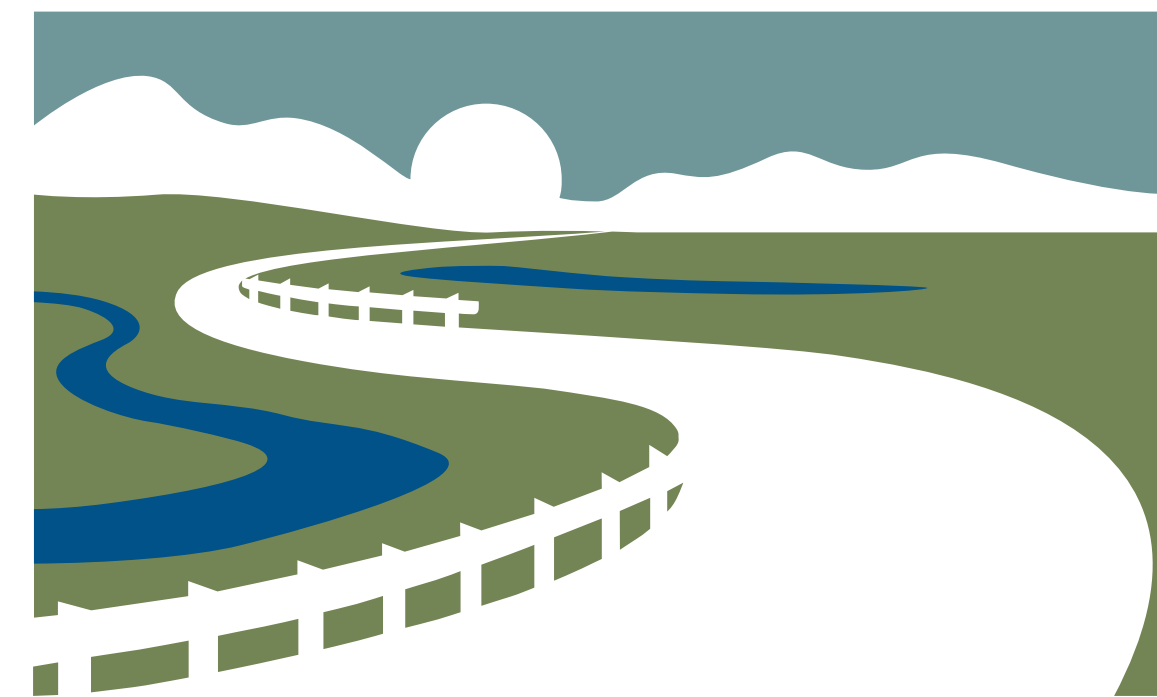




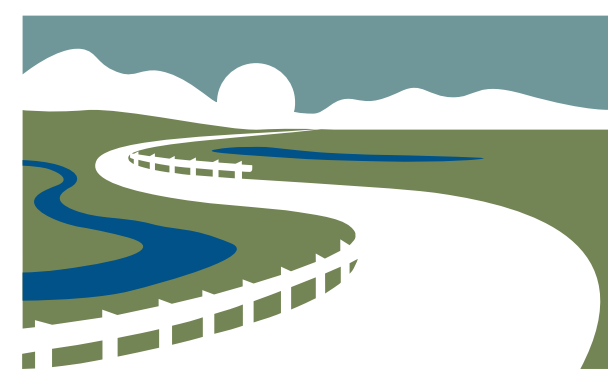
**MONTANA**  
Department of Transportation



**MULLAN  
ROAD**  
PULP MILL TO DESCHAMPS

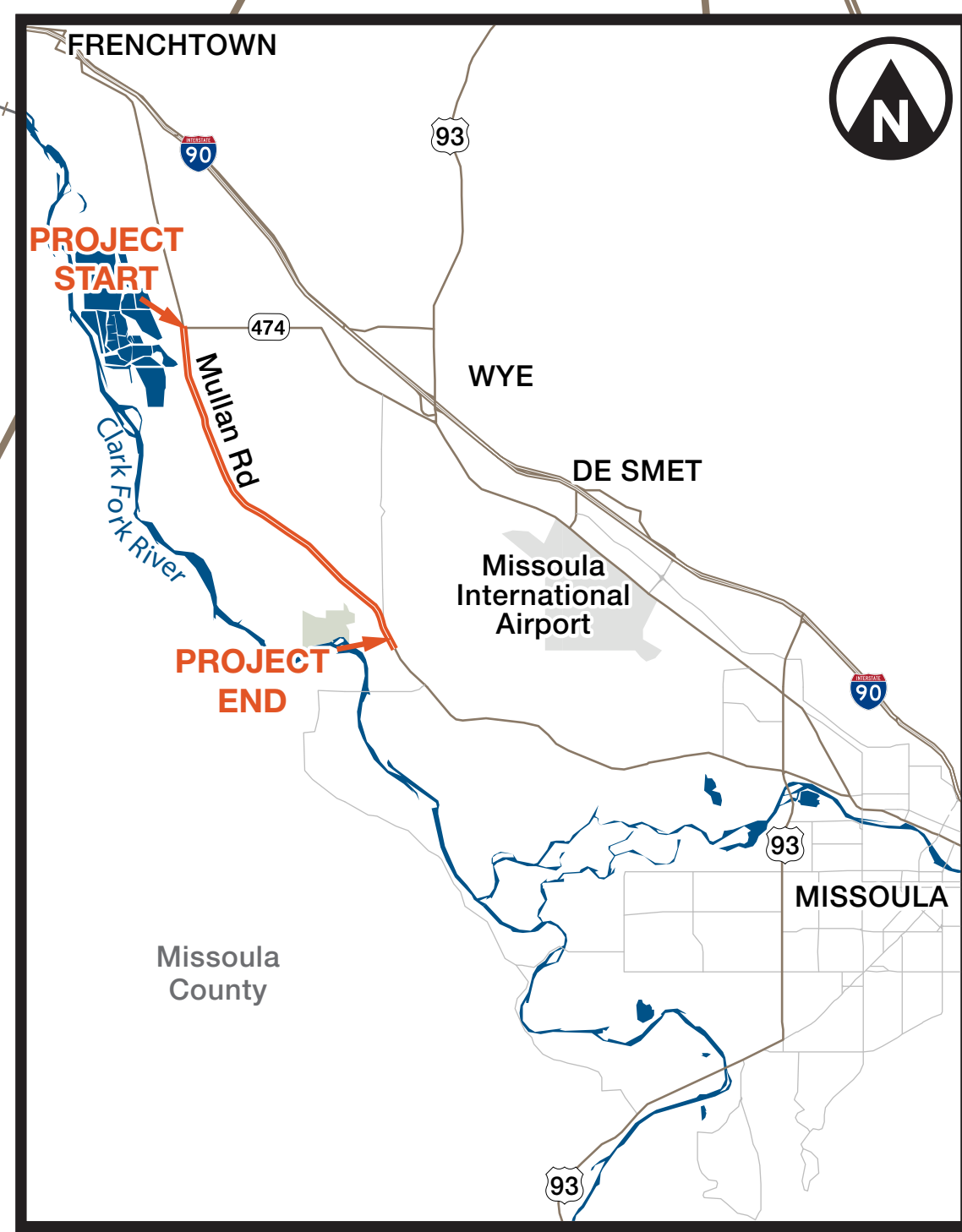
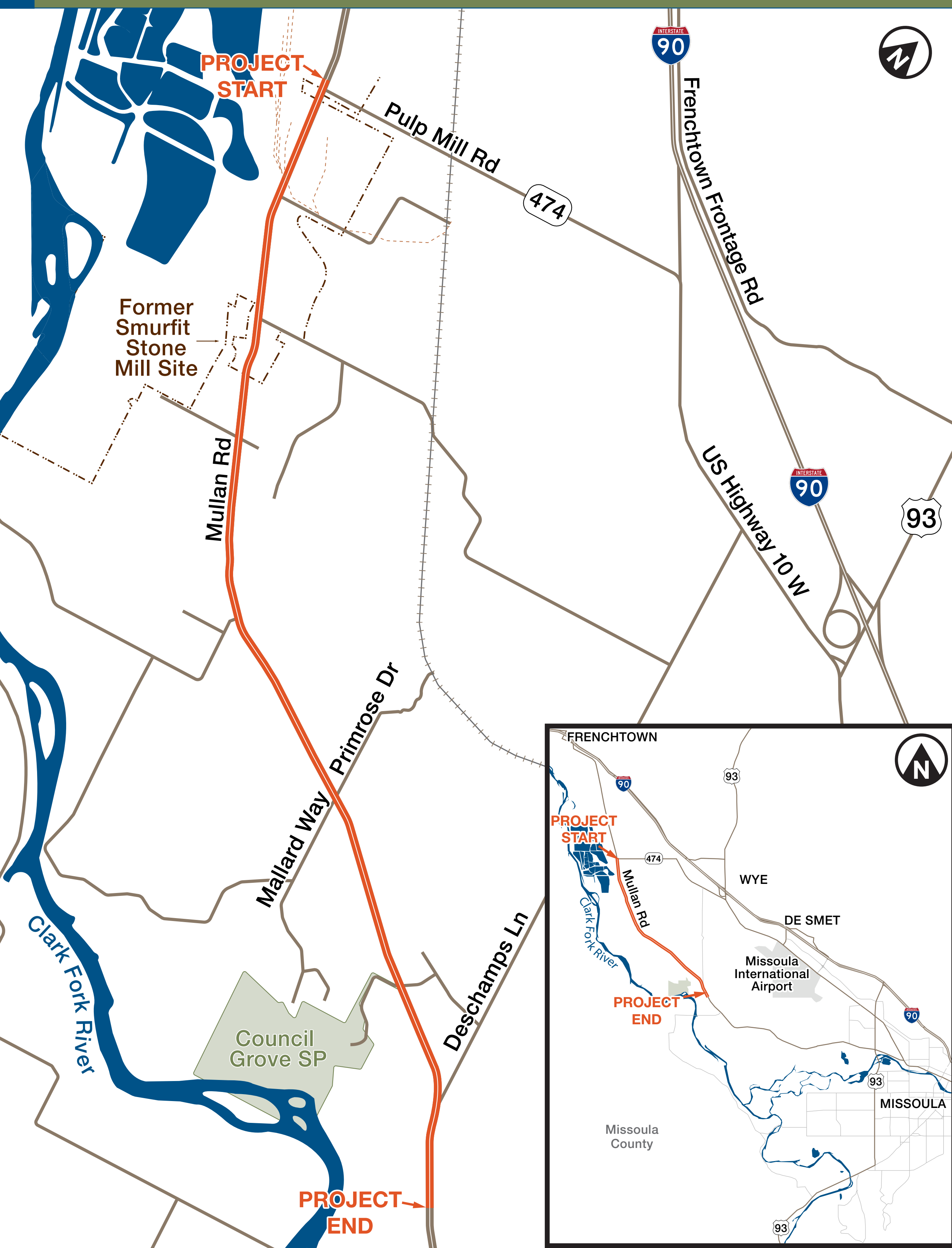
**Welcome!**



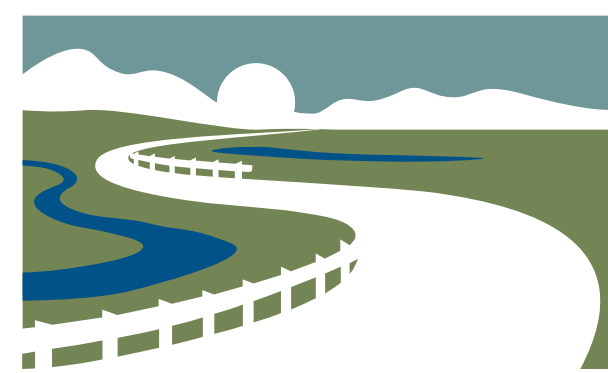


**MULLAN  
ROAD**  
PULP MILL TO DESCHAMPS

# Welcome



The Montana Department of Transportation (MDT) will reconstruct Mullan Road (Secondary Highway 263) from the intersection with Pulp Mill Road extending to just southeast of the intersection with Deschamps Lane. The project will provide an improved travel route for vehicles, bicyclists, and pedestrians.



**MULLAN**  
**ROAD**  
PULP MILL TO DESCHAMPS

# Vision Zero



- Eliminate all traffic fatalities and serious injuries.
- Enhance safety and increase mobility for all.
- We need **EVERYONE** to do their part.
  - Drive attentive.
  - Drive sober.
  - Drive to the conditions and do not speed.
  - Wear your seatbelt.

**Together, we can save lives!**

Learn more about Vision Zero at

**[www.mdt.mt.gov/VisionZero](http://www.mdt.mt.gov/VisionZero)**



**MONTANA**  
Department of Transportation



# Project Overview

To enhance safety and smooth the roadway, MDT will reconstruct Mullan Road from Pulp Mill Road to southeast of the intersection with Deschamps Lane.

- Widening the roadway to include two 12-foot lanes with 6-foot shoulders.
- Replace the culvert and bridge crossings at O’Keefe Creek, LaValle Creek, and the Primrose Irrigation Canal.
- Install new intersection lighting at the Pulp Mill Road intersection.
- Design a new shared-use path for bicyclists and pedestrians.





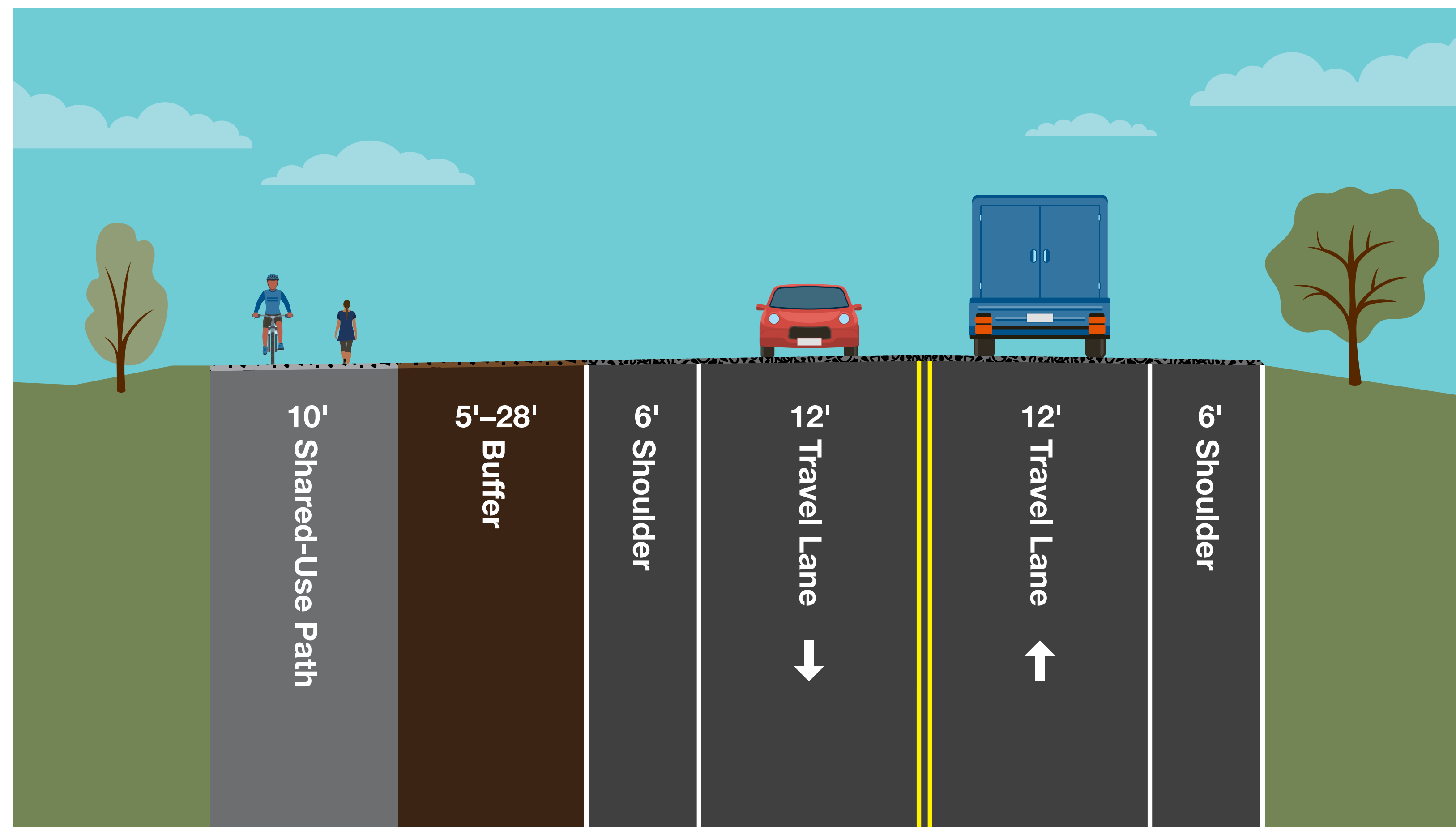
# Other Project Information

- Straighten curves and flatten hills, where possible, to improve visibility.
- Increase ditch sizes where possible to better handle snow collection and improve drainage.
- Replace guardrail and upgrade pavement markings, signage, and pavement.
- Adding centerline and shoulder rumble strips to enhance safety.
- Construction cost is estimated at \$16.2M.





# Mullan Road Details



- Two 12-foot travel lanes.
- Six-foot shoulders.
- Ten-foot shared-use path along the east side of Mullan Road.
- Buffer varies from 5 to 28 feet between road and path.
  - A shorter buffer allows less impact to right of way.



# Design Development

- Through meetings with Missoula County, various community councils, and individual landowners, the project team received the following feedback:
  - Add a shared-use path.
  - Evaluate the need for turn lanes at the Pulp Mill Road and Deschamps Lane intersections.
- The project's design for both the roadway and shared-use path support stakeholder requests.
  - In constrained areas, reducing the distance between the road and the path to decrease impacts to adjacent properties while balancing the safety benefit to path users.
  - No impacts to historic properties.





# Rumble Strips

- Rumble strips are recognized nationally as a proven safety countermeasure.  
[safety.fhwa.dot.gov/provencountermeasures/long\\_rumble\\_strip.cfm](https://safety.fhwa.dot.gov/provencountermeasures/long_rumble_strip.cfm)
- To minimize street noise, we plan to implement sinusoidal rumble strips, also known as mumble strips. These have a wave pattern ground into the pavement that lessens external noise when vehicles travel across them.
  - Sinusoidal rumble strips can be used on both the road centerline and shoulders
  - They are quieter and more expensive than traditional rumble strips.

**Let us know what you think.**



## ***Did you know...***

The use of rumble strips reduces the number and severity of roadway crashes. Shoulder rumble strips reduce the number of run-off-the-road, head-on and side swipe crashes.



# Shared-Use Path

- Early in the project design, Missoula County asked MDT to include a shared-use path as part of the Mullan Road project. MDT and the County signed an agreement, which includes the following:
  - MDT will secure the necessary rights of way and provide fill and grading work.
  - Missoula County will pave the shared-use path and provide railings, signs, and striping.
  - If the County elects to not include the path improvements at the time of construction, MDT will place soil and grade and seed the path with grass.
- The shared-use path will be built entirely on the northeast side of the roadway.
- A buffer will be placed between the shared-use path and road and vary in width along the course of the road from 5 to 28 feet.





# Environmental

- The project environmental document was approved by the Federal Highway Administration (FHWA) on September 14, 2022.
- Unavoidable impacts are anticipated to wetlands, streams, and irrigation facilities due to the widening of the roadway and construction of the shared-use path. Environmental permits will be required.
- A cultural resources report was completed in October 2021 that identified six properties located along the corridor as eligible for the National Register of Historic Places. No adverse impacts will occur to any historic properties.
- Soil was tested for potential contamination near the Pulp Mill Road intersection.





# Hydraulics

- The project team continues to coordinate with the Bureau of Reclamation and the Frenchtown Irrigation District on the modifications. Numerous irrigation facilities are affected by the project. There will be no impact on the water conveyance or operation of the irrigation facilities.
- The project will replace the existing 28-foot-wide bridge that crosses the Primrose Irrigation Canal (located between Primrose Lane and Primrose Drive) with a new 48-foot-wide concrete bridge to accommodate the wider roadway and shared-use path.
- Approximately 250 feet of LaValle Creek will be relocated and shifted to the north to accommodate the wider roadway and shared-use path.
- The project will require work within the floodplain of LaValle Creek, and a floodplain permit will be required.



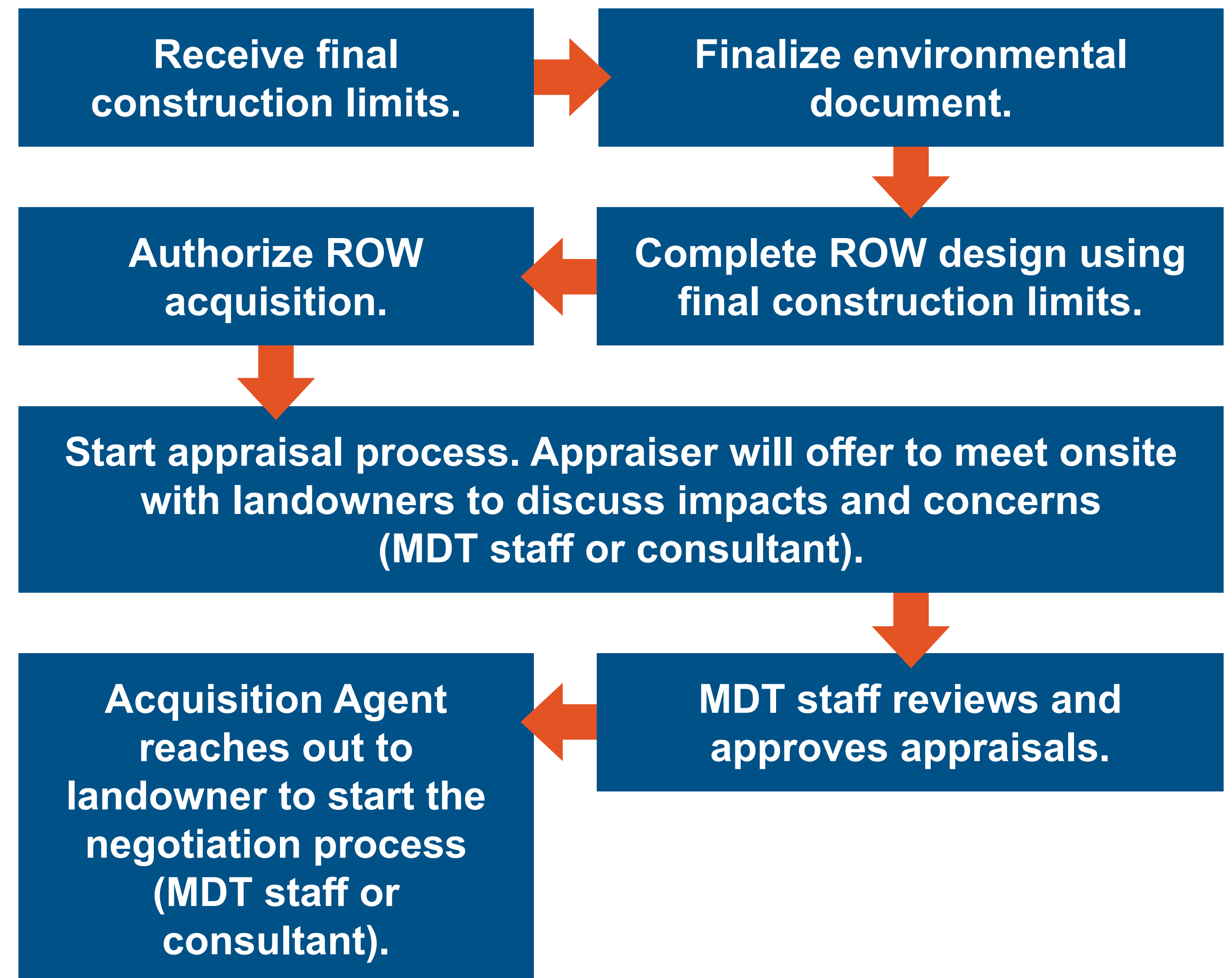


# Right of Way Process

## PROJECT RIGHT OF WAY

- We are currently verifying right of way impacts.
- Right of way acquisition is anticipated throughout the project limits to accommodate the wider roadway, shoulders, and shared-use path.
- Existing roadway easement varies from 60 to 90 feet. The road will continue to be located within the existing easement, but the additional shoulder width and shared-use path will require additional ROW on both sides of the roadway.
- Impacts to improvements (i.e., fences, mailboxes, etc.) will be addressed during the appraisal and negotiation process.

## PROCESS





# Project Schedule

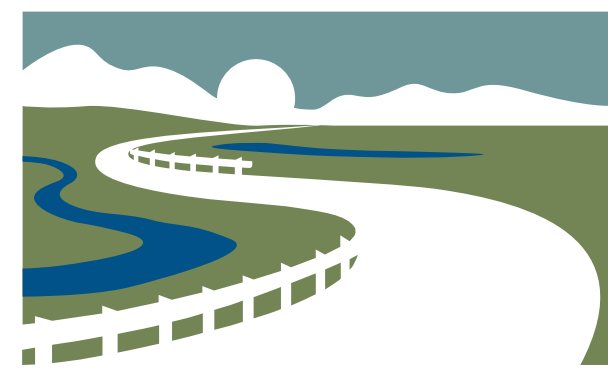
**WE ARE  
HERE**

- 10% Design: **COMPLETED.**
- 30% Design: **COMPLETED.**
- 60% Design: **COMPLETED.**
- 90% Design: **Summer 2024.**
- 100% Design: **Fall 2024.**
- Right of Way Acquisition: **2024–2026.**

The project is in the design phase. Construction is tentatively planned for 2027 and is subject to change depending on available funding and completion of all project development activities.



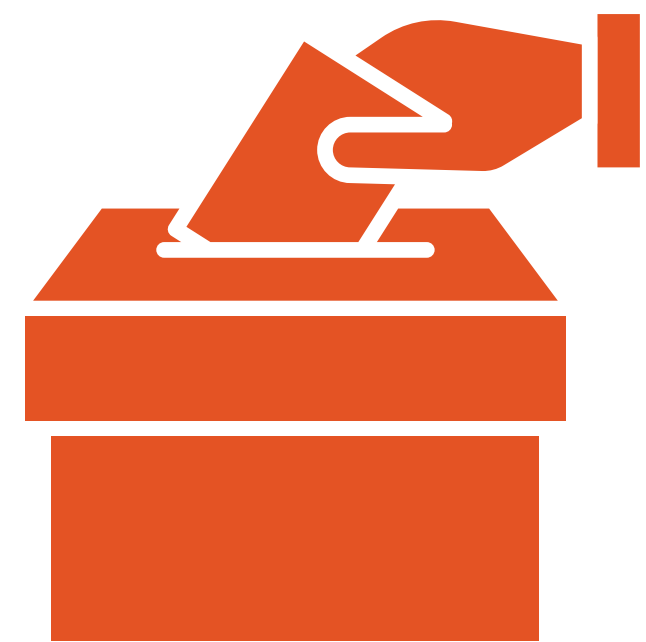




**MULLAN  
ROAD**  
PULP MILL TO DESCHAMPS

# Comments

## WE ENCOURAGE YOU TO SHARE YOUR INPUT



Please fill out a comment form and place your feedback in the comment box.

**OR**



Scan the QR code to visit the project website at [mdt.mt.gov/pubinvolve/mullanroad/](https://mdt.mt.gov/pubinvolve/mullanroad/) and leave a comment.



## CONTACT US

**Lisa Fischer**

 [Lisa.Fischer@hdrinc.com](mailto:Lisa.Fischer@hdrinc.com)

 406-577-5016

**Lisa Gray**

 [Lisa.Gray@hdrinc.com](mailto:Lisa.Gray@hdrinc.com)

 406-208-0551

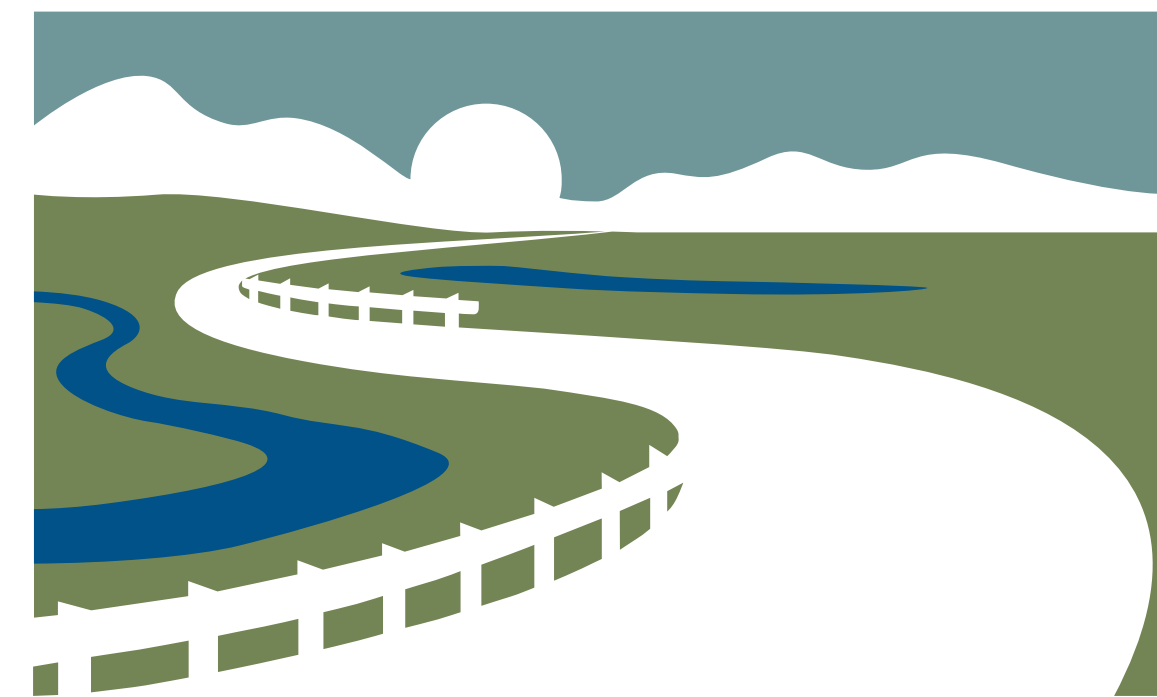
**TO CHECK OUT OTHER MDT  
ACTIVE PROJECTS GO TO  
[mdt.mt.gov/publications/map-gallery.shtml](https://mdt.mt.gov/publications/map-gallery.shtml)  
OR SCAN THE QR CODE**







**MONTANA**  
Department of Transportation



**MULLAN  
ROAD**  
PULP MILL TO DESCHAMPS

**Thank You!**