



# MULLAN

## — BUILD —

# Mullan BUILD

Public Meeting #2  
Master Plan Improvements  
October 30, 2020



# Welcome & Introductions

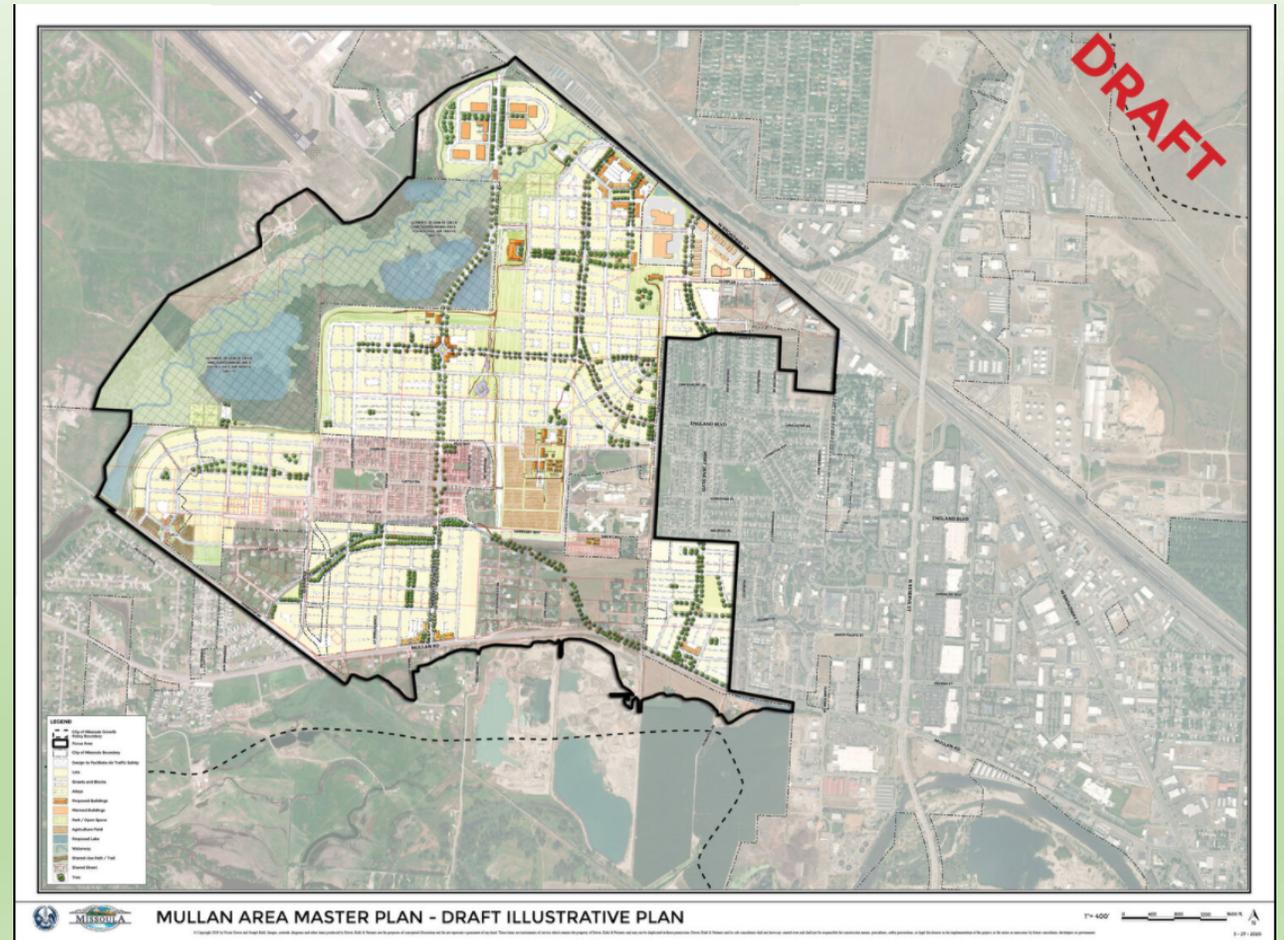
# Plan then BUILD

- Typically not done at the same time
- Timing of BUILD was set by federal grant
- Teamwork
  - Master Plan Team
  - BUILD Team
  - Collaboration



# Master Plan Schedule & Overview

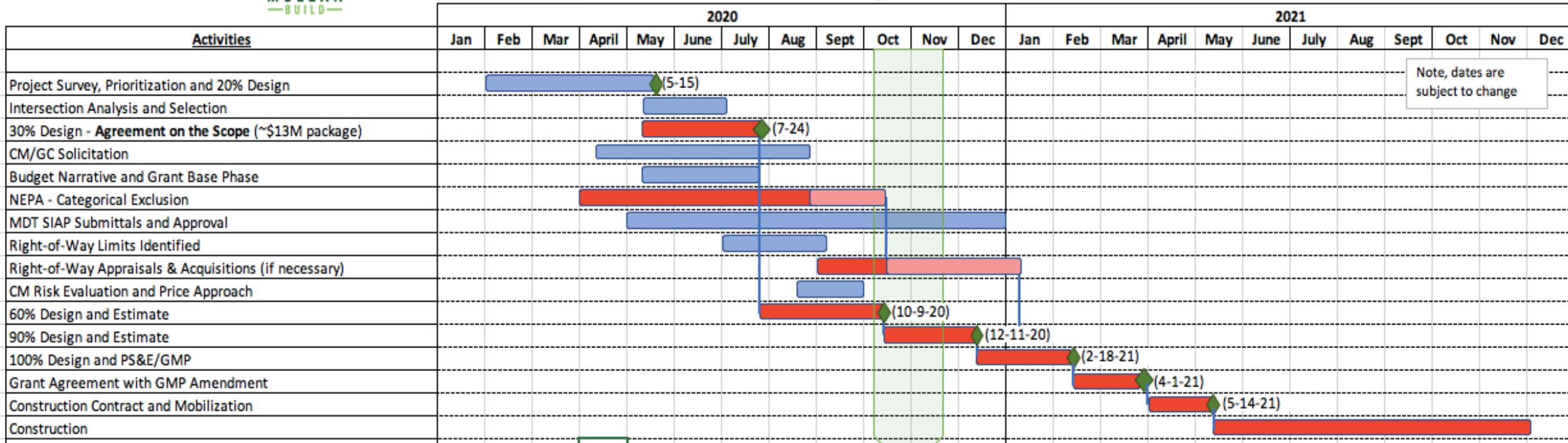
- Schedule
- Key Inputs and Outputs
  - Public Involvement
  - Zoning
  - Growth and Density Projections
  - Updated MPO Transportation Demand Model



# BUILD Schedule

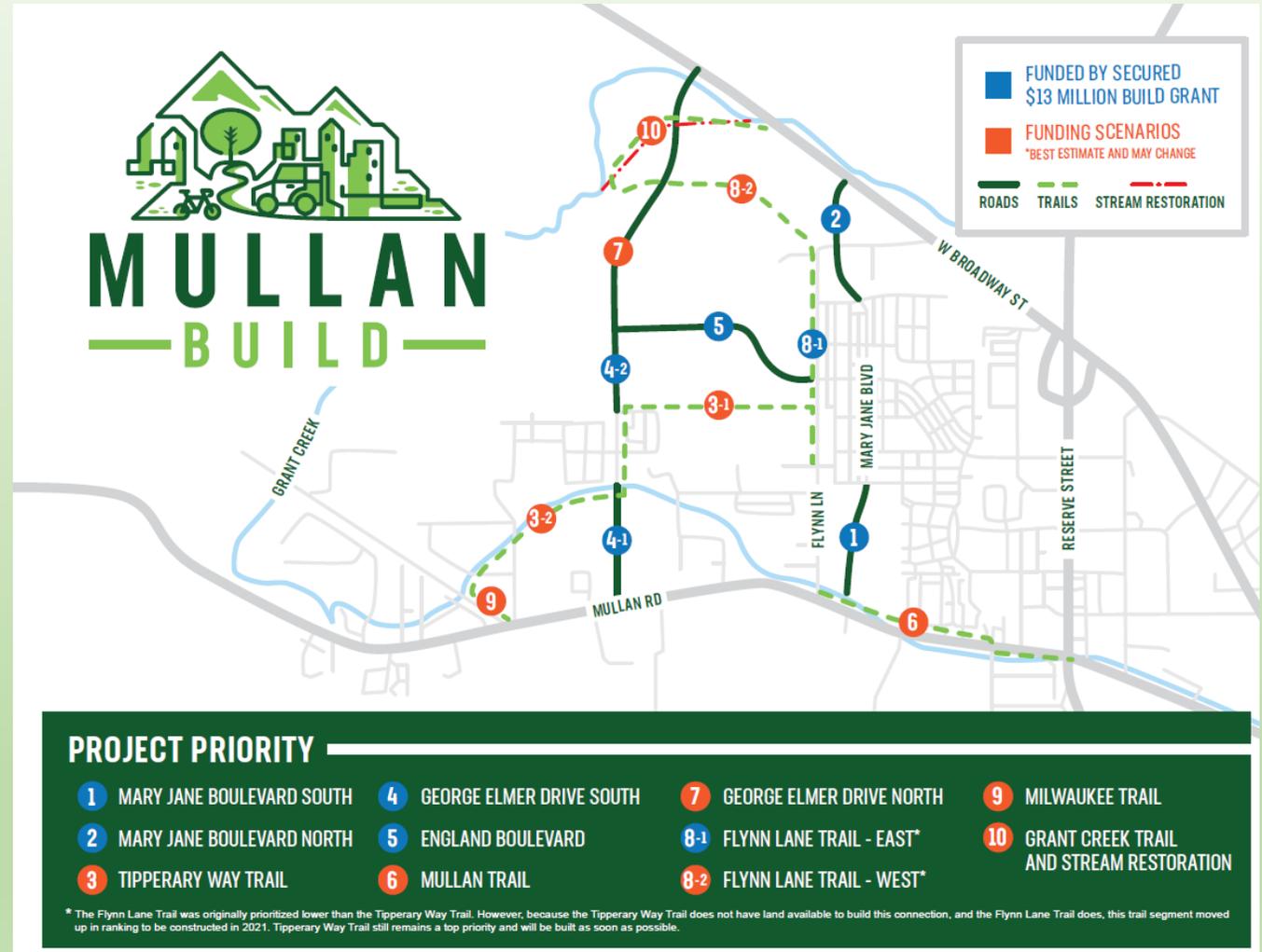


Mullan BUILD Milestone Schedule - updated 10.7.20



# BUILD Overview

- 30% Design
  - Collector Network
- 100% Design
  - Funded for Construction



# BUILD Implementation

- Intersection Design
- Typical Sections
- Water and Sanitary Sewer
- Stormwater Design

# Traffic Analysis & Intersection Control

- Area Density
- Traffic Volumes
- Intersection Analysis

Figure 2 Projected Population Growth (2015 - 2050) at TAZ Level

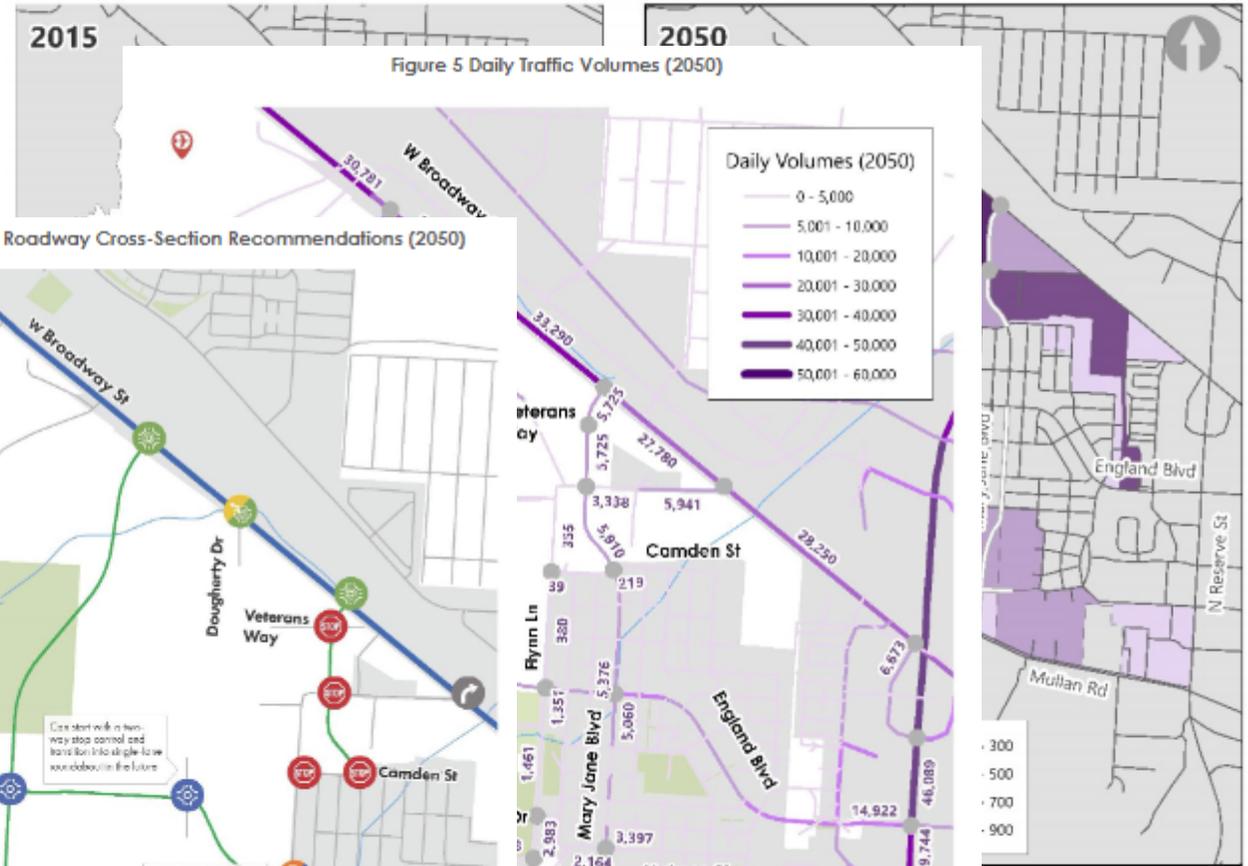


Figure 10 Intersection Control & Roadway Cross-Section Recommendations (2050)

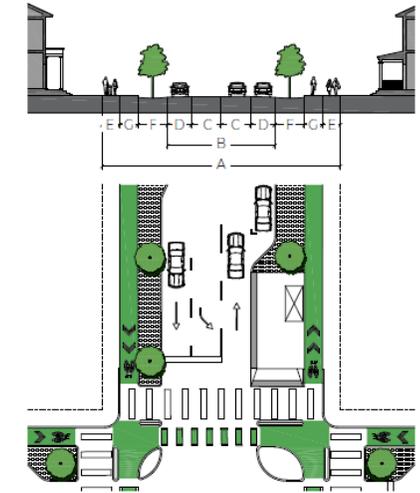


# Typical Road Sections

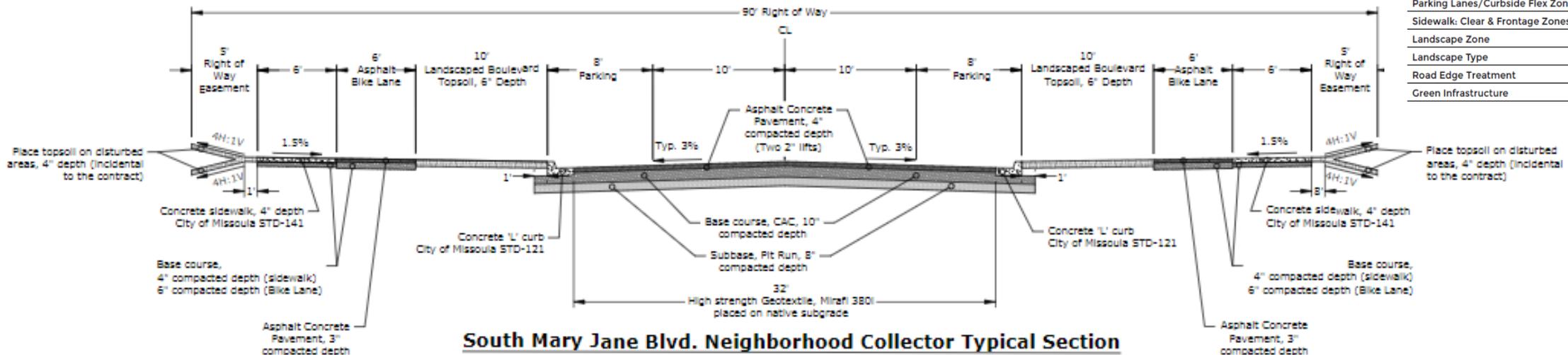
- Conceptual Sections from Master Plan
- Detailed Sections BUILD
  - Neighborhood Collector
  - Urban Collector
  - Protected Bike Lanes



## C. Neighborhood Collector



Thoroughfare Type	Neighborhood Collector	
Right-of-Way Width	80 feet	A
Pavement Width	36 feet	B
Traffic Lanes	Two - 10 foot drive lanes	C
Transit	Bus	
Bicycle / Micro-Mobility Facility	Two - 6' Protected Lanes	G
Parking Lanes/Curbside Flex Zone	Both sides @ 8 feet marked	D
Sidewalk: Clear & Frontage Zones	6 feet	E
Landscape Zone	10 foot continuous planter	F
Landscape Type	Trees @ 35' o.c. average	F
Road Edge Treatment	Curb	
Green Infrastructure	Bioswale	F

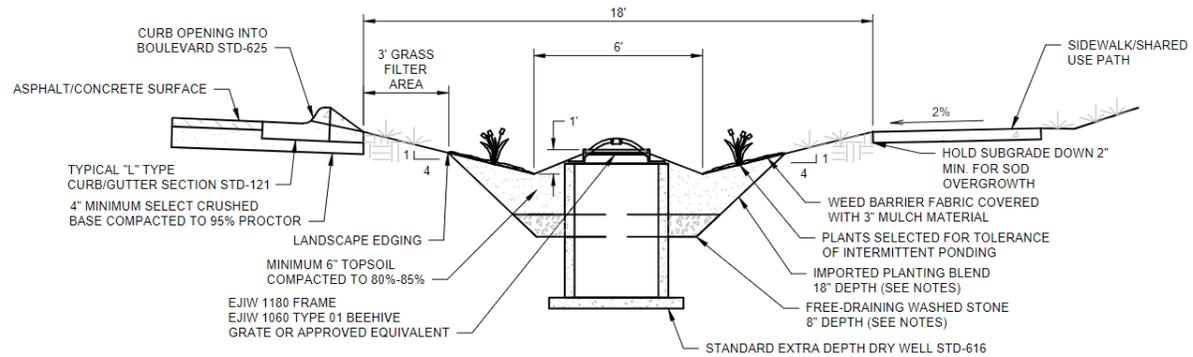
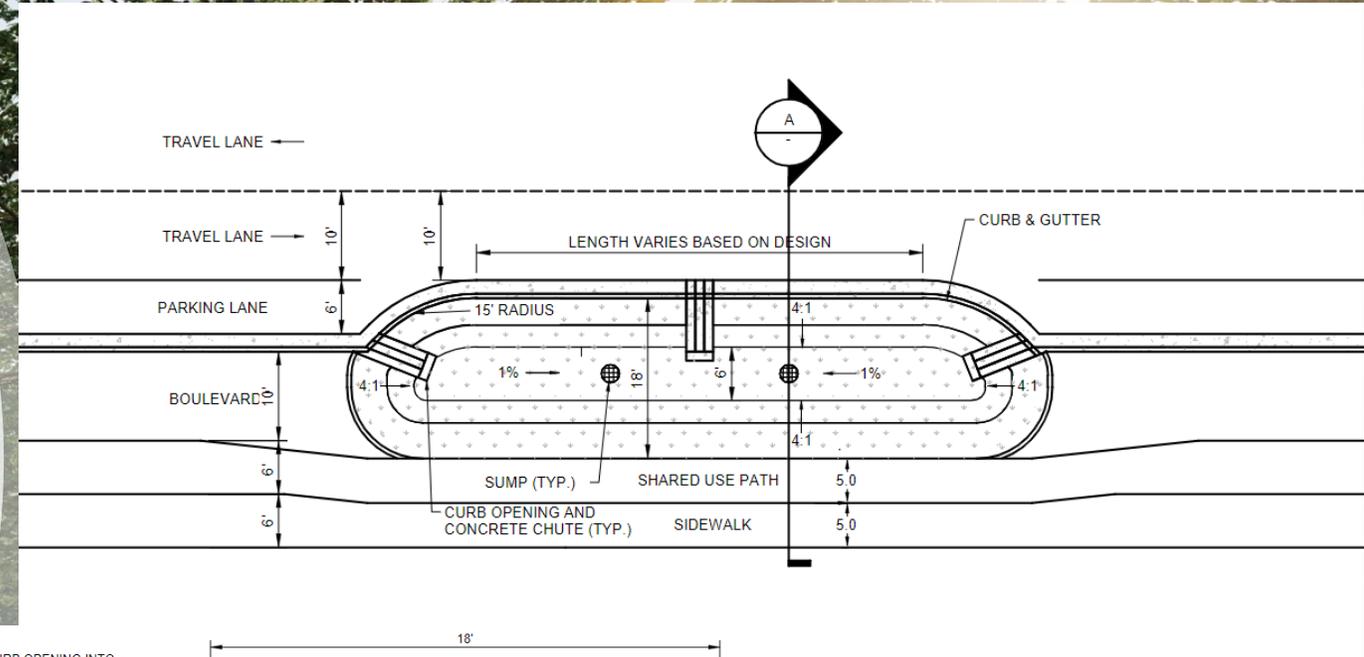


**South Mary Jane Blvd. Neighborhood Collector Typical Section**

STA 20+80 to 28+15  
STA 29+59 to 29+76

# Stormwater

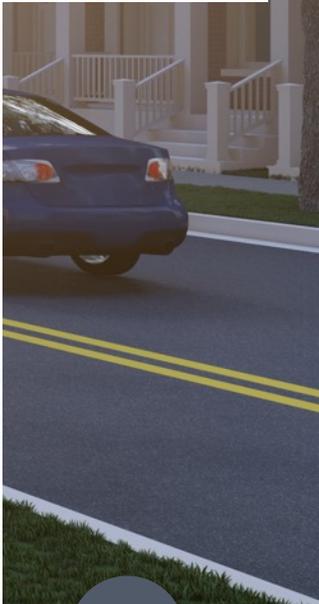
- Green Infrastructure
- Bio Swale Pretreatment



**GENERAL NOTES:**

1. SWALE DESIGN WIDTH AND DEPTH WILL VARY AS REQUIRED TO PROVIDE ADEQUATE TREATMENT STORAGE FOR THE GIVEN STORM VOLUME.
2. DRY WELL/INLET SHALL BE INSTALLED A MINIMUM OF 8 FT FROM THE NEAREST INLET TO PREVENT DIRECT INFLOW INTO THE OVERFLOW GRATE. PROVIDE A MINIMUM OF 3" FREEBOARD BETWEEN THE LOWEST SWALE INLET AND THE BASE OF THE TOP OF THE BEEHIVE GRATE.
3. NO COMPACTION IN SWALE BOTTOM.
4. SWALES SHALL BE GRASSED OR THE CITY OF MISSOULA STORM WATER DEPARTMENT CONSULTED FOR PROPER PLANT SELECTION IN SWALE.

SECTION  
NTS



# Thoughts?

- We are eager to hear your feedback!



# Future Meetings

- Nov. 13: Intersection Improvements
- Dec. 4: Design Aesthetics
- Dec. 18: Construction details