



Received 04/11/2023

Billings Metropolitan Planning Organization (MPO)
Transportation Alternatives (TA) Program
2023 Project Application

Applications are due April 12, 2023 by 5:00 p.m.

Review the **instructions** prior to filling out this application for a Capital Improvement Project. Fill in all the sections and do not leave any blank.

1. Project Name:

2. Project Sponsor:

3. Project Contact:

4. Project Cost Estimate

	Total Cost	Federal Share (TA)	Match	Additional Contribution
Preliminary Engineering (PE)	262,500.00	227,272.50	35,227.50	0.00
Construction (CN)	750,000.00	649,350.00	100,650.00	0.00
Construction Engineering (CE)	187,500.00	162,337.50	25,162.50	0.00
Right-of-Way (RW)	0.00	0.00	0.00	0.00
Incidental Construction (Utility involvement)(IC)	0.00	0.00	0.00	0.00
Total	1,200,000.00	1,038,960.00	161,040.00	0.00

As a reminder, the cost split between Federal Share TA and Matching funds is 86.58% Federal Share TA and 13.42% Match

5. Description of Project (10 points):

Lockwood is a large, unincorporated area under the governance of Yellowstone County with a population of 7,200 people. Old Hardin Road (OHR) is a minor arterial that acts as both a frontage road to I-90 and the Lockwood community's main street. This duality brings with it the commuting traffic of the frontage road, and the local access to the businesses, nearby schools and residences of the community. Currently, OHR is a two-lane road with existing sidewalk on the south side of the roadway from Highway 87 to Piccolo Lane. Yellowstone County, through the Lockwood Pedestrian Safety District (LPSD), will construct the extension sidewalk along OHR from Piccolo Lane to Woodland Road during Summer of 2023. The Montana Department of Transportation (MDT) will be reconstructing 0.3 miles of existing sidewalk along OHR from Rykken Circle to Cole Street as part of their Johnson Lane - Billings Bypass project. This OHR Sidewalk Connector project will address the gap in sidewalk facilities between Woodland Road and Rykken Circle, of approximate length of 2,200 feet. The original funding for the original OHR project does not have sufficient funding to complete this gap. The intent of this TA application is to nominate the vital portion of sidewalk to be completed via the OHR Sidewalk Connector grant to provide safety and connectivity for pedestrians in Lockwood which will finalize a 2+ mile corridor of sidewalk along OHR. The conceptual design of the project is included in the appendix (identified as "Option B" in the plans), and shows the 6-foot wide boulevard sidewalk to be constructed in concrete. The intent of the design will maintain all existing driveways and street approaches. There is an existing irrigation ditch that runs parallel to the project along the northeasterly 500-feet of the project. This ditch will be piped as an extension of the irrigation piping included in MDT's Johnson Lane project. This project was first identified the LPSD's 2017 Non-Motorized Transportation Plan list of Engineering Projects. With completion of this grant project, in addition to the two ongoing projects, OHR will have continuous sidewalk through the heart of Lockwood! (Letters of support from both Yellowstone County and the LPSD are included in the appendix.)

6. Project Eligibility:

The OHR Sidewalk Connector Project is of critical importance to the Lockwood Community as it satisfies multiple categories within the TA guidelines -- specifically Categories A & B (Off-road sidewalk facility and Safe Routes for Non-drivers). The importance of the OHR sidewalk was first identified as one of the top project priorities in the 2017 Lockwood Ped Safety District's Non-Motorized Transportation Plan, and its successive draft update which is currently being written. OHR is Lockwood's busiest road for both vehicular and pedestrian traffic, so this project is critical to separating the two modes of traffic and providing a safe route for pedestrians that are currently being forced to walk in the road's driving paths and unpaved shoulders.

This sidewalk project will provide a facility for non-motorized travel within one mile of the Lockwood School campus. As mentioned previously, without this multi-modal connection, there will be a half-mile gap in sidewalk along the two-mile stretch of OHR from Highway 87 to Johnson Lane.

7. Project Benefits (45 points):

a. Safety

OHR exists as a two-lane roadway classified within the Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (LRTP) as a minor arterial with an average AADT of approximately 4,500 vehicles per day. The lack of vehicle delineation and multi-modal facilities creates a safety impact for pedestrians and bicyclists.

Crash data for the half mile portion of roadway, provided by MDT, was evaluated to help determine crash trends and safety needs. There were three pedestrian or bicycle related crashes in the project corridor that occurred during the ten-year crash analysis period with two of the crashes resulted in injuries. Benefits to the grant project will include providing a separated pathway for pedestrians and bicyclists within the public right-of-way. These injuries likely could have been prevented if there was a separated facility dedicated to non-motorized users. The Federal Highway Administration (FHWA) notes that providing sidewalks results in up to an 89% reduction in pedestrian crashes with motor vehicles and suggests that walkways should be part of every new and renovated roadway facility and every effort should be made to retrofit streets that currently do not have sidewalks. Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5-feet for a sidewalk or walkway, should be continuous along both sides of a street, and should be fully accessible to all pedestrians including those in wheelchairs.

b. Accessibility

Currently, there is no facility available along OHR within the project limits that meets ADA and PROWAG guidelines. This grant application project will provide a new facility that is compliant with both ADA and PROWAG guidelines, and thus create a new route for a group of users that has been neglected for far too long.

c. Connectivity

One of the primary benefits of the OHR Sidewalk Connector project is connectivity. As described in the Project Description of this application, there is/will be continuous sidewalk for 1.3 miles to the southwest of this project and 0.3 miles to the northeast. With the additional half-mile project in this application, there will be over 2 miles of continuous sidewalk along the busiest road in Lockwood that connects residents, commercial businesses (including multiple gas/convenience stores and the grocery store), Lockwood's popular baseball/softball field complex, and future school safe routes along Piccolo Lane.

8. Project Risk Analysis (45 points):

a. Budget

The construction budget for this grant project was developed based on a preliminary/conceptual design of the sidewalk connector project, as commissioned by the Lockwood Pedestrian Safety District. Quantities for sidewalk area, fence installation/relocation, base gravel, and irrigation piping were developed from this design. With the quantities known, unit costs for these items were applied based on recent similar projects developed in MDT's database. These numbers were then extrapolated to determine the final construction number. As with standard engineering practice for planning level cost estimates, a contingency was applied to account for unforeseen construction items. A detailed breakdown of this cost estimate is included in the Appendix.

b. Matching Funds

The Lockwood Pedestrian Safety District is a Special Improvement District (SID) that was created by Yellowstone County as allowed under MCA 7-11-1001 through 7-11-1029. A 2014 referendum was presented to voters living within the Lockwood School District, in which they voted 61% to 39% in favor to create the District. Its purpose is to enhance pedestrian safety and provide for alternative means of transportation in the (unincorporated) Lockwood area. Accordingly, the LPSD has an estimated annual revenue of over \$260,000 per year for use on projects like this one. With Yellowstone County as the sponsor of this project, they are committed to ensuring that the local match is fully secured and in-hand.

c. Project Ownership and Maintenance

As sponsor of this application, Yellowstone County is fully committed, through the LPSD, for operation and maintenance of this project. The LPSD board currently holds contracts with local businesses to remove snow off existing sidewalks within the LPSD boundaries. This grant application project would be included in the snow removal contract. In addition, the LPSD annual budget includes \$13,000 for annual maintenance of sidewalks. Through these annual budget items, the LPSD (and thus Yellowstone County) are committed to the ongoing operation and maintenance items for this grant application project.

d. Project Right-of-Way and Railroad

The intent of the design for the OHR Sidewalk Connector project is to be fully constructed within the public right-of-way of OHR. As shown in the Right-of-Way Exhibits in the Appendix, there is currently 65 to 70-feet of public right-of-way along the project limits that is all free of conflicts. Further, there is over 15-feet from the edge of pavement to the southern property line. This will allow for adequate construction of the 6-foot sidewalk and boulevard throughout the project.

This project is free of railroad conflicts and no further action is required from a railroad coordination perspective.

e. Project Utility Impacts

For the OHR Sidewalk Connector project, the only utilities that could potentially be in conflict are overhead power lines within the vicinity of the proposed sidewalk. However, these power poles are located at the back of right-of-way, and the intent of the design is to place the sidewalk where power pole relocation will not be required. Yellowstone Valley Electric Cooperative has been informed about this potential project.

In addition there is a water line along the proposed sidewalk alignment. This will not cause conflicts or relocation, but will be located beneath the proposed sidewalk. The water line is owned and operated by the Lockwood Water & Sewer District.



9. Appendix (add attachments):

Yellowstone County



COMMISSIONERS
(406) 256-2701
(406) 256-2777 (FAX)

P.O. Box 35000
Billings, MT 59107-5000
bocc@yellowstonecountymt.gov

April 4, 2023

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Old Hardin Road Sidewalk Connector Project

Dear Ms. Mattox:

The Yellowstone County Board of County Commissioners is in support of the Transportation Alternatives Program grant application for the Old Hardin Road Sidewalk Connector project. The project was identified within the Non-Motorized Transportation Plan produced by the Lockwood Pedestrian Safety District (LPSD).

The vision of the LPSD is to build a vibrant community with thriving industrial, commercial, and residential neighborhoods where people of all ages and physical abilities can travel safely and efficiently without the use of an automobile. The project will help accomplish this vision while also aiding in the mission to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area.

For questions regarding this letter of support please contact John Ostlund, Board of County Commissioners, Yellowstone County.

Sincerely,

A handwritten signature in black ink that reads "John Ostlund". The signature is written in a cursive, flowing style.

John Ostlund
Yellowstone County Board of County Commissioners Chair



LOCKWOOD PEDESTRIAN SAFETY DISTRICT



Lockwood Pedestrian Safety District
Advisory Board to Yellowstone County
PO Box 35000
Billings, MT 59107-5000

April 4, 2023

Lora Mattox
TA Coordinator/Transportation Planner
City of Billings Planning Division
2825 3rd Avenue North, Suite 400
Billings, MT 59101

Re: Transportation Alternatives Program Application
Old Hardin Road Sidewalk Connector Project

Dear Ms. Mattox:

The Lockwood Pedestrian Safety District Advisory Board is in support of the Transportation Alternatives Program grant application for the Old Hardin Road Sidewalk Connector project. The project is on a segment of roadway deemed a high priority by the district's Non-Motorized Transportation Plan. The segment completes connectivity of previous projects to a commercial center of the community for shopping and dining.

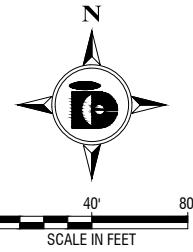
The mission of the Lockwood Pedestrian Safety District is to effectively eliminate fatalities and serious injuries caused by vehicular and pedestrian conflicts throughout the Lockwood area. Completing the Old Hardin Road Sidewalk at the connector project's location will offer pedestrians a safe way out of the road where steady residential and commercial vehicle traffic, including semi-trucks are active at Lockwood's busiest intersection. As the Lockwood community continues to develop, the safety of neighbors of all ages and abilities is priority to assure an active, healthy lifestyle is responsibly encouraged and experienced.

For more information, please contact Brandy Dangerfield, Lockwood Pedestrian Safety District Advisory Board Chair.

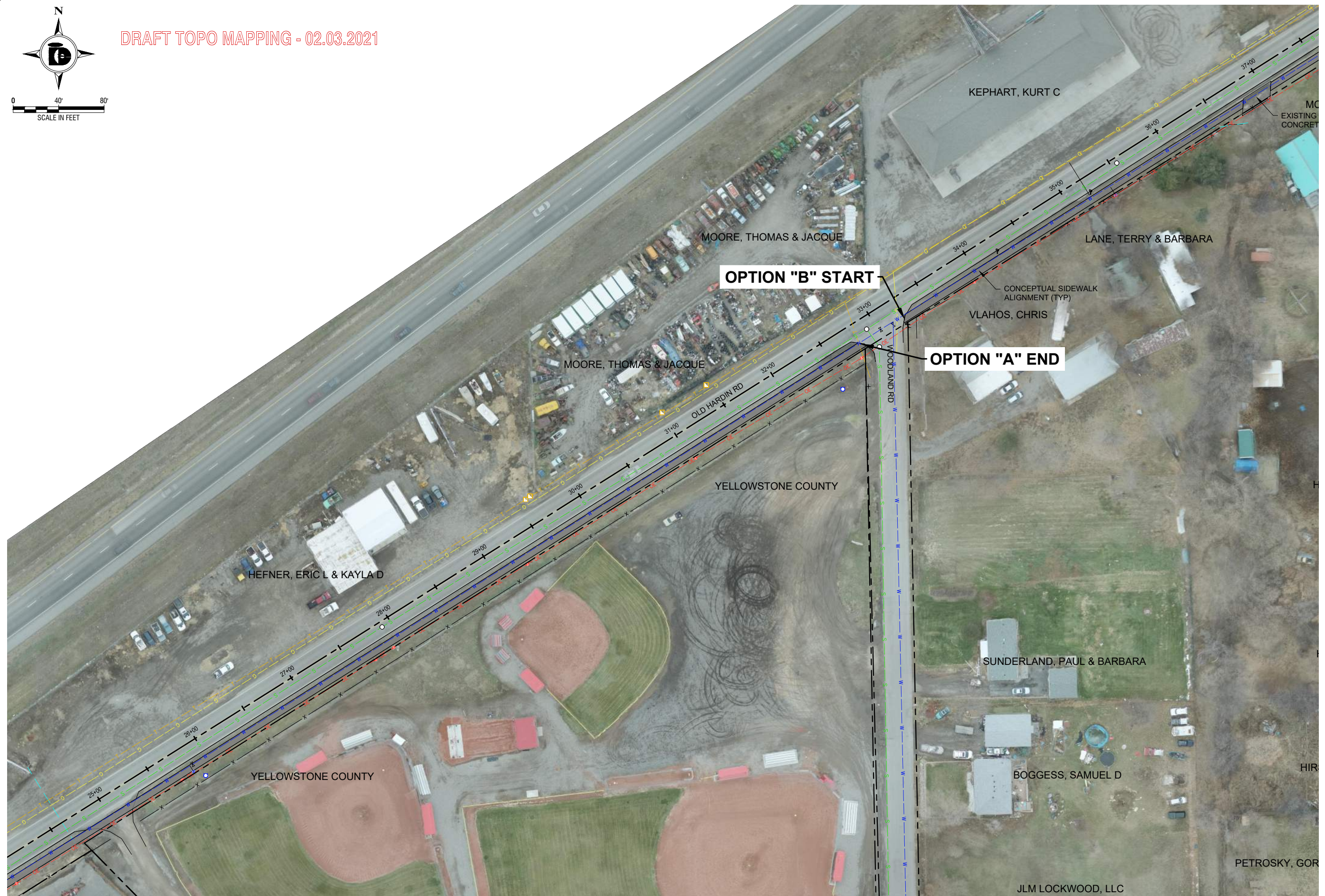
Respectfully,

Brandy Dangerfield

Brandy Dangerfield
Lockwood Pedestrian Safety District Advisory Board Chair
dangerfield.brandy@gmail.com



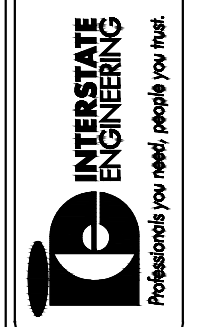
DRAFT TOPO MAPPING - 02.03.2021

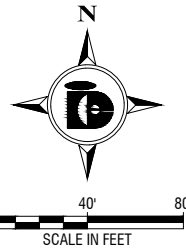


Rev No	Date	By	Description

OLD HARDIN RD PATHWAY SURVEY LOCKWOOD PEDESTRIAN SAFETY DISTRICT LOCKWOOD, MT		Project No: Y14405-126 Date: 01/2021
PLAN VIEW 25+00 TO 37+00		Drawn By: MDR Checked By: BB
Surveyed By: XXX Designed By: XXX		Project No: Y14405-126 Date: 01/2021

Interstate Engineering, Inc.
 P.O. Box 20953
 1211 Grand Avenue, Suite 6
 Billings, MT 59104-0953
 Ph (406) 256-1920
 Fax (406) 256-9178
 www.interstateeng.com
 Other offices in Minnesota, North Dakota and South Dakota





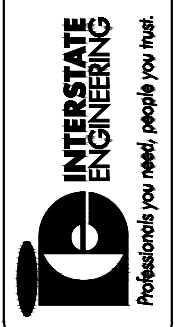
DRAFT TOPO MAPPING - 02.03.2021

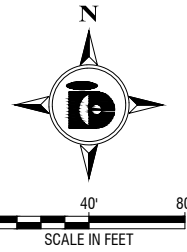


Rev No	Date	Description

OLD HARDIN RD PATHWAY SURVEY LOCKWOOD PEDESTRIAN SAFETY DISTRICT LOCKWOOD, MT		Project No: Y14400-126 Date: 01/2021
Drawn By: MDR Checked By: BB	Surveyed By: XXX Designed By: XXX	Plan View 37+00 TO 49+00

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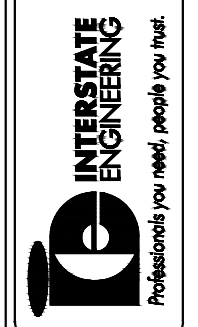
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Drawn By: MDR Checked By: BB	Surveyed By: XXX Designed By: XXX	Project No: XXX Date: XXX
PLAN VIEW 49+00 TO POE		

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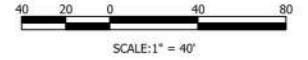


OLD HARDIN ROAD SIDEWALK CONNECTOR COST ESTIMATE

QUANTITY	DESCRIPTION	UNIT	UNIT PRICE	AMOUNT
10,000.0	MISCELLANEOUS WORK	UNIT	\$ 1.00	\$ 10,000.00
1.0	CONTRACTOR SURVEY AND LAYOUT	LS	\$ 15,000.00	\$ 15,000.00
1.0	MOBILIZATION - 10%	LS	\$ 42,000.00	\$ 42,000.00
1.0	TRAFFIC CONTROL-LS	LS	\$ 25,000.00	\$ 25,000.00
640.0	EXCAVATION-UNCLASSIFIED	CUYD	\$ 35.00	\$ 22,400.00
300.0	TOPSOIL-SALVAGING AND PLACING	CUYD	\$ 30.00	\$ 9,000.00
1.0	TEMPORARY EROSION CONTROL-LS	LS	\$ 5,000.00	\$ 5,000.00
60.0	CRUSHED AGGREGATE COURSE	CUYD	\$ 75.00	\$ 4,500.00
74.0	COMMERCIAL PLANT MIX-MISC	TON	\$ 175.00	\$ 12,950.00
200.0	PEDESTRIAN RAIL	LNFT	\$ 250.00	\$ 50,000.00
200.0	DRAINAGE PIPE 18 IN	LNFT	\$ 115.00	\$ 23,000.00
200.0	RCP 60 IN	LNFT	\$ 275.00	\$ 55,000.00
1.0	CONNECT TO EXISTING PIPE	EACH	\$ 1,500.00	\$ 1,500.00
1.0	ADJUST VALVE BOX	EACH	\$ 1,000.00	\$ 1,000.00
2.0	ADJUST FIRE HYDRANT	EACH	\$ 2,000.00	\$ 4,000.00
1,400.0	SIDEWALK-CONCRETE 6 IN (6 FT WIDE)	SQYD	\$ 100.00	\$ 140,000.00
9.3	DETEC WARNING DEVICES-TYPE I	SQYD	\$ 300.00	\$ 2,790.00
2.0	SIDEWALK DRAIN	EACH	\$ 2,000.00	\$ 4,000.00
0.3	SEEDING AREA NO I	ACRE	\$ 1,000.00	\$ 300.00
0.3	FERTILIZING AREA NO I	ACRE	\$ 400.00	\$ 120.00
7.0	RESET SIGNS	EACH	\$ 300.00	\$ 2,100.00
20.0	STRIPING-WHITE PAINT	GAL	\$ 100.00	\$ 2,000.00
1,400.0	SEPARATION GEOTEXTILE-HIGH	SQYD	\$ 3.00	\$ 4,200.00
12.0	MAILBOX	EACH	\$ 300.00	\$ 3,600.00
450.0	TURF REINF MAT-NATURAL FIBER	SQYD	\$ 12.00	\$ 5,400.00
1.0	IRRIGATION CANAL CROSSING	LS	\$ 15,000.00	\$ 15,000.00
100.0	RESET FENCE	LNFT	\$ 20.00	\$ 2,000.00
			SUBTOTAL	\$ 461,860.00
			30% CONTINGENCY	\$ 138,558.00
			SUBTOTAL	\$ 600,418.00
			INFLATION 4%/YEAR x 3 YEARS	\$ 74,970.59
			SUBTOTAL	\$ 675,388.59
			10.71% INDIRECT COST (IDC)	\$ 72,334.12
			TOTAL	\$ 747,722.71

RIGHT-OF-WAY EXHIBIT (SHEET 1 OF 2)

FOR
OLD HARDIN ROAD SIDEWALK CONNECTOR PROJECT
WITHIN
YELLOWSTONE COUNTY

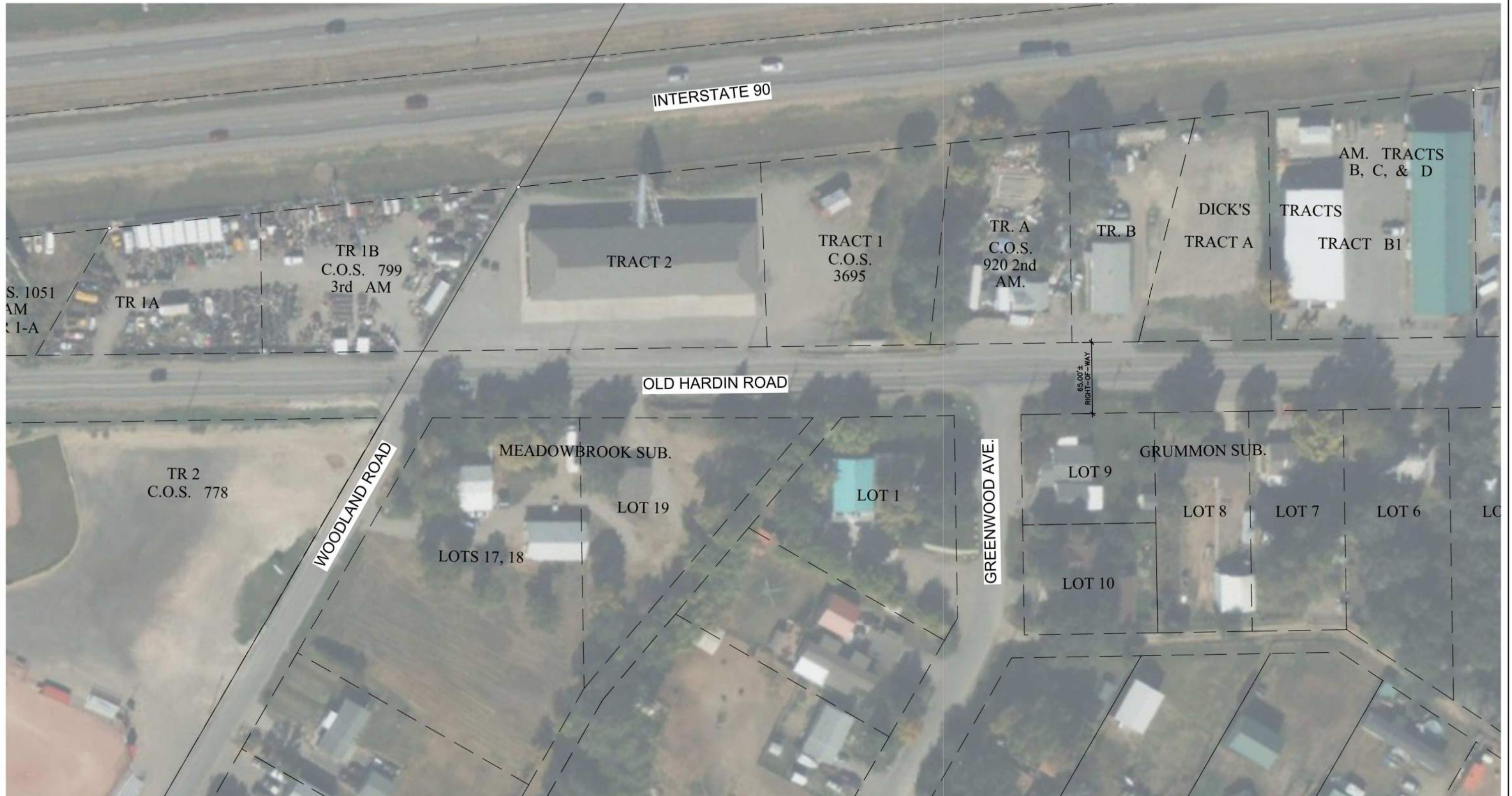


PREPARED FOR : YELLOWSTONE COUNTY, MONTANA

MARCH, 2023

PREPARED BY : SANDERSON STEWART 

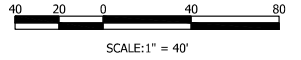
BILLINGS, MONTANA



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RIGHT-OF-WAY EXHIBIT (SHEET 2 OF 2)

FOR
OLD HARDIN ROAD SIDEWALK CONNECTOR PROJECT
WITHIN
YELLOWSTONE COUNTY



PREPARED FOR : YELLOWSTONE COUNTY, MONTANA

MARCH, 2023

PREPARED BY : SANDERSON STEWART 

BILLINGS, MONTANA

