

The proposed project begins at the intersection of Main Street and Rouse Avenue and extends approximately 2.0 miles on Rouse Avenue to the intersection of Bridger Drive and Story Mill Road. The existing corridor is characterized by:



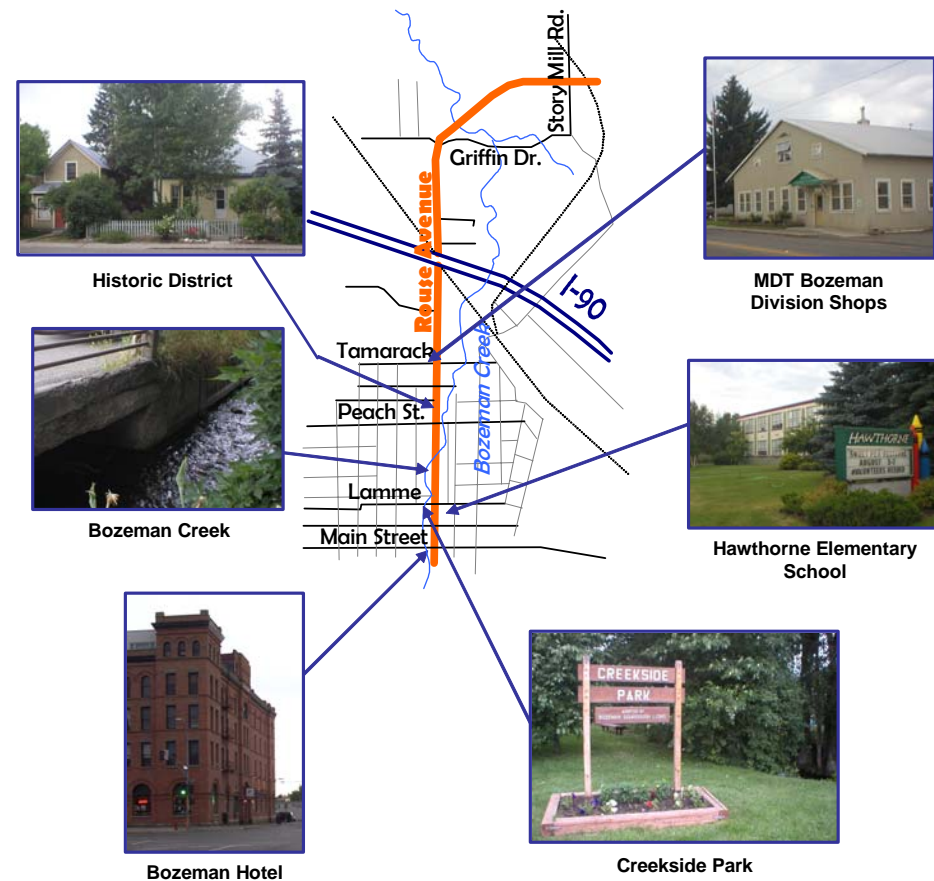
- Homes near the street
- Large trees
- Creekside Park
- Bozeman Creek
- Hawthorne School
- Neighborhood character along the southern portion and commercial/light industrial towards the northern end

The proposed project is intended to address:



- Anticipated future traffic demand
- Existing traffic congestion
- Bicycle lanes, sidewalks, and ADA ramps
- Curb and gutter
- A boulevard that would provide snow storage
- Parking for residents

Some of the corridor constraints are shown below:



Alternative Development

Over the course of the past six months, existing traffic and safety concerns, as well as corridor constraints, have been identified. Meetings were held in December and January, during which the public was asked to provide input regarding needs and desires in the corridor.

Based on the initial traffic analysis, the Project Team looked at constructing up to five lanes in the southern end of the corridor between Main Street and Tamarack Street. A preliminary assessment of impacts in the corridor as well as public feedback led the Project Team to reexamine the traffic analysis and recommendations. The current Alternatives propose three lanes to improve safety and reduce congestion, but seek to minimize impacts. Alternative 1 incorporates slightly more features than Alternative 2, but may result in more direct impacts.

The Project Team is currently seeking input to determine which of these Alternatives best meets the needs of people who use the corridor. No decision has yet been made on this proposed project.

Between Tamarack and Griffin there is an option for a five-lane section. This option is proposed in response to traffic forecasts which show higher traffic volumes in this section.

The following table outlines proposed elements for Alternatives 1 and 2:

Section	Alternative	No. of Lanes	Parking	Bike Lane	Blvd	Sidewalk	Direct Impacts	No. of Properties Impacted
Main to Mendenhall	1	3	East side only	-	-	✓	none	0
	2	3	East side only	-	-	✓	none	0
Mendenhall to Lamme	1	3	✓	✓	✓	✓	2 buildings Hawthorne School Yard	4
	2	3	East side has parking; west side varies	-	-	✓	2 buildings Hawthorne School Yard	4
Lamme to Creek Crossing	1	3	✓	✓	✓	✓	Bozeman Creek Creekside Park 3 buildings	14
	2	3	East side only	-	-	East side only	none	9
Creek Crossing to Tamarack	1	3	✓	✓	✓	✓	4 buildings	48
	2	3	✓	-	✓	✓	2 buildings	43
Tamarack to Oak	1	3	✓	✓	✓	✓	2 buildings	5
	2	3	✓	✓	✓	✓	2 buildings	5
Oak to Bond	1	2	-	✓	✓	✓	none	1
	2	2	-	✓	✓	✓	1 building	2
Bond to Story Mill Road	1	3	-	✓	-	-	none	1
	2	3	-	✓	-	-	none	1

Over the course of the next few months, the Project Team will be further refining Project Alternatives and a Preferred Alternative will be developed. The Preferred Alternative will be presented at the Public Hearing later this summer. **Please fill out a comment sheet or contact the Project Team using the information on the back of this newsletter if you wish to provide further input on this Proposed Project.**

How Can I Get Involved?

Several opportunities will be available for people to get involved and stay informed about the proposed improvements along Rouse Avenue. They include:

- Getting on the Project Mailing List
- Receiving project newsletters
- Attending public meetings
- Calling or writing for information
- Asking the Project Team to make a presentation to your group

Who Should I Contact?

Jeff Ebert – MDT, District Administrator
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 Butte, Montana 59702-3068
 406/494-9600 phone
 800/261-6909 toll free
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 PO Box 1009
 Helena, Montana 59624-1009
 406/442-0370 phone
 406/442-0377 fax

Please add me to your Project Mailing List:

Name: _____

Mailing Address: _____

City/State: _____ Zip: _____

e-mail address: _____



The Power Block
 7 West 6th Avenue, Suite 3W
 PO Box 1009
 Helena, Montana 59624-1009



The Montana Department of Transportation continues to seek public comment on the proposal to widen and reconstruct Rouse Avenue and a section of Bridger Drive in Bozeman. Because of the potential impacts of a reconstruction, the project is being developed using a formal process following the **National Environmental Policy Act (NEPA)** and the **Montana Environmental Policy Act (MEPA)** regulations. This process will ensure a full and fair discussion of all potential social, economic, and environmental impacts before specific decisions are made on the corridor improvements.

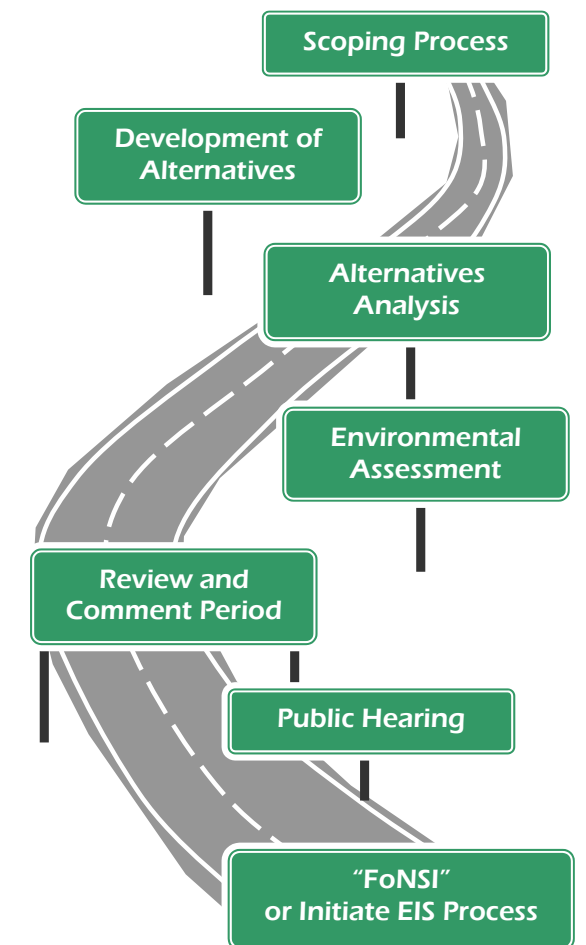
Current Phase of the Study:

The Montana Department of Transportation (MDT), in cooperation with the Federal Highway Administration (FHWA) and the City of Bozeman, will prepare an **Environmental Assessment (EA)** on the proposal to reconstruct Rouse Avenue.

This process has several distinct phases that are illustrated as mileposts in the graphic to the right. The study is now in the **“Alternatives Analysis”** phase and the Project Team is currently exploring a range of Alternatives in this corridor. The Alternatives range from doing nothing (No-Build), to widening the roadway to three to five lanes. **Alternatives developed to date attempt to balance traffic and safety concerns with the desire to minimize impacts.**

A formal Public Hearing will be held once the EA has been prepared. Public notice will be given of the time and place of the Hearing. The EA will be available for public and agency review and comment prior to the Hearing.

Milestones in the NEPA Process



Project Team:

MDT: Jeff Ebert, District Administrator
 Joe Olsen, Butte District
 Rob Bukvich, Bozeman Construction
 Gabe Priebe, Consultant Design
 Barry Brosten, Environmental

HKM Engineering: Phil Odegard, Project Manager
 Darryl James, Environmental Manager
 Lewis Baeth, Project Liaison
 Zoe Miller, Project Planner
 Sarah Nicolai, Project Planner
 Jeremy Salle, Project Engineer
 Tony Becken-Gaddo, Project Engineer

FHWA: Jeff Patten

City of Bozeman: Rick Hixson
 Tracy Oulman
 Debbie Arkell