

CITY OF CHOTEAU

38 FIRST AVENUE N.W.
P.O. Box 619
CHOTEAU, MONTANA 59422-0619
(406) 466-2510



MT Department of Transportation
Transportation Alternatives Program
Dave Holien
PO Box 201001
Helena, MT 59620-1001

March 21, 2017

Dear Mr. Holien:

The City of Choteau is requesting \$191,568.00 from the MDT Transportation Alternatives (TA) Program for the construction of new sidewalks and replacement of existing asphalt trail to increase safety, connectivity, and accessibility. Creating and promoting a safe, walkable community is a high priority in Choteau, and the City is committed to developing a consistent sidewalk system throughout our community.

TA funding will enable us to construct new sidewalks and replace deteriorating trails along our important 7th Avenue NW corridor. Construction will include ADA complaint sidewalks and ramps, increasing accessibility throughout this section of the community. The goal of this project is to construct sidewalks to safely route children to the Choteau School Campus (K-Grade 12), the Choteau Hospital, the Skyline Lodge (retirement community), as well as connecting residential developments to the north and west with the school campus. The lack of safe pedestrian facilities and the inaccessibility of numerous sections of the existing asphalt trail (north of 3rd Street NW) effectively act as a barrier to pedestrians walking to and from these key locations in Town, and ultimately reduces the walkability of the City.

Our project has been welcomed with the community's support, and we are committed to providing a match of 13.42% of the total construction cost, including Indirect Costs once the MDT awards TA funding to our project.

We appreciate your consideration of the proposed project, and look forward to working with you to make Choteau a safer and healthier community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jack Conatser', with a long horizontal flourish extending to the right.

Jack Conatser
City of Choteau, Mayor

CITY OF CHOTEAU

Montana Transportation Alternatives (TA) Program 2017-2018 TA Application

March 2017

Prepared by:



**Montana Transportation Alternatives (TA) Program
2017 – 2018 TA Application
City of Choteau**

1. Project Name

City of Choteau Sidewalk Improvement Project

2. Local Entity Sponsor (Sponsor) and Population

City of Choteau, population under 5,000

3. Project Contact (name, title, address, phone number(s), email)

Jodi Rogers
City of Choteau, Finance Officer
P.O. Box 619
Choteau, MT 59422
Phone: (406) 466-2510
Email: choteaufo@3rivers.net

4. Estimated Total Project Cost

Task	Estimated Cost
Preliminary Engineering	\$41,000.00
Construction (+15% Contingency)	\$135,368.00
Construction Administration	27,074.00
Indirect Cost (Construction & Construction Admin)	\$17,820.00
Total	\$221,261.00

TA Match	\$191,568.00
Local Match 13.42%	\$29,693.00

5. Project Eligibility

TA Criteria

The City of Choteau proposes to design and construct accessible sidewalks for pedestrians, which is an eligible activity as outlined in the FAST Act. The City of Choteau proposes to replace non-accessible and deteriorating asphalt trail along the west boulevard of 7th Ave NW, and construct new sidewalk in front of the Choteau High School, refer to the site exhibit in Appendix A. This project falls under the following three FAST ACT eligible activities: *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalk and projects to achieve compliance with the ADA; Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and The Safe Routes to School program under §1404 of SAFETEA-LU.*

TransPlanMT

The proposed project meets the Economic Development and Bicycle and Pedestrian Transportation Policies and Actions as identified in the TransPlanMT.

Economic Development: Policy Goal C. Support state and local economic development initiatives to maximize new economic opportunities.

o Action C.3. Continue to coordinate with and provide support to local economic development initiatives.

It is becoming increasingly clear that pedestrian friendly communities support local economic development by attracting tourists, businesses, seasonal and year-round residents. The City's Growth Policy sets a strong vision for a strengthened downtown and improved transportation network including bicycle and pedestrian facilities. The Growth Policy states, "[t]he central business district is where the people of Choteau and the surrounding area collect their mail, shop, dine, conduct public business, and stage community events. Its historic buildings, anchored by the Teton County Courthouse and pedestrian scale are also the foundations of its appeal to visitors and the small town character residents cherish" (Appendix E. Pg 6). The Growth Policy also notes that non-motorized facilities bring people into the community and generate a positive economic and cultural market for the area (Appendix E. Pg 7). The proposed construction of new, accessible sidewalks will advance the Growth Policy's goal and support the City's economic development initiatives.

Bicycle and Pedestrian Transportation: Policy Goal A. Institutionalize bicycle and pedestrian modes.

o Action A.3. Assist other units of government to provide transportation facilities that encourage or consider use by bicyclists and pedestrians.

The proposal is to construct sidewalks that will be used by pedestrians and will support Action A.3.

o Action A.6. Encourage the implementation of bicycle and pedestrian projects in the vicinity of kindergarten through grade 8 schools through the Safe Routes to School Program.

The proposed sidewalk project connects the Choteau Schools (K-12) to surrounding neighborhoods and downtown, directly supporting the statewide Safe Routes to School Program and advancing Action A.6.

Local Transportation Plan

Neither the City of Choteau nor Teton County have a Local Transportation Plan. However, the City of Choteau's Growth Policy (Appendix E) supports the proposed project and the project will improve local transportation by providing safer routes to walk through one of Choteau's residential neighborhoods, and connecting to key locations, including the schools, hospital and Skyline Lodge.

6. Project Statement

a. Project narrative/abstract

The proposed project, within the City limits, is to replace non-accessible and deteriorating asphalt trail along the west boulevard of 7th Ave NW and located between 7th Street NW and the high school staff parking lot (south of 3rd St NW). Outlined below are the elements included in this project.

- Replace approximately 1,350 feet of crumbling asphalt trail with ADA and PROWAG-compliant concrete sidewalk. All sidewalks will be 5-feet wide.
- Approximately 500 feet of new concrete walk will be added to the south of 4th Street NW. All

sidewalks will be 5-feet wide.

- The sidewalk from 3rd St and south to the north end of the school parking will include thickened edge sidewalk to facilitate drainage, and the sidewalk across the parking lot will be at parking grade to allow drive over.
- All drivable sections of sidewalk will be 6 inches thick.
- No change in the existing drainage pattern is expected as a result of the project, however, design for the project will include a review of existing stormwater drainage to ensure that the new and replacement sidewalks will maintain or improve existing drainage patterns.
- The design will meet the requirements of ADA and PROWAG.
- The project is within City Right-Of-Way (R/W) and no easement or purchase of R/Ws are necessary for the project, see Appendix F for evidence of City's R/W ownership.

In addition, tree removal will be required to facilitate concrete sidewalk construction. This will be coordinated and performed by the City of Choteau Public Works Department prior to the award of the proposed TA Sidewalk project. Tree removal and disposal work is not part of this application.

The goal of this project is to connect city neighborhoods with the Choteau Schools, Hospital, and the Skyline Lodge Retirement Apartments, while increasing student and pedestrian safety. This project will build on previous efforts by the City to increase connectivity and make Choteau a more walkable community. Currently, school children cannot safely get from several residential areas to the school. Elderly living at the Skyline Lodge cannot safely walk for health and recreation around the Lodge or get to the downtown area and other amenities, decreasing their independence. Hospital staff, visitors, and patients, also cannot safely walk along 7th Ave NW or safely get to the downtown area.

The current condition of the pedestrian facilities effectively acts as a barrier to walking to and from key locations in city, and ultimately reduces the walkability of the City. Making Choteau a pedestrian friendly city will increase quality of life for current residents, promote an active and healthy life style, increase air quality, as well as attract tourists, seasonal residents, year-round residents, and businesses. There is a multitude of research on the economic, social, and environmental benefits of creating and promoting a pedestrian friendly community. This includes studies and reports from the Federal Highway Administration (FHWA).

The selected sidewalk section is ideal to continue the City's efforts toward a complete sidewalk network and increased connectivity. Connected and safe sidewalks have been identified as a community need in the Growth Policy, and this project will address this need. In addition, the project is consistent with MDT's initiatives of increasing safety, connectivity, and accessibility, as outlined below.

b) Project benefits

As outlined below, the benefits of this project advance MDT's priorities including increased safety, accessibility, and connectivity. Well-connected, accessible, multimodal networks are a staple to a successful and safe transportation system.

SAFETY:

The current sidewalk along 7th Ave NW, between 7th Street NW and the high school staff parking lot (south of 3rd St NW) is badly deteriorated and not accessible. Currently, there is no pedestrian infrastructure between the high school and south of 4th Street NW. The current condition and lack of sidewalks makes it unsafe for those who use it and may even force those who would otherwise use a sidewalk to dangerously walk in the street. Sidewalks provide a physical barrier between the pedestrian and motor vehicle, making it safer for both pedestrians and drivers.

This project will increase safety for all residents and visitors to Choteau. Specifically, the project will address safety concerns for school children, elderly, and those utilizing the hospital.

- *School Children:* The proposed project will provide safer sidewalks for students to walk from residential areas to and from school. As indicated in the Letter of Support (Appendix B) from Chuck Gameon, School Superintendent, many children that live within a half-mile radius of the school campus walk to school every day and he notes the current sidewalk is deteriorating and unsafe. Mr. Gameon explains the proposed project is vital to the safety of the students and children in the community. The City feels that more children will walk, as well as bike, to school if there is a safe, accessible sidewalk, and more parents will feel confident their children are safe walking to school with a safe, connected sidewalk system. The proposed improvements also directly address MDT's Safe Route to Schools goals.
- *Elderly:* The current condition of the sidewalk along the Skyline Lodge is unsafe and not accessible. This is a concern as many of the elderly cannot or do not drive, and their primary means of transportation is walking or using a wheelchair. Having a safe travel route to town allows elderly to remain independent and remain part of the community. The proposed project will increase connectivity from the Skyline Lodge to downtown, the Senior Center, and other amenities by providing a safe, accessible sidewalk along 7th NW.
- *Hospital staff, visitors, and patients:* The current condition of the sidewalk on 7th NW is unsafe and not accessible for those utilizing the hospital. Staff, visitors, and patients that want to walk for health and recreation, or get to the downtown area do not have a safe, connected route. The proposed project will replace the deteriorating, non-accessible sidewalk with safe, accessibility complaint sidewalk allowing those at the hospital to travel safely.

ACCESSIBILITY:

The proposed project will replace non-accessible sidewalk and construct new, accessible sidewalks on 7th NW. The design will comply with the width, grade, cross slope, curb ramp, and passing space requirements listed in the ADA Guidelines and be compliant with and PROWAG standards. The construction of the accessible sidewalks will greatly improve accessibility for residents who cannot or do not use a vehicle, advancing MDT's accessibility priority.

Persons with a disability and elderly are often not able to drive a vehicle. By having accessible pedestrian facilities leading from the Skyline Lodge to key locations, such as the downtown business district and the senior center, those who do not have the option of driving can safely walk or use a wheel chair.

Additionally, the project will increase accessibility for those at the hospital that may be in wheelchairs or have other mobility challenges.

The project also furthers the goals of the Montana State Plan on Aging. The primary goal of the Plan is to enable older Montanans to maintain an independent lifestyle, avoid unnecessary institutional care, and live in dignity. Accessible sidewalks are a major driver in an elderly person's ability to stay independent. Constructing ADA compliant sidewalks and curbs will allow all residents to safely move throughout the City and provide increase independence for elderly and those with limited mobility.

Replacing non-accessible and deteriorating asphalt trail leading to the Skyline Lodge with accessible sidewalks will allow elderly residents to safely walk for health and recreation, as well as transportation. This project will help connect the Skyline Lodge to the downtown area, amenities and services, and allow elderly residents to maintain an independent lifestyle, avoid injury, and live in dignity by having direct access to important community facilities, consistent with the State's policy regarding senior services.

CONNECTIVITY:

This project will increase the connectivity of important community facilities, including the schools, hospital, and Skyline Lodge to residential areas, as well as the downtown area and other amenities in town. The existing deteriorating sidewalk, and lack of sidewalk south of 4th Street NW, separates the northwest and southwest parts of the City. The current condition of the sidewalk effectively acts as a impediment to walking. The proposed project is critical to having a well-connected system of walking paths in Choteau and an important step to connecting community facilities. This project will greatly improve pedestrian connections from the Choteau school campus to the residential neighborhoods, as well as several businesses in downtown Choteau.

The City is dedicated to ensuring there is connectivity of public offices and building on the periphery of the community with the central business area, as indicated in the City's Growth Policy. The Growth Policy states, "[a] comprehensive planning process should take place in order to ensure the connectivity of the existing public offices and meeting places on the periphery of the community with the central business" (Appendix E. Pg 7). The Growth Policy emphasizes that sidewalk and pedestrian facilities should provide safe walking routes and connectivity to schools, parks, trails (Appendix E. Pg 11). This project will advance this goal by providing a safe, accessible sidewalk on 7th NW that will connect to existing sidewalks leading to residential areas and the downtown area.

The proposed project is critical to having a well-connected system of walking paths in Choteau. Connectivity will have the following benefits to the community:

- Pedestrian connections to key locations in Choteau, including the Choteau school campus, Skyline Lodge, the hospital, downtown Choteau and other amenities and services, will increase walking options.
- Well-connected transportation networks increase efficiency of routes and reduces the distances traveled to reach destinations, facilitating walking.
- Increased levels of connectivity are associated with higher levels of physical activity from transportation, resulting in a healthier and more welcoming community. Connected sidewalk networks promote a healthier, more active lifestyle as well as improve the aesthetic appearance of each neighborhood.

c) Project risk Analysis

Budget

The Choteau sidewalk improvement budget includes the costs for preliminary engineering (PE), construction Administration (CA), and construction. Fifteen percent contingency is applied to construction, and PE and CA is a percentage of construction, including contingency to both PE and CA. The project will replace non-accessible and deteriorating asphalt trail along the west boulevard of 7th Ave NW and located between 7th Street NW and the high school staff parking lot (south of 3rd St NW). If funded, the proposed work would replace approximately 1,350 feet of crumbling asphalt trail with ADA and PROWAG-compliant concrete sidewalk. Approximately 500 feet of new concrete walk with thickened street-side edge would be added to the south of 4th Street NW. The total estimated cost for the project is \$221,261.00. Costs were estimated by licensed engineers at Great West Engineering (See Appendix C).

Matching Funds

The sidewalk improvement project will cost an estimated \$221,261.00. The TA contribution is \$191,568.00, and will require a local match of 13.42% or \$29,693.00.

On March 21, 2017, Choteau City Council approved a Resolution that commits the local match. In addition, the cost estimate includes indirect cost (IDC) assessment at the 2017 rate of 10.97%, and the City is prepared to pay the IDC on the required local match (Appendix D).

Public Involvement

Creating and promoting a safe, walkable community and advancing connectivity is a high priority in Choteau. As outlined above, safe, connected, and accessible pedestrian facilities is a priority outlined in the Growth Policy, a document created with public input.

On March 7, 2017, the City Council hosted a public meeting to take comment on the proposed project. There was also a meeting on March 21 to approve the resolution committing matching funds for the project (Appendix D). There is significant community support for this project, as demonstrated at the public meeting and evidenced in the letters of support describing the need for the proposed improvements and community's enthusiasm for the project (Appendix B). This project will make Choteau a safer place for both motorized and non-motorized uses.

MDT Coordination

Representatives of the City of Choteau and Great West Engineering have discussed the proposed project with MDT Great Falls District Projects Engineer, Christie McOmber and CTEP/TA Section Supervisor David Holien. The sponsor is aware that a consulting engineer will be required for the project and that there are specific requirements associated with MDT and FHWA projects. The consulting engineer and MDT will guide the sponsor to meet the requirements.

Project Independence

This proposed project is a stand-alone project. The project will facilitate connectivity with other parts of the City without additional work. Once completed this project will independently connect City

neighborhoods with the Choteau Schools, Hospital, and the Skyline Lodge Retirement Apartments, while increasing student and pedestrian safety and accessibility. This project is part of the City's overall effort to strengthen non-motorized infrastructure and promote a healthy and safe built environment. Once completed this project will increase safety, accessibility, and connection to important community facilities and will be effective on its own.

Project Ownership and Maintenance

Maintenance may include sweeping, snow removal, crack sealing on asphalt surfacing, and other activities necessary for public use and safety. Maintenance will be provided by the City of Choteau. The City of Choteau has a Tree and Sidewalk fund to provide necessary maintenance to sidewalks. In addition, tree removal will be required to facilitate concrete sidewalk construction. This will be coordinated and performed by the City of Choteau Public Works Department prior to the award of the proposed d TA Sidewalk project and is not part of this application.

Right-Of-Way

No Right-of-Way (R/W) acquisition is included in this project. All work will be performed within the City's existing R/W, see Appendix F for evidence of City R/W.

Utilities

City public works staff has met with the local Northwestern Energy representative to review gas and electric infrastructures, as well as the local telephone cooperative to discuss phone and fiber optics in the area. Based on conversations there are no significant utility conflicts, see Appendix G. There are several gas service line under-crossings below the existing asphalt trail, but these are believed to be sufficiently below the asphalt that the new concrete walk (replaced in kind) and will not require utilities to be moved, or relocated.

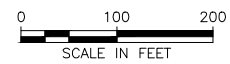
The consulting engineer hired for the project will conduct a formal utility survey during project design. The sidewalks will be designed to avoid and have as minimal an impact as possible on utilities. Due to surveying and utility locates conducted prior to construction, it is unlikely that utilities will be discovered during construction. If it is determined utilities will be impacted, the City and consulting engineer will contact the utility company to plan for appropriate action.

APPENDIX A

PROJECT MAP



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- ACCESSIBLE CURB RAMP
- PROPOSED PROJECT EXTENTS



**2017 CHOTEAU TA SIDEWALK APPLICATION
(PROPOSED PROJECT EXTENTS)**

TOWN OF CHOTEAU, MT
2017-2018 TA APPLICATION

APPENDIX B

LETTERS OF SUPPORT

Choteau Public School

CHOTEAU, MONTANA 59422

Chuck Gameon, SUPERINTENDENT

David Jamison, HIGH SCHOOL PRINCIPAL, AD

204 7th Ave N.W.

(406)466-5303 PHONE

(406)466-5305 FAX

School District No. 1

Brodie Gollehon, BOARD CHAIRMAN

Patty Mellinger, CLERK

Chuck Gameon, ELEMENTARY SCHOOL PRINCIPAL

102 7th Ave N.W.

406)466-5364 PHONE

(406)466-5362 FAX

2/16/17

Dear Mr. Dave Holien:

I am writing in support of the City of Choteau's upcoming sidewalk project application to the Transportation Alternatives Program (TA). The proposed project along 7th Avenue NW is vital to the safety of the students and children in this community. The existing asphalt trail is deteriorated and does not meet current accessibility standards. The planned concrete replacement will enable children and seniors from the nearby retirement community to walk on a safe accessible path. Many of Choteau's children living within a half-mile radius of the school campus walk to classes every day. The requested TA funding will supplement the limited local funds available for this work and help to ensure that all of our students remain safe.

Thank you for your consideration.

Sincerely,



Chuck Gameon

Superintendent, Choteau Public Schools

February 16, 2017

Mr. Dave Holien:

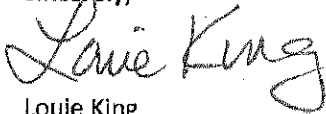
For the safety, health, and recreation of the citizens of Choteau, I support the City's Transportation Alternative (TA) Application. I understand the goal of this project is to make our sidewalks safe and better connect the community.

The replacement of the deteriorating and non-compliant asphalt path and the construction of new concrete sidewalk on 7th Avenue NW in front of the elementary and high schools, Hospital, and retirement home, is critical for the safety of our citizens. Children walking to and from school, older residents from the nearby retirement home walking for health, recreation, and transportation, as well as those utilizing the hospital, need safe, ADA-compliant sidewalks.

This project will connect residential areas with the school allowing students to walk to school safely. The project will also provide residents of the retirement home and those at the hospital a safe, ADA-compliant walking path.

I strongly support any effort that the City can do to make this community safe for our residents and to improve the community infrastructure. This project will not be possible without assistance from the TA Program. Thank you for your consideration of the important project.

Sincerely,

A handwritten signature in cursive script that reads "Louie King".

Louie King
205 7th Ave NW
Choteau, MT 59422



SKYLINE LODGE

424 7TH AVE NW, Choteau, Montana 59422
~ (406)-446-2062 ~ (406)-466-5523 fax
TDD RELAY 711

Mr. Dave Holien:

For the safety, health, and recreation of the citizens of Choteau, I support the City's Transportation Alternative (TA) Application. I understand the goal of this project is to make our sidewalks safe and better connect the community.

The replacement of the deteriorating and non-compliant asphalt path and the construction of new concrete sidewalk on 7th Avenue NW in front of the elementary and high schools, Hospital, and retirement home, is critical for the safety of our citizens. Children walking to and from school, older residents from the nearby retirement home walking for health, recreation, and transportation, as well as those utilizing the hospital, need safe, ADA-compliant sidewalks.

This project will connect residential areas with the school allowing students to walk to school safely. The project will also provide residents of the retirement home and those at the hospital a safe, ADA-compliant walking path.

I strongly support any effort that the City can do to make this community safe for our residents and to improve the community infrastructure. This project will not be possible without assistance from the TA Program. Thank you for your consideration of the important project.

Sincerely,

Harold D. Burkett, agent

ACANTHA EDITORIAL

State should fund city's grant request

The city of Choteau is applying to the state for state/federal funding to put in new sidewalks on the northwest side of town, running along Seventh Avenue Northwest from the high school parking lot north up to the intersection with Seventh Street Northwest. The grant, being written by Great West Engineering, is for \$191,568 and the city has pledged to provide a local match of \$29,693 or 13.42 percent of the total project cost.

This project has the potential to greatly improve safety and connectivity for public school students, senior citizens and anyone in the community who enjoys walking or running. The grant would fund the installation of two blocks of new sidewalk where none exists now and pedestrians walk or run along the side of the street. Further, the grant would replace an asphalt trail, running for about three blocks, that is eroding and heaved and buckled by the root systems of big cottonwood trees. It is so uneven that many people instead walk or run in the street to avoid the possibility of tripping and falling on the uneven surface.

The technical assistance grant that the city is applying for is competitive in nature and Choteau's grant application will vie with others from across the state for a limited pool of money. We want the grant evaluators to know that Choteau has a significant number of people who walk and run for exercise and the more sidewalks the city has the better so these people of all ages can safely use sidewalks and get out of the streets.

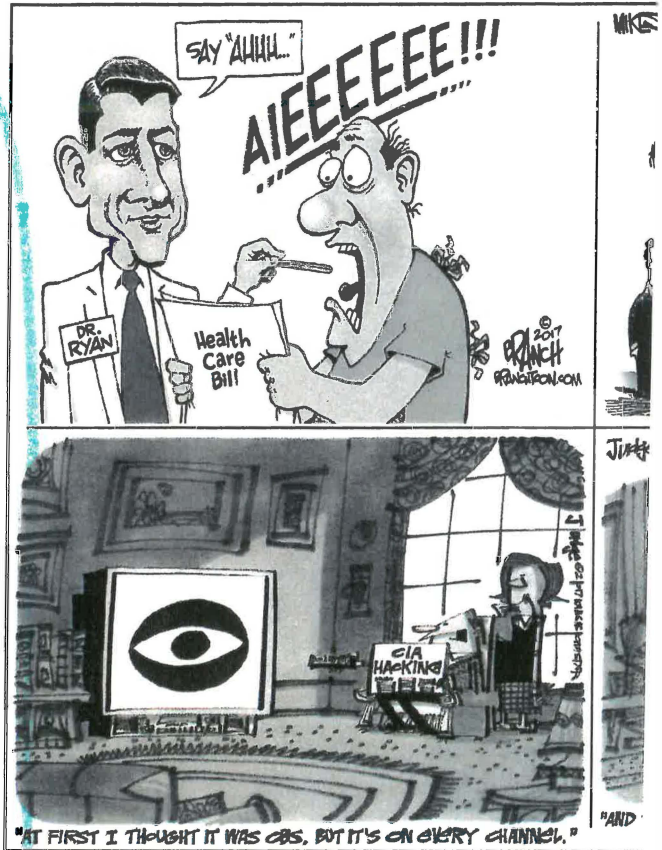
Further, this project is centered around the Choteau Public Schools, Benefis Teton Medical Center (the city's hospital and long-term care facility) and Skyline Lodge (a large retirement apartment complex). Installing sidewalks in this area in particular will help connect the schools and the retirement facilities to the hospital and will give seniors from the apartment complex several blocks of safe, new sidewalk where they can take evening strolls or go for a walk in the morning or afternoon.

The city of Choteau raises assessments on front footage of lots every year for tree and sidewalk replacement, but a project of this magnitude greatly exceeds the available funds. To get this many blocks done at once, state/federal assistance is needed. Without this grant, it is highly unlikely that this stretch of sidewalks will be installed in a timely manner. We encourage the state grant evaluators to fund this project and help our community improve its sidewalk infrastructure.

We also applaud the city of Choteau for developing a sidewalk construction master plan, identifying priorities for replacing crumbling or heaved sidewalks and adding new sidewalk in places where lot developers never installed them. Having a master plan will allow the city of Choteau to allocate the tree and sidewalk replacement funds based on highest need.

We commend the city government's commitment to improving Choteau's sidewalks through applications for state/federal funding and for cost-share contracts with local homeowners. The city is being proactive in trying to improve access to safe sidewalks, which in turn, will encourage local citizens to walk and run whenever possible — helping community members improve their own health and conserve on vehicle fuel.

CARTOONIST C



Jones supports bills to

Legislative

By Sen. Llew Jones

Rural medical services, including assisted living centers, hospitals, doctors, home health care and nursing homes, are rapidly disappearing from rural Montana. Younger medical professionals are unlikely to choose a rural lifestyle, in particular as rural systems, with limited economies of scale, are challenged to pay competitive wages relative to their urban counterparts. Moreover, the technical nature of modern medicine requires expert technical teams that can only be supported by large urban centers.

Can the Legislature help? I have co-sponsored several pieces of legislation in this area, and, as chairman of the Senate Finance Committee, I am encouraging increased investment in the medical sector. Montana invests annually in the University of Washington Medical School (ranked number one in primary care) to purchase 30 in-state medical school slots for Montana students. Effectively 30 Montanan medical students every year (120 overall) attend this \$65,000 per year medical school for approximately \$36,000 each with the state covering the difference. Montana's agreement with these students, as defined



JONES

in Senate Bill 341, specifically student returning from Montana to practice medicine additional payback obligations. Medical graduates who receive a significant portion of their tuition dollars are directed to a revenue account that offers in medical loan repayment establish Montana rural practice (283). Many doctors now go up to \$500,000 of debt and practice in areas offering little

I also will propose funding in the number of Montana as most doctors establish per 100 miles of their medical both Benefis Health System and Kalispell Regional hospitaling to expand residency capacity increase the potential of developing practices in our rural areas

Budget shortfalls are hitting term care and assisted-living very hard. These facilities Montana's growing gray-hair population (yes, I looked in the mirror staff or facility options in limited elderly health care

APPENDIX C

COST ESTIMATE



OPINION OF PROBABLE COST

PROJECT		DATE
TOWN OF CHOTEAU, 2017-2018 TA APPLICATION	7th AVE NW (Trail Replacement)	2/22/2017

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
1	Mobilization	1	LS	\$11,700.00	\$11,700
2	Unclassified Excavation and Embankment	1	LS	\$4,800.00	\$4,800
3	4" Concrete Sidewalk	745	SY	\$75.00	\$55,875
4	6" Concrete Sidewalk @ Drive/Alley Approach	270	SY	\$85.00	\$22,950
5	Accessible Detectable Warning Device	7	EA	\$550.00	\$3,850
6	Accessible Curb Ramp	7	EA	\$750.00	\$5,250
7	Site Restoration	1	LS	\$6,500.00	\$6,500
8	Street Sign Relocate	3	EA	\$250.00	\$750
9	Asphalt Demolition and Removal	503	SY	\$12.00	\$6,036

*Street asphalt & patch is not included in this estimate. Sidewalk project assumes construction work without affecting the traveled way or that the city will make asphalt reparations

**Tree Removal (as required to facilitate concrete sidewalk construction) will be coordinated and performed by the City of Choteau Public Works Department prior to the award of the planned TA Sidewalk Work to the responsible low contracting bidder. Tree removal and disposal work is not part of this

CONSTRUCTION SUBTOTAL		\$117,711
CONTINGENCY	15%	\$17,657
CONSTRUCTION TOTAL		\$135,368
PRELIMINARY ENGINEERING		\$41,000
CONSTRUCTION ADMIN.	20%	\$27,074
SUB TOTAL		\$203,441
INDIRECT COST (IDC) - CONST.	10.97%	\$14,850
INDIRECT COST (IDC) - CONST. ADMIN.	10.97%	\$2,970
GRAND TOTAL		\$221,261

STATE MATCH		\$191,568
LOCAL MATCH	13.42%	\$29,693

This Opinion of Probable Cost is the opinion of the engineer of the probable construction cost, and is supplied as a guide only. Since the engineer has no control over the costs of labor and materials or over competitive bidding and market conditions, the engineer does not guarantee the accuracy of such opinion as compared to contractor's bids or actual costs to the owner. Estimate is calculated in 2017 dollars.

APPENDIX D

PUBLIC PARTICIPATION

NOTICE of Public Meeting for TA Sidewalk Project Application

In order to improve the City's sidewalk network, Choteau is preparing an application for Surface Transportation Block Grant (also known as the TA Program) funding. Transportation Alternatives (TA) funds are administered by the Montana Department of Transportation (MDT). If the application is successful, the project will leverage the City's match monies with awarded TA funds in order to replace existing deteriorated asphalt trail and construct new sidewalk.

The currently proposed project will provide a safe and accessible pedestrian path from 7th Street NW and south to the high school along 7th Avenue NW. The City of Choteau will hold a **Public Meeting at 8:00 p.m. on March 7th, 2017 at City Hall located at 38 1st Ave NW, Choteau, Montana** in order to discuss the planned project, extents, estimated budget, and purpose.

All interested persons will be given the opportunity—and are encouraged—to ask questions and to express their opinions regarding this proposed project and its potential impacts. Following the meeting, the City of Choteau will consider all substantive comments received; make a final determination on the project scope and budget; and decide whether or not to submit the TA Application to MDT.

For further information, please contact Cole Peebles from Great West Engineering, Inc. at 2501 Belt View Drive in Helena, Montana, 59601, phone: (406) 495-6172, email: cpeebles@greatwesteng.com. **Letters in support of (or, in opposition of) the application are welcomed and should be submitted to Great West Engineering before 1:00 p.m. on March 17, 2017.**

Published in the Choteau Acantha on February 22nd and March 1st, 2017.

RESOLUTION NO. 814

A RESOLUTION OF INTENT TO COMMIT FUNDS FOR THE 2017 TRANSPORTATION ALTERNATIVES (TA) PROGRAM FOR REPAIRS AND NEW SIDEWALKS IN THE TOWN OF CHOTEAU, MT.

WHEREAS, The Town's sidewalk on asphalt trail along the west boulevard of 7th Ave NW and located between 7th Street NW and the high school staff parking lot (south of 3rd St NW) are non-accessible and deteriorating and need to be replaced for safety, accessibility and connectivity.

WHEREAS, Great West Engineering has been hired to write the TA Application at the cost of four-thousand dollars (\$4,000).

WHEREAS, The total cost of the project comes to \$221,261.00.

WHEREAS, The Town must provide a match of 13.42% towards the cost of the new sidewalk and sidewalk replacement. The cost of the match is \$29,693.00. This will come from the Sidewalk and Tree Replacement Fund.

BE IT HEREBY RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CHOTEAU, MONTANA, TO ALLOCATE THE SUM OF TWENTY-NINE-THOUSAND, SIX-HUNDRED NINETY-THREE DOLLARS (\$29,693.00) TOWARD THE COST OF THE SIDEWALK PROJECT.

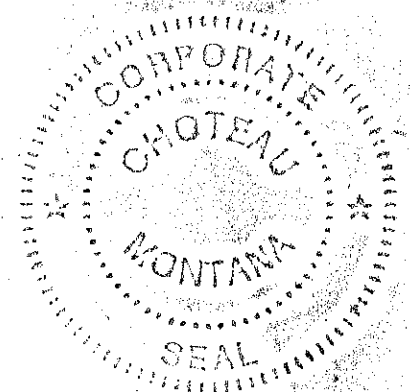
PASSED AND ADOPTED THIS 21st DAY OF MARCH, 2017, BY A MAJORITY VOTE OF THE COUNCIL FOR THE TOWN OF CHOTEAU, MONTANA.

By: _____

John W. Conatser, Mayor

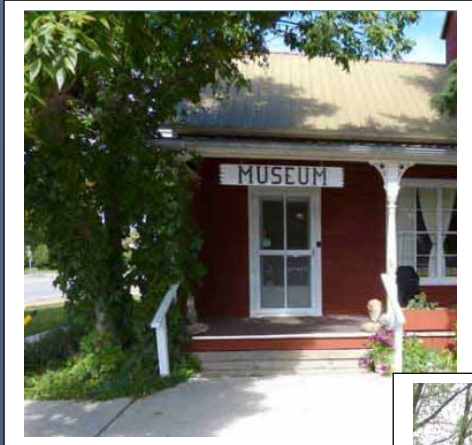
Attest: _____

Jodi Rogers, Financial Officer



APPENDIX E

GROWTH POLICY EXCERPTS



GROWTH POLICY – CITY OF CHOTEAU, MT

ADOPTED: 2016

- Estimate site access requirements and impact to off-site roadway improvements that are attributable to a new project
- Assess compatibility with state and local transportation plans
- Identify mitigation measures to accommodate traffic generated by the project

6) Storm Water: The city should establish standards regarding the generation of storm and melt water runoff by developments.

- a. The city should require commercial, industrial, and high density residential uses to submit a runoff management plan that shows how runoff (and the contaminants it carries) will be held on the site and disposed of through infiltration.
- b. The open space needed to manage runoff on-site will help limit the intensity of commercial development outside the central business district. It will also strongly encourage planning for entire sites rather than piecemeal division of land. The coarse soils of the Choteau area make infiltration a viable runoff management strategy as long as storm or melt water is directed onto an area with a dense vegetative cover (a traditional grass hay meadow is fine, a manicured lawn is not, although lawn areas can be used to convey runoff to infiltration areas) and at least some fine textured material in the upper four feet of the soil profile.
- c. Promote standards and best practices that reduce storm water run-off through green space, reducing impervious surface, natural drainage systems and other innovative practices.

THE CENTRAL BUSINESS DISTRICT

The central business district is where the people of Choteau and the surrounding area collect their mail, shop, dine, conduct public business, and stage community events. Its historic buildings, anchored by the Teton County Courthouse and pedestrian scale are also the foundations of its appeal to visitors and the small town character residents cherish. Retaining the traditional character of downtown Choteau was one of the foremost issues to persons who responded to the survey, as well as the general public and members of the Growth Policy committee. Choteau has retained a healthy central business district thus far, and has lost few of its essential functions due to development along the entrances to the city.

Planning Background

The central business district extends along Main Avenue from 9th Street on the north to 10th Street in the south. It is generally one half block deep east of Main Avenue until it reaches 3rd Street and then the depth grows to more than a block. The district narrows to a half block again at the location of the courthouse. On the west side of Main Avenue, the depth mimics the east side but widens to two blocks at 3rd Street, and then narrows again at the courthouse. The proposed Choteau Commercial Historic District will have smaller boundaries and will be anchored by the Teton County Courthouse, which is on the National Register of Historic Places. Recommendations will need to be made about zoning ordinance amendments and landscaping requirements at City entrances in order to provide a support system for the downtown area.

Elements of a Healthy Central Business District

The National Main Street Center has identified four elements in the health of small town business districts. First, there must be an organization that can represent the unique concerns

- d. The city should provide the Design Review Commission with appropriate professional and financial assistance in these tasks.

3) A comprehensive planning process should take place in order to ensure the connectivity of the existing public offices and meeting places on the periphery of the community with the central business.

a. These facilities also bring people into the community and generate a positive economic and cultural market for the area. Part One Figure 5 shows the present concentration of the public facilities on the periphery of the downtown Choteau Central Business district including the Choteau Public Schools, Teton Medical Center, Teton County Public Health facility, Skyline Lodge, Old Trail Museum, and the USDA Forest Service, Farm Service Agency and Natural Resource and Conservation office.

b. It is also recognized that some future facilities will require more space than is available in the central business district. Such facilities, which might include a new hospital or a new school, may be located on suitable sites in other parts of the city but their connection to the Central Business district is paramount.

4) The Central Business Zoning District should not be allowed to expand into the Business/Residential District.

a. Conversion of existing residential structures to commercial use should be permitted outright in the Central Business Zoning District, where commercial uses are expected. (Essentially no change here.)

b. The Business/Residential District should retain the integrity of the transition from the Main Street commercial district (CBD) to the traditional residential neighborhoods. Generally, uses should be offices, personal services, and specialty retail that will not generate large volumes of vehicular traffic and that will be compatible with adjacent residential neighborhoods both in terms of intensity of use and scale and character.

5) The business community and City of Choteau should cooperatively address the need for an amenable streetscape by retaining a landscape architect to prepare a streetscape plan.

a. Storefronts and the movement of people make Main Avenue an interesting place to walk. Parallel and side streets should become equally appealing.

b. Improvements recommended in such a plan could include maximizing additional on-street parking in the traditional downtown area, underground utility lines, installing attractive street lights, planting street trees or flower pots, and providing amenities like bicycle racks, and information kiosks.

c. The streetscaping plan should also address the appearance of the alleys that parallel Main Avenue, implement street cleaning schedules and suggest financing techniques for the parking and streetscape improvements. Financing sources include the possibility of implementing a resort tax, a business improvement district, tax increment financing, and/or donations.

d. Effective, attractive signs could be installed, and supplemented with landscaping and other visual cues to direct shoppers toward off-street parking spaces. Implementation of a streetscaping plan will make the existing supply of parking spaces more useful. Both visitors and residents will be more inclined to park and walk along pleasant streets.

- b. The *City Code of Choteau Montana* must require unoccupied houses and land to be maintained by owners and kept secure from unsafe uses (particularly by children attracted to untended property). The code should provide for citations and penalties to be issued to owners who fail to comply with such provisions.
- c. Conduct housing needs assessment and determine the potential for rehabilitation grants.
- d. The should support projects for housing rehabilitation, weatherization and energy efficient upgrades.

6) Healthy trees and safe sidewalks benefit residential neighborhoods and Choteau residents appreciate the value associated with these amenities.

- a. The capital improvement program adopted in 2005 to address the health and safety of the trees and sidewalks should be extended in perpetuity to maintain the hallmarks of the community.
- b. The City should update the inventory of trees and sidewalks that was undertaken in 2004 to continually assess the condition of all sidewalks and trees throughout the city.
- c. The City should investigate the possibility of including modest assistance to neighborhoods that organize improvement districts to build or replace sidewalks as a means accelerating the program.
- d. The City Council should also consider the pros and cons of requiring new sidewalks or trails in all new residential developments.
- e. Sidewalks, trails and recreation facilities should accommodate people with disabilities.

5) Sidewalk and pedestrian facilities should provide safe walking routes and connectivity to schools, parks, trails.

d. Integrate transportation and land use planning so that choices of transportation modes are optimized, including non-motorized transportation.

2) Support development of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.

- a. The community should encourage sustainability in all aspects of the transportation system so that the needs of the present are met, while ensuring that future generations have the same or better opportunities.
- b. Maintain a proactive and assertive role with adjacent cities and regional, state, and federal agencies dealing with regional transportation issues affecting the City.
- c. Encourage private/public enterprises to expand services to provide daily and year-round public transportation options in Choteau.

3) The City should make the provision of sidewalks, pathways, and other non-motorized transportation facilities part of a parallel program and policy.

- a. The City should actively pursue financing options available for repairing its deteriorating sidewalk system.

4) The City should research and develop a set of “neighborhood sensitive” designs for local residential streets.

- a. Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure and standards.
- b. Require new development projects to mitigate off-site traffic impacts to the maximum extent feasible in order to maintain the City's preferred level of service standard.

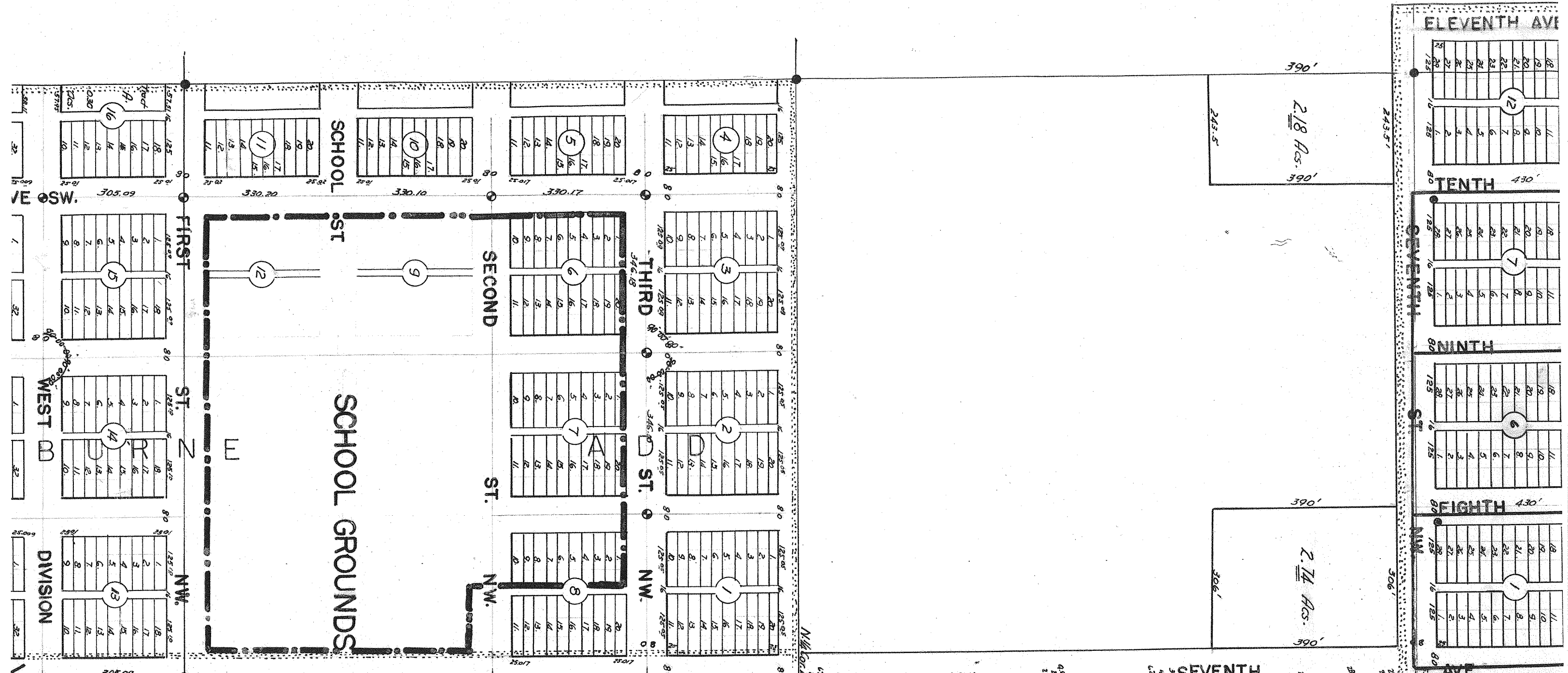
5) Identify safe and expedient travel routes for emergency evacuation of the City.

6) Designate primary truck routes that sustain an effective transport of commodities while minimizing the negative impacts on local circulation.

- a. Be aware of noise-sensitive issues.
- b. Evaluate adequacy of designated truck routes on an annual basis and make modifications as determined.

APPENDIX F

EVIDENCE OF RIGHT OF WAY



APPENDIX G

UTILITY CONFLICTS

City of Choteau Sidewalk Map

Showing Proposed New Sidewalk and Existing Natural Gas Lines

Legend

- Approximate Location of Gas Lines
- Proposed Replacement & New Sidewalk

Note: Electricity in the vicinity of the Project Location is conveyed via overhead lines, with the exception of street lighting, which is buried (from the west). The local Northwestern coordinator does not foresee any electric conflicts with the project.

