STATE PARK ROAD
RECONSTRUCTION PROJECT

State Park Road Reconstruction Project

Welcome!

Public Meeting No. 1

November 8, 2018

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Robert Peccia & Associates – Kalispell, Montana

City of Whitefish

STATE PARK ROAD
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State Park Road Reconstruction Project

- **Project Contacts**
  - City of Whitefish
    - Craig Workman, PE, Public Works Director
    - Karin Hilding, PE, Senior City Engineer
    - Jenny Emmenegger, Office Manager
  - Robert Peccia & Associates (RPA) – Consulting Engineers
    - Brandon Theis, PE, Project Manager

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State Park Road Reconstruction Project

- **Meeting Outline**
  - Purpose of Meeting
  - Overview of Preliminary Project Schedule
  - Review of Previous Planning Documents
  - Review Proposed Street Section
  - Review of Preliminary Design Exhibits
  - Review of Traffic Control
  - Public Input

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Summer/Fall 2018

- Data Gathering
- Public Involvement

Fall/Winter 2018

- Project Development
- Public Involvement

Winter/Spring 2018/2019

- Engineering Design – Phase 1
- ROW Acquisition – Phase 2

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PHASE 1 – LION MOUNTAIN LOOP TO HAUGEN HEIGHTS

Winter/Spring 2019

- Final Design
- Public Involvement

Spring 2019

- Advertising & Bidding
- Contractor Selected

Summer 2019

- Construction of Phase 1
- Traffic Detours

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PHASE 2 –HAUGEN HEIGHTS TO RAILROAD CROSSING

Fall 2019

- Final Design
- Public Involvement

Winter 2020

- Advertising & Bidding
- Contractor Selected

Spring & Fall 2020

- Construction of Phase 2 (Minimal Construction in July & August)
- Traffic Detours

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- **Review of Previous Planning Documents**
  - Transportation Plan – 2009
    - Identified a Urban Collector for State Park Road
  - Bike/Ped Master Plan – 2017
    - Identified a path adjacent to State Park Road
  - Utility Master Plans – 2015 Stormwater System Utility Plan
    - Identified a pipe system to replace the roadside ditches, a stormwater detention facility and a need to construct an outfall to Whitefish Lake with water quality treatment;
  - City Standards for Design and Construction

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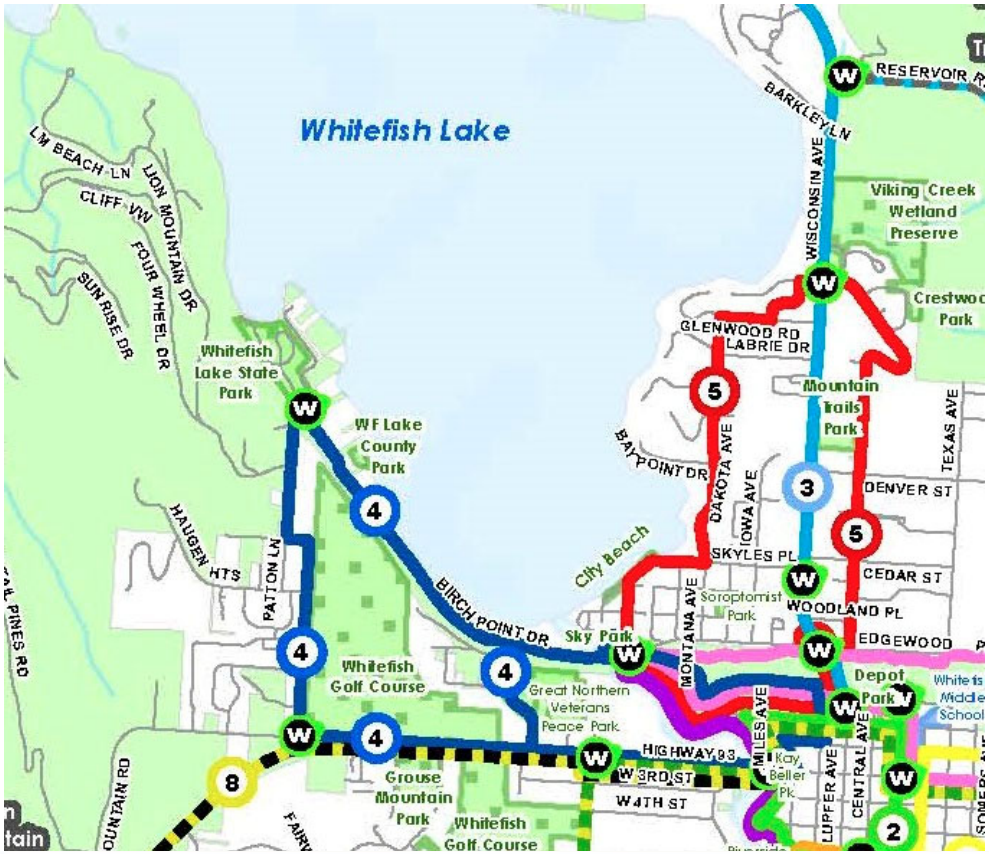

Legend

- Wayfinding Location
- 1 Whitefish River Trail (3.3 mi)
- 2 Whitefish Promenade (1.6 mi)
- 3 Wisconsin Ave Trail (4.2 mi)
- 4 Whitefish Lake State Park Loop (4.5 mi)
- 5 City Beach Loop (3.5 mi)
- 6 BNSF Railway Loop (4.2 mi)
- 7 7th St St Bikeway (1.6 mi)
- 8 93 Trail (4.4 mi)
- 9 Southside Loop (6.7 mi)
- 10 18th St Cutoff (1 mi)
- 11 13th St Cutoff (1.3 mi)
- 12 Safe Schools Route (1.8 mi)
- 13 Highway 93 South
- 14 Highway 40

4	**Whitefish Lake State Park Loop**	A 4.5-mile loop from Downtown across the Skye Park Bridge and along Birch Point Dr. and W. Lakeshore Dr. to Whitefish Lake State Park, then returning along State Park Road and Highway 93. This route includes the "Ramsey Cutoff" to reduce distance and provides access to Great Northern Veteran's Peace Park.

C12	**State Park Road Trail** Build a Shared Use Path adjacent to State Park Road when the road is rebuilt with resort tax funds (anticipated 2019). This creates a valuable connection to the Highway 93 Trail and a key link in the Whitefish Lake State Park recreational loop.	**Shared Use Path**	**5,794**	**$788,000**

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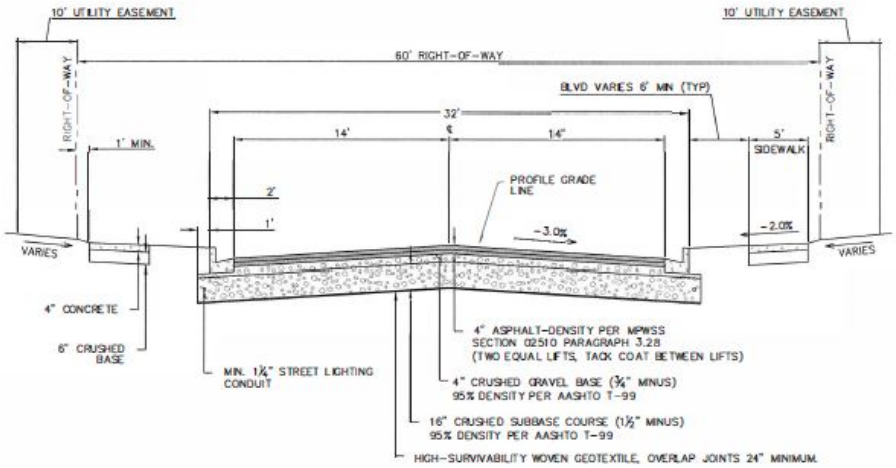

32 FT. TYPICAL ROADWAY SECTION
SCALE: NONE

NOTES:

1. THE WIDTH OF THE RIGHT OF WAY MAY HAVE TO BE INCREASED DUE TO ROAD SLOPES, UTILITIES, TRAFFIC VOLUME OR OTHER REQUIREMENTS.
2. ALL TOPSOILED AREAS TO BE SEEDED OR SODDED.
3. THE MAXIMUM GRADE SHALL BE 8%.
4. GEOTEXTILE SHALL BE MIRAFI 500x OR APPROVED EQUAL.

   GEOTEXTILE INSTALLATION:

   A. COMPACT SUBGRADE TO 95% PROCTOR.
   B. REMOVE ALL WRINKLES.
   C. DO NOT DRIVE OR OPERATE EQUIPMENT ON FABRIC.

5. UTILITY NOTE: NO UNDERGROUND UTILITIES SHALL BE PLACED IN THE BOULEVARD BETWEEN THE BACK OF CURB AND SIDEWALK, UNDERGROUND UTILITIES (OTHER THAN SEWER, WATER, STORM SEWER, AND STREET LIGHTING) SHALL BE LOCATED BETWEEN BACK OF SIDEWALK AND THE EASEMENT LINE.

CONSTRUCTION STANDARDS CITY OF WHITEFISH	COLLECTOR STREET (NO PARKING)	SD-8

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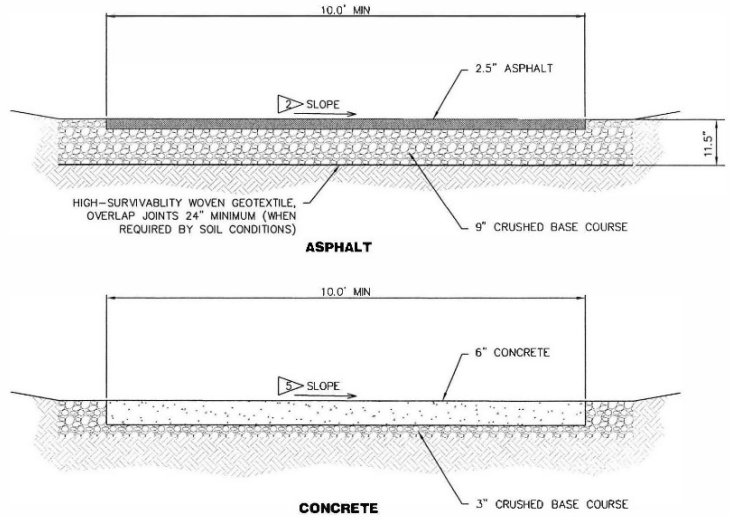

BIKE PATH
SCALE: NONE

DETAIL NOTES:

1. BIKE PATHS SHALL BE DESIGNED TO SUPPORT A MINIMUM 12,500 POUNDS.
2. ASPHALT PATHS SHALL BE A MINIMUM OF 10 FEET WITH A CROSS SLOPE OF 2.0% AND A 1 FOOT WIDE GRAVEL BORDER ALONG EACH EDGE. THE MINIMUM WIDTH MAY BE REDUCED TO 8 FEET WITH THE APPROVAL OF THE CITY OF WHITEFISH.
3. PATH BED SHALL CONSIST OF A MINIMUM 9 INCHES OF CRUSHED GRAVEL COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T99, UNLESS OTHERWISE DICTATED BY SUB-SOIL TYPE MATERIALS BEING COMPACTED TO ROAD STANDARD.
4. THE OVERLAY SHALL CONSIST OF 2.5 INCHES OF ASPHALT COMPACTED TO 93% OF MAXIMUM DENSITY, AS DETERMINED BY ASTM D-2041. CONSTRUCTION SEAL SHALL BE APPLIED AT 0.08 GALLONS/SQUARE YARD AFTER INSTALLATION.
5. CONCRETE PATHS SHALL BE A MINIMUM OF 10 FEET WITH A CROSS SLOPE OF 2.0%. THE MINIMUM WIDTH MAY BE REDUCED TO 8 FEET WITH THE APPROVAL OF THE CITY OF WHITEFISH.
6. PATH BASE SHALL CONSIST OF A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99. CONCRETE SHALL BE A MINIMUM OF 6 INCHES OF M4000 REINFORCED WITH 1.5 lbs. PER CUBIC YARD OF FIBER MESH
7. WHERE TERRAIN ALLOWS, SLOPE OF THE PATH SHOULD NOT EXCEED 12:1.

CONSTRUCTION STANDARDS CITY OF WHITEFISH	BIKE PATH	SD-48

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What we know from previous Planning Documents

- Roadway shall be an urban section (curb and gutter) and shall be 32-feet wide.
- A new path shall be installed adjacent to the roadway.
- A new stormwater system shall be installed with detention, treatment and outfall.

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Roadway & Path Section

- **Roadway**
  - 32’ from TBC to TBC
- **Path**
  - 10’ Wide Preferred, but can be 8’ Wide Minimum
- **Boulevard**
  - Need to have a landscape buffer (boulevard) between the roadway curb and path
  - Typically 6’ Wide
- **Thus, section is 46’ to 48’ wide**

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Roadway & Path Section – cont'd.

- **Thus, section is 46' to 48' wide**
- **Existing section is 22' to 27' wide (approx.)**
- **Existing ROW varies from 45' to 60' – PH 1, and from 30' to 45' – PH 2**
- **Questions?**

- **Path Location – Only on One Side**
  - RPA performed analysis of the path being on either the east side and on the west side.
  - Recommendation is for path to be on west side, due to:
    - Increased separation from homes and traveling vehicles
    - Improved connectivity to existing pedestrian facilities and residential areas
    - Fewer underground utility conflicts

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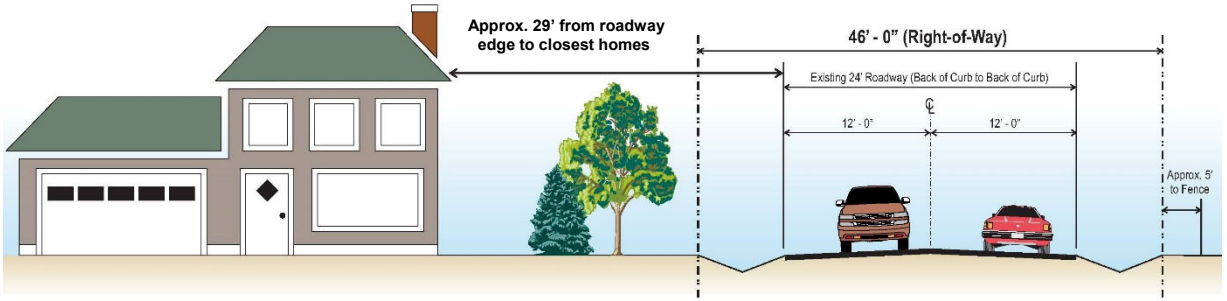
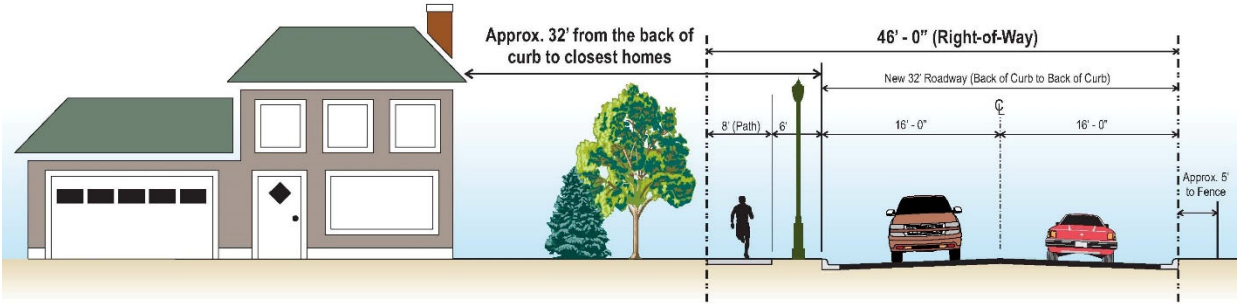
Roadway with Path on West Side



Existing Roadway

For Conceptual Purposes Only - Not to Scale



Path to the West of Roadway

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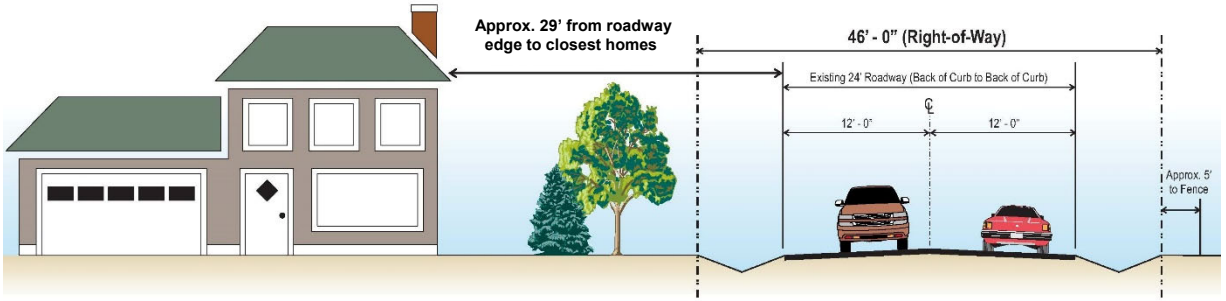
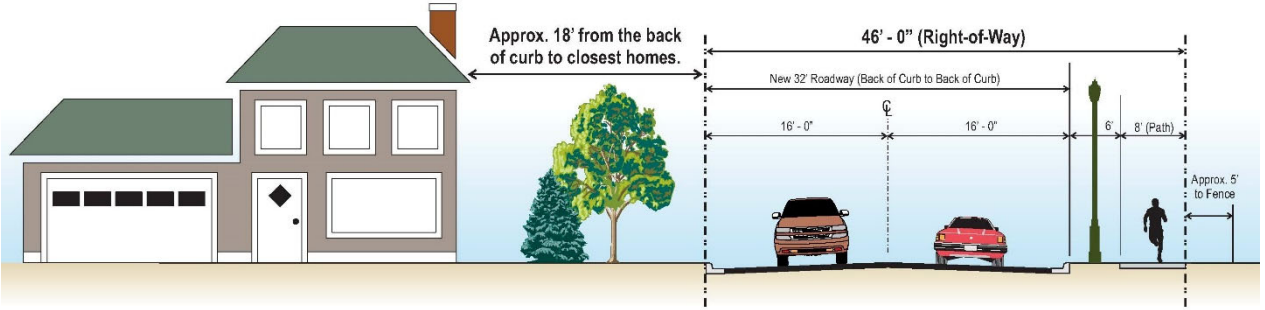
Roadway with Path on East Side



Existing Roadway

For Conceptual Purposes Only - Not to Scale



Path to the East of Roadway

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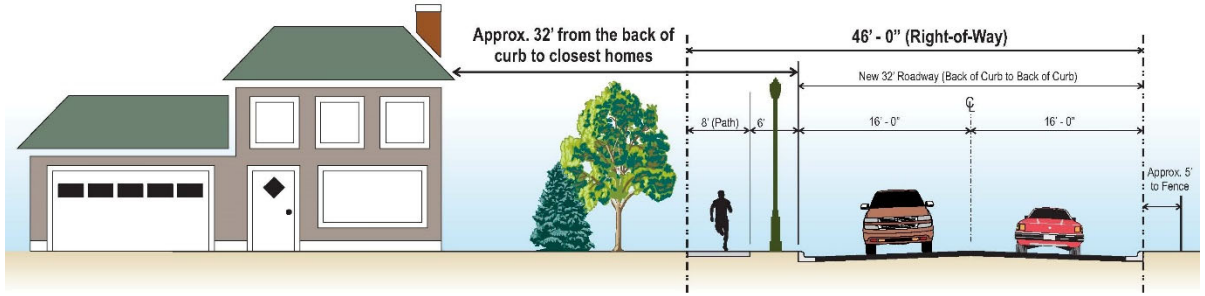
RECOMMENDATION: Path on West Side

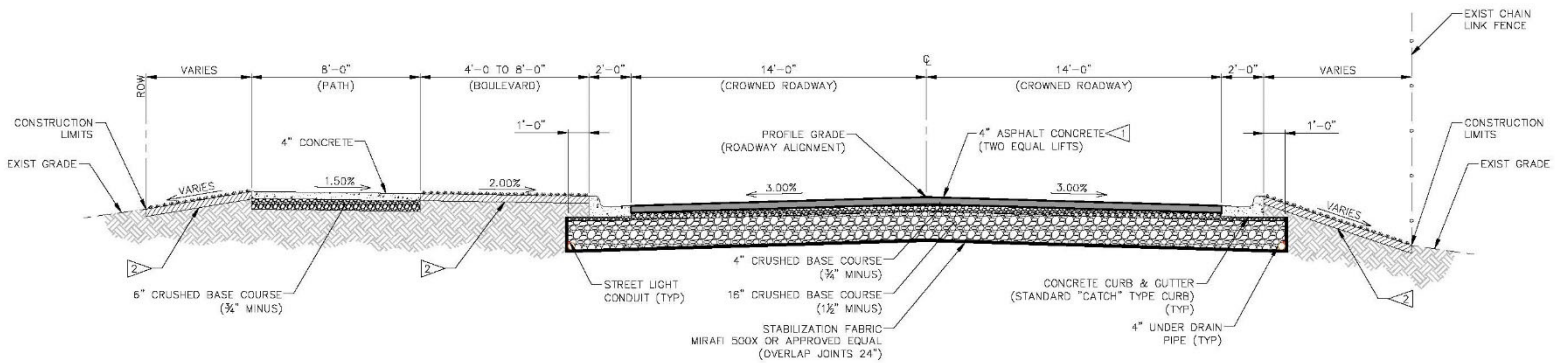


Path to the West of Roadway
For Conceptual Purposes Only - Not to Scale

- **32’ Wide Roadway**
- **8’ Path on West Side**
- **4’ to 8’ Wide Boulevard, Typically 6’**
  - With Trees and Street Lights
- **Questions or Comments?**

NOTES:

1. TACK COAT TO BE PLACED BETWEEN ASPHALT CONCRETE LIFTS.
2. TOPSOIL, HYDROSEED, FERTILIZER AND MULCH.



TYPICAL SECTION (A)

SCALE: NONE

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SYM	REVISION	BY	APPD	DATE
	PRELIMINARY NOT FOR CONSTRUCTION			

B.TILIES DESIGNED BY	November 2018 DATE
M.ROGERS DRAWN BY	18111.000 PROJECT NO.
R.MITCHELL CHECKED BY	Project Displays_SPR FILE

PROJECT TITLE

STATE PARK RECONSTRUCTION PROJECT - PHASE I

Whitefish, Montana

SHEET TITLE

TYPICAL SECTION

SHEET

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Proposed Street Lighting

- Street lights are typically spaced every 180-200 feet.
- Street lights are typically spaced at intersection and at mid block locations.
- City standard street lights will be installed.
- Street lights have house side shields to minimize light trespass.

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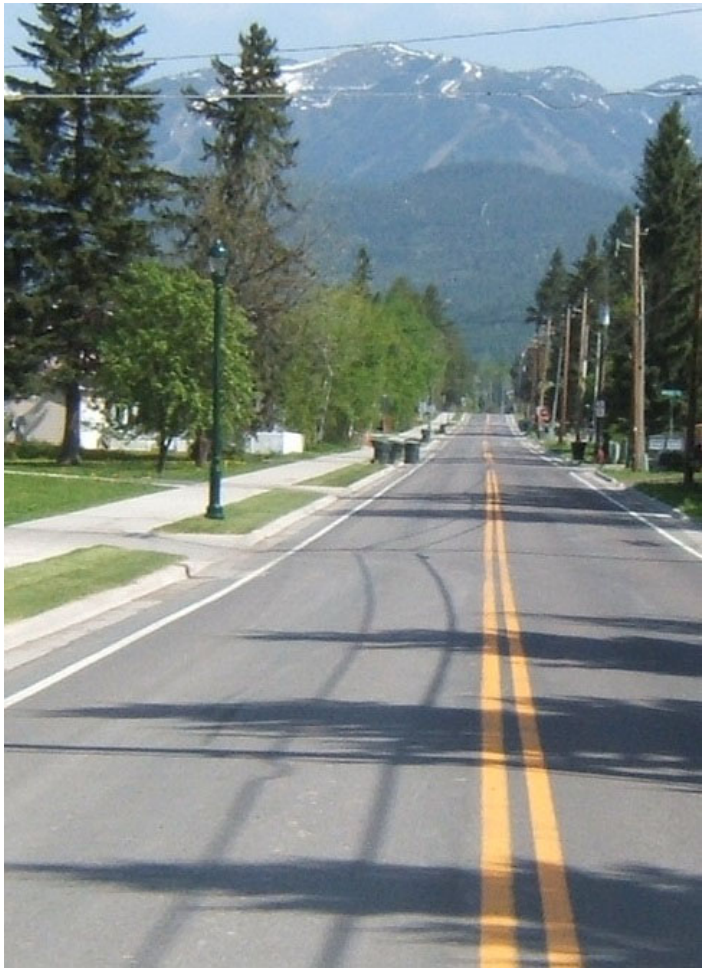
City Standard Street Light



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PROJECT TITLE
STATE PARK RECONSTRUCTION PROJECT - PHASE I
Whitefish, Montana

SHEET TITLE
PROJECT PLANS

SHEET
1

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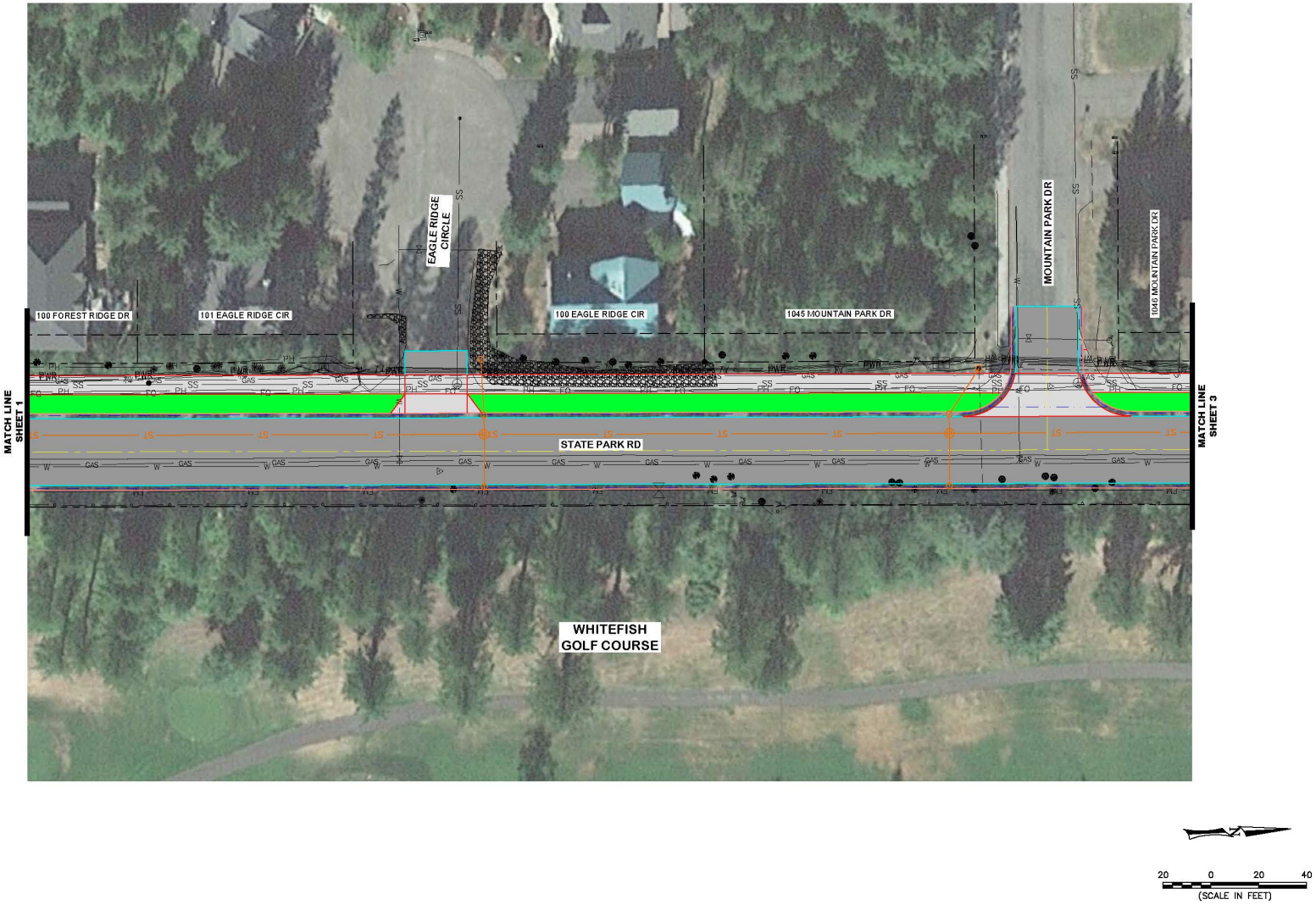

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SHEET TITLE
PROJECT PLANS

SHEET
2

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Whitefish, Montana

SHEET TITLE
PROJECT PLANS

SHEET
3

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PROJECT TITLE
STATE PARK RECONSTRUCTION PROJECT - PHASE I
Whitefish, Montana

SHEET TITLE
PROJECT PLANS

SHEET
4

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State Park Roadway – Other Considerations

- Resort Tax Funding
- Whitefish Lake State Park
- Utility Relocations
- Right-of-Way Acquisitions
- Traffic Control & Detours

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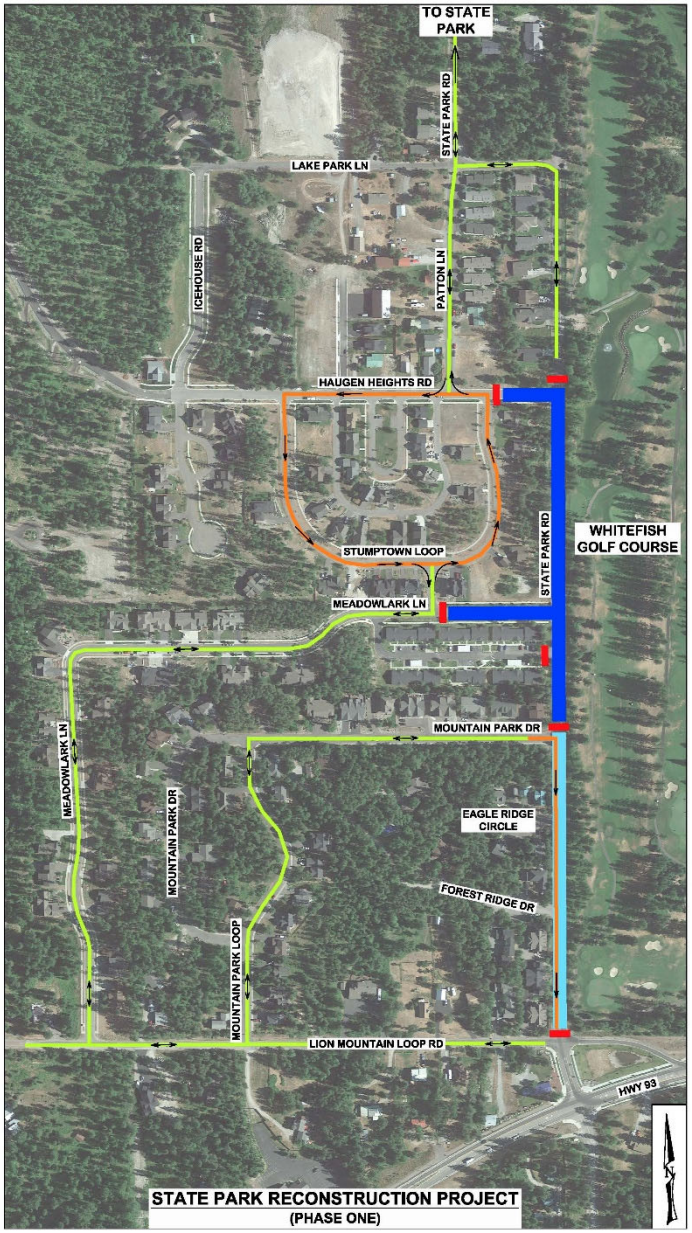

Traffic Control & Detours – Phase One

LEGEND

- PROJECT LOCATION FULL ROAD CLOSURE
- PROJECT LOCATION ROAD CLOSURE LOCAL ACCESS ONLY (EAGLE RIDGE CIR & FOREST RIDGE DR)
- ONE–WAY DETOUR
- TWO–WAY DETOUR
- ROADWAY CLOSURE
- ONE–WAY TRAFFIC (FLOW DIRECTION)
- TWO–WAY TRAFFIC (FLOW DIRECTION)

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Let Us Hear From You!

- **Existing Issues/Concerns**
  - You live here! Tell us about any existing issues or concerns you may have.
- **Sign-in Sheet**
  - Please sign the Sign-in sheet
- **Comments**
  - Please complete Comment Sheets