will be protected by barriers and/or fencing designed to keep both the traveling public and workers safe. Electronic message boards will be placed at six locations outside of the construction area prior to significant changes and will be programmed to alert drivers of impacts, including oversize load restrictions, construction updates, and detours.
With the construction of the bridge and Russell Street north of the river, the Riverfront Trail will be closed from the California Street Footbridge to Russell Street. As a result, a detour will be established to use existing public streets, sidewalks, traffic signals and crosswalks to provide an ADA accessible route. Those travelling south on the east side of Russell Street at Broadway will be directed to the west side of Russell or to the Riverfront Trail detour.
This two-year, $29 MILLION construction project will provide a completely new bridge over the Clark Fork River.

The project, which starts at Broadway Street and extends to Dakota Street, will expand the roadway within the project limits to four lanes, and deliver significant upgrades including additional vehicle and bike lanes, updated signal devices, wider sidewalks, lighting, trail connections, and trail undercrossings.
Mountain Line will designate two bus stops each for the north and southbound routes at the intersections of Wyoming Street and South 1st Street West. Milwaukee Trail users looking to access bus lines will be directed to the stops at the Wyoming/Russell Street intersection. The locations of the bus stops will also aid pedestrians wishing to travel north and south on Russell through the work zone. These bus stops have been designated as the safest crossing and waiting points during construction.

Variable electronic message boards will be on the Milwaukee Trail at least one week prior to the scheduled closure to provide notice of the impending detours to trail users.

A crosswalk will be added south of South 1st Street west to accommodate pedestrians wishing to access the northbound bus stop. The southbound right turn lane will be closed earlier in the existing lane end to create a safe zone for the southbound bus stop and for pedestrians.

A center island passenger refuge will be delineated on both ends using plastic drums with warning lights for nighttime visibility and as an added safety precaution during the time of construction.
Without good roads, bridges, and intersections, traveling safely and efficiently through Montana would be very difficult. Not only would more deaths and injuries occur, it would be harder to do business, visit family or organize public events such as track meets and concerts. Having good roads, bridges, and other transportation systems, and educating drivers how to use them, is critical to building vibrant communities and an economically prosperous state. This is a big job, especially in a huge, rural state with many highways.

Fortunately, the public has tasked Montana Department of Transportation with this job. The Montana Department of Transportation is responsible for providing transportation systems and services that are safe and affordable and that protect the environment and support economic growth for our state.

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