

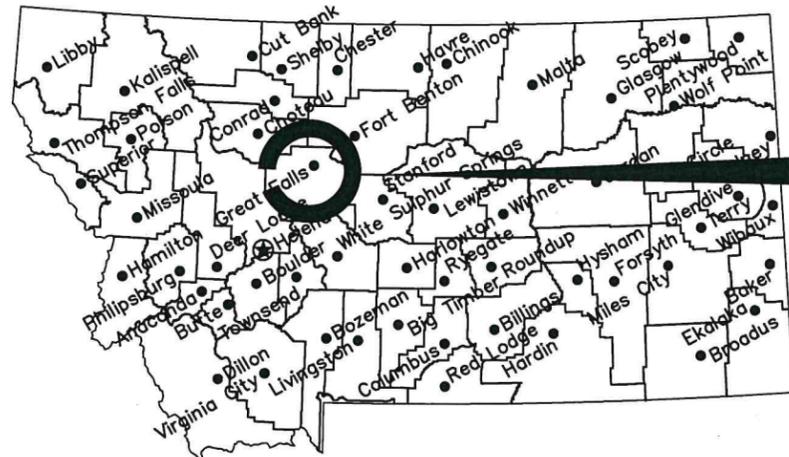
# MONTANA FISH, WILDLIFE & PARKS

## Region 4

# Parking Lot Improvements

Great Falls, MT

FWP # 21-01



**Location Map**

No Scale

**Project Location**



**Vicinity Map**

No Scale

**North**



MONTANA FISH, WILDLIFE AND PARKS  
DESIGN AND CONSTRUCTION

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## DRAWING INDEX

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- 3 SITE 1 PLAN
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- 7 DETAILS



J. Renenger 6/16/2020  
DRAWN BY: DATE:

D. Yakoweshen 6/20/2020  
CHECKED BY: DATE:

P. Jagoda 7/1/2020  
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**MONTANA FISH,  
WILDLIFE & PARKS**

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**COVER**  
Region 4 Parking Lot Improvements

SHEET: 1 of 7

ESTIMATED QUANTITIES										
LOCATION	SY		LF	SY			EACH		LF	
	3" HOT MIX ASPHALT	Remove Asphalt	FINISH GRADING	SEPARATION-STABILIZATION GEOTEXTILE*	SUB-EXCAVATION	CRUSHED BASE COURSE - 12" *	REPLACE * DETECTOR LOOP	REPLACE EXISTING DRAIN	PAVEMENT * MARKINGS	ASPHALT * SAW CUTTING
SITE 1 - REGION HQ										
PUBLIC PARKING AREA	206	206								362
EMPLOYEE EXISTING ASPHALT	309	309								455
EMPLOYEE PARKING GRAVEL	2416		2416							
SITE 2 - GIANT SPRINGS STATE PARK	4581	4581	4581	1916	1766	1766	3	1	1420	67
SITE 3 - GIANT SPRINGS HATCHERY										
HATCHERY ROAD	1371	1371								90
HATCHERY ENTRANCE	158	158								95
Total	9041	6625	6997	1916	1766	1766	3	1	1420	1069

\* FOR INFORMATIONAL PURPOSES ONLY

**NOTES:**

- 1) THE CONTRACTOR IS REQUIRED TO NOTIFY AND COORDINATE ALL WORK WITH THE FWP PROJECT MANAGER.
- 2) SUBMITTALS ARE REQUIRED ON ALL MATERIALS USED IN THE PROJECT.
- 3) CONTRACTOR SHALL CLEAN-UP ALL DEBRIS FROM THE SITE TO THE SATISFACTION OF THE OWNER.
- 4) ALL WORK SHALL COMPLY WITH FEDERAL, STATE, AND LOCAL CODES. IF THERE IS A CONFLICT BETWEEN CODES, THE MORE STRINGENT WILL APPLY, UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER.
- 5) ALL EXTRANEIOUS WORK/COSTS TO COMPLETE THE WORK SHALL BE INCLUDED AND CONSIDERED TO BE FULL PAYMENT AS PER THE COST PROPOSAL.
- 6) CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE FWP PROPERTY. ANY EXTRANEIOUS DAMAGE CAUSED BY THE CONTRACTOR SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR TO THE SATISFACTION OF THE PROJECTMANAGER.
- 7) EQUIPMENT USED IN OR NEAR WATERS SHALL NOT LEAK FLUIDS. IT SHALL BE POWER WASHED BEFORE USE ON SITE.
- 8) THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES WITH THE CONSTRUCTION AREA.
- 9) MATERIAL GENERATED FROM THE STRIPPING OF EXCESS GRAVEL SHALL BE USED IN AREAS DESIGNATED WITHIN THE PROJECT AS DIRECTED BY THE PROJECT MANAGER.
- 10) PROVIDE ALL TEMPORARY SIGNING, PERSONNEL, AND TRAFFIC CONTROL DEVICES AS REQUIRED BY FEDERAL, STATE, AND LOCAL REGULATIONS.

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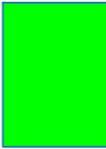
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**MONTANA FISH,  
WILDLIFE & PARKS**

**SUMMARY**  
Region 4 Parking Lot Improvements

SHEET: 2 of 7

 REMOVE AND REPLACE ASPHALT - AS STAKED BY PROJECT MANAGER

 FINISH GRADE GRAVEL & NEW 3" HOT-MIX ASPHALT

 NEW BUILDING



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**SITE 1 PLAN - REGIONAL HQ**  
Region 4 Parking Lot Improvements

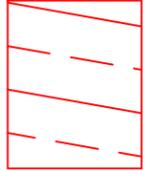
SHEET: 3 of 7

REPLACE EXISTING 4" X 24.5' GRATE DRAIN  
W/ SPECIFIED DRAIN



REMOVE ASPHALT  
EXCAVATE AND INSTALL -  
SEPARATION FABRIC  
1 2" BASE MATERIAL AND  
3" HOT-MIX ASPHALT

SEE SUB-EXCAVATION DETAIL - SHEET 7



REMOVE AND REPLACE  
3" HOT-MIX ASPHALT



REMOVE AND REPLACE DETECTOR LOOPS (3)



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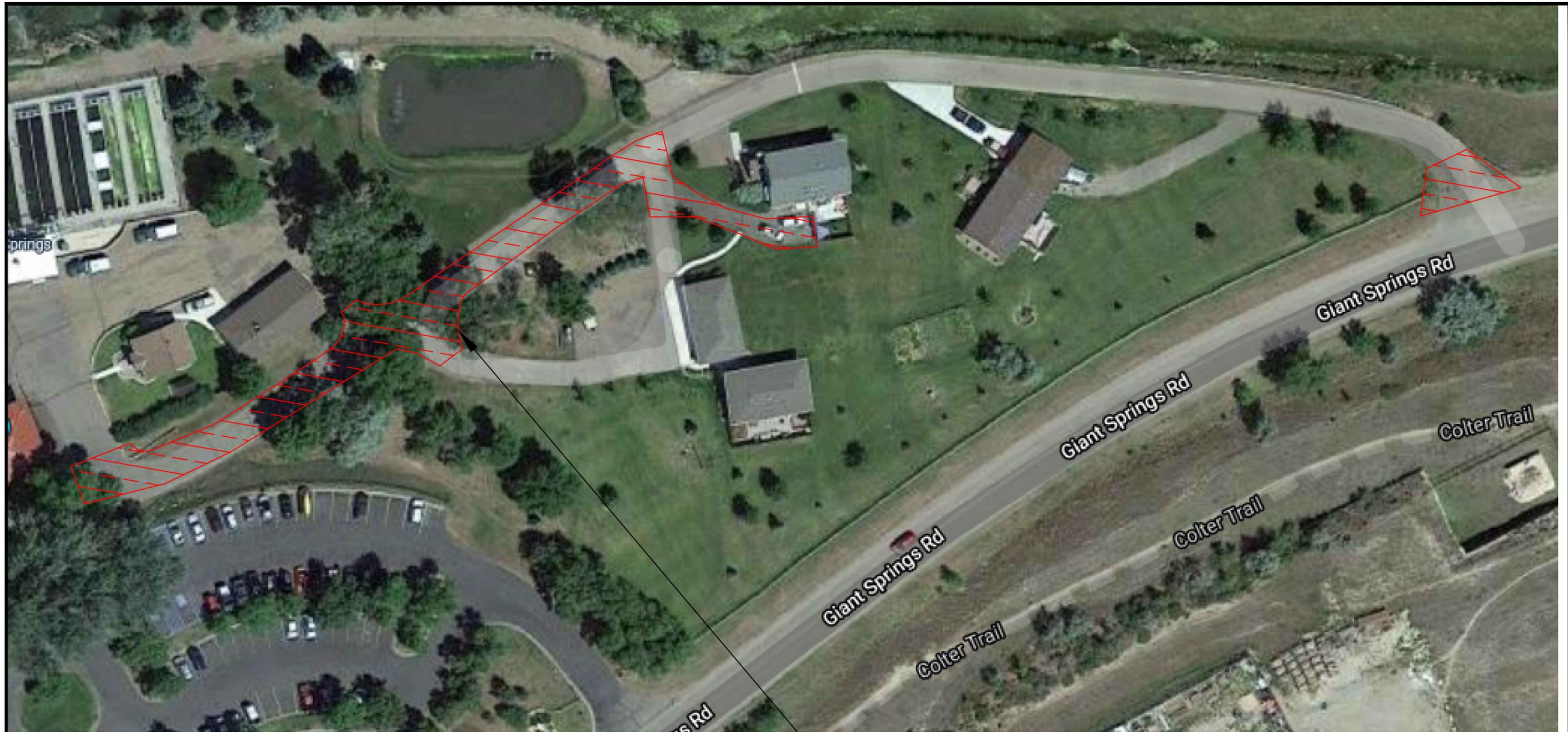
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WILDLIFE & PARKS**

**SITE 2 PLAN - GIANT SPRINGS PARK**  
Region 4 Parking Lot Improvements

SHEET: 4  
of  
7



REMOVE AND REPLACE  
3" HOT MIX ASPHALT

INCREASE TURNING RADIUS



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WILDLIFE & PARKS**

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**SITE 3 PLAN-GIANT SPRINGS HATCHERY**  
Region 4 Parking Lot Improvements

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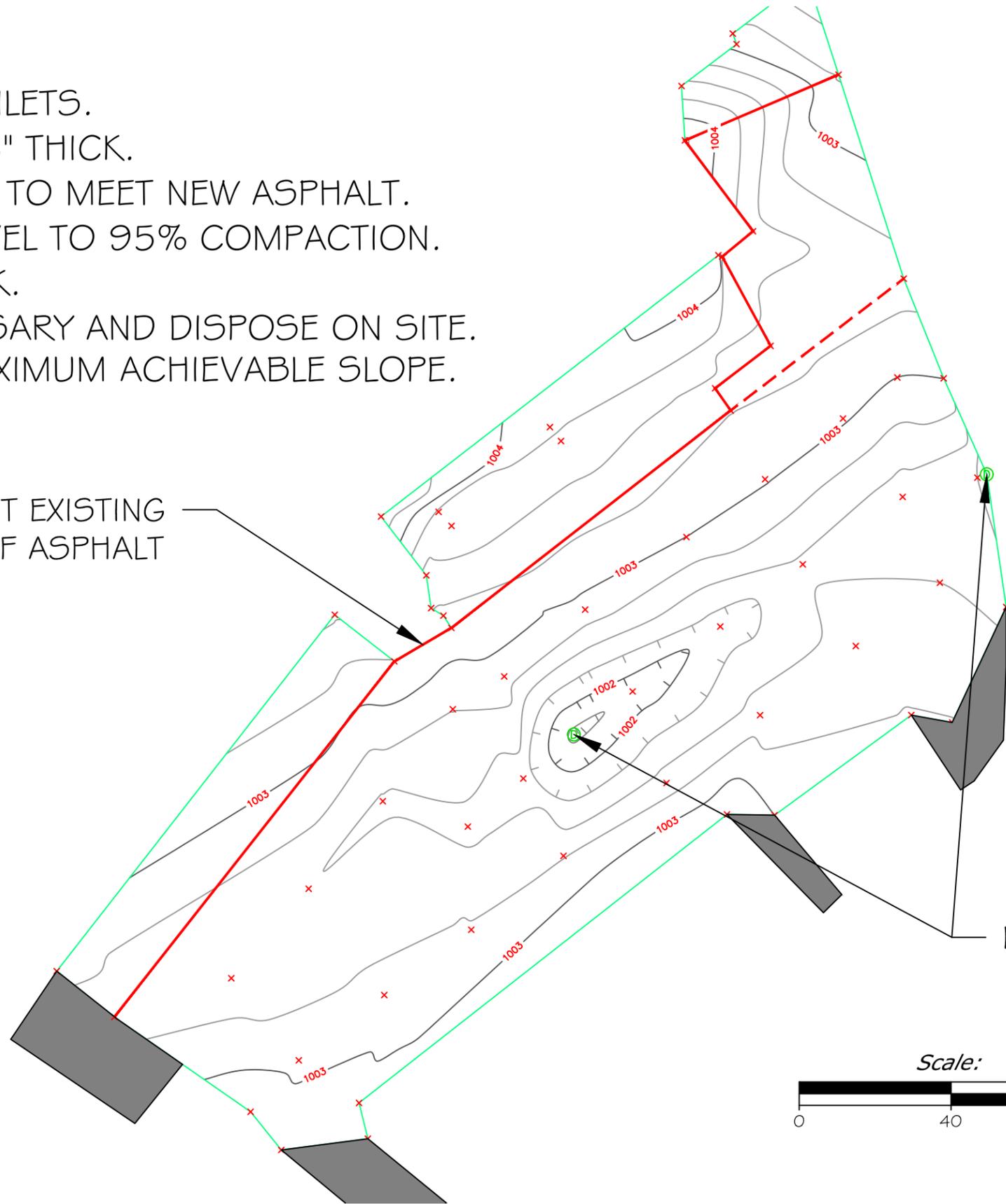
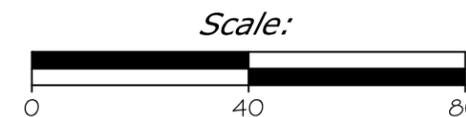
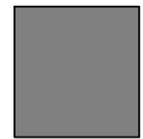
**NOTES:**

- 1) GRADE TO EXISTING DROP INLETS.
- 2) ASPHALT PAVEMENT MUST 3" THICK.
- 3) SAW CUT EXISTING ASPHALT TO MEET NEW ASPHALT.
- 4) GRADE AND COMPACT GRAVEL TO 95% COMPACTION.
- 5) EXISTING GRAVEL IS 8" THICK.
- 6) REMOVE GRAVEL AS NECESSARY AND DISPOSE ON SITE.
- 7) MINIMUM 2% SLOPE OR MAXIMUM ACHIEVABLE SLOPE.

SAWCUT EXISTING  
EDGE OF ASPHALT

EXCESS GRAVEL STAGING AREAS

EXISTING DROP INLET DRAINS



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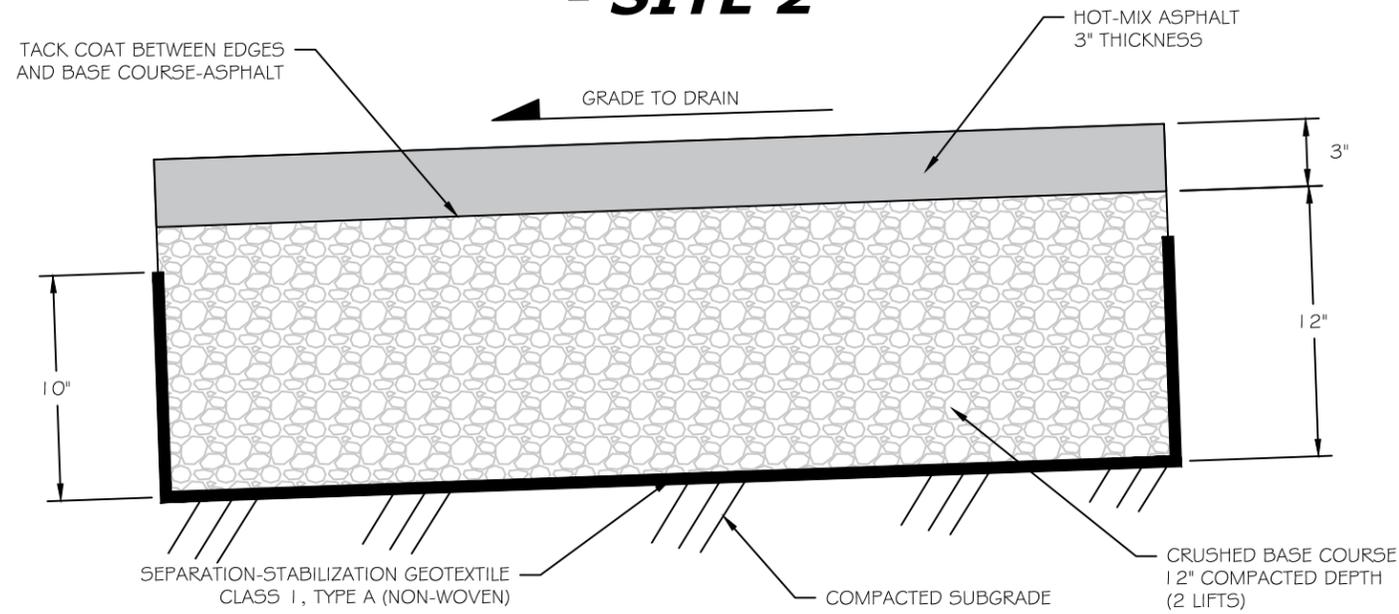


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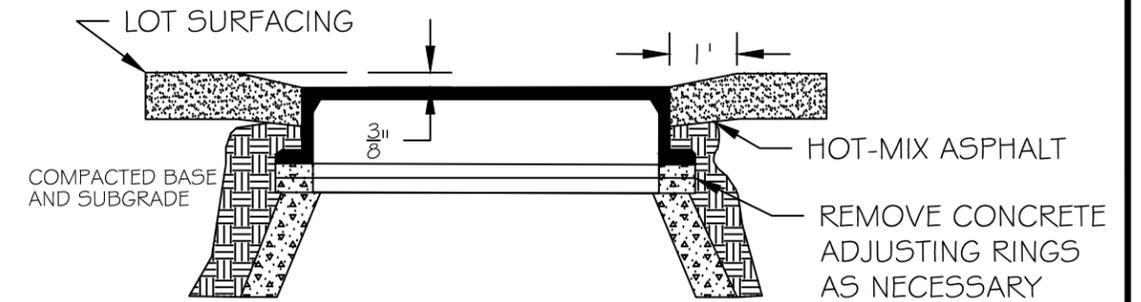
**GRADING PLAN - SITE 1**  
Region 4 Parking Lot Improvements

SHEET: 6  
of 7

## SUB-EXCAVATION DETAIL (TYPICAL) - SITE 2



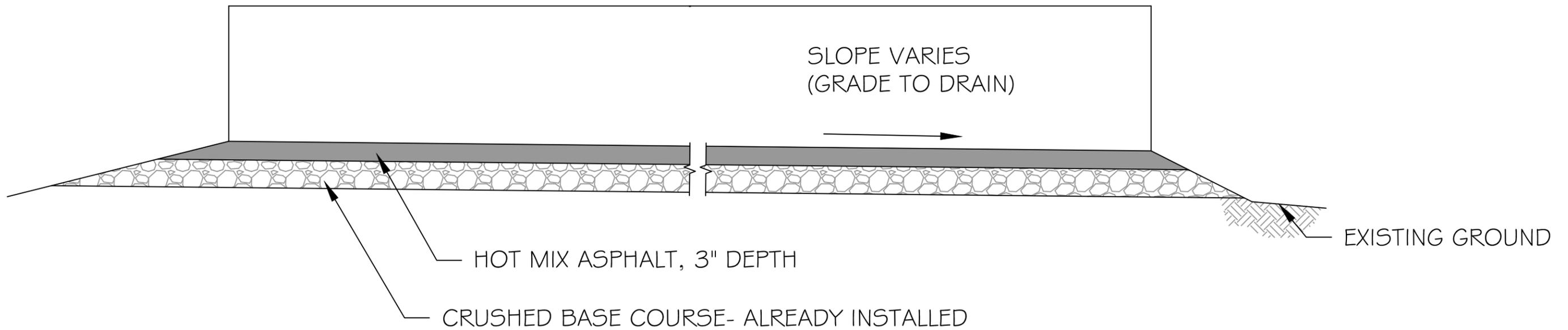
## DROP INLET DETAIL - SITE 1



**NOTES:**

1. ADJUST DROP INLET DOWNWARD BY REMOVING CONE AND BARREL SECTIONS AS NECESSARY.
2. FINAL DROP INLET ADJUSTMENTS SHALL BE MADE BEFORE PAVING.
3. ALL JOINTS BETWEEN SECTIONS, CONES, AND RINGS SHALL BE WATER-TIGHT.

## TYPICAL ASPHALT SECTION (Not to Scale)



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**DETAILS**  
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SHEET: 7 of 7