

12TH

**Confederated Salish and Kootenai Tribes
2017-2018 TA Application
Round Butte Road Pedestrian Path**



Confederated Salish and Kootenai Tribes

2017-2018 TA Application

Round Butte Road Pedestrian Path

1. **Project Name:** Round Butte Road Pedestrian Path – City of Ronan

2. **Local Entity Sponsor and Population:**

Confederated Salish and Kootenai Tribes (Sponsor);

The proposed project is located within the City Limits of Ronan with the exception of approximately 300 feet on the west side of the project. The population of Ronan during the 2010 US Census was found to be 1,871.

3. **Project Contact:**

Gabriel Johnson, PE
CSKT Roads Program Manager
PO Box 278
Pablo, MT 596855
(406)-676-2600 ext. 6202
gabriel.johnson@cstk.org

4. Estimated Total Project Cost:

Round Butte Pedestrian Path Estimate Project Cost

Construction Costs

| Item Number | ITEM | PROPOSAL QUANTITY | MEASUREMENT UNIT | ENGINEERS ESTIMATE | |
|-------------|---|-------------------|------------------|---|----------------------|
| | | | | UNIT COST | TOTAL ITEM COST |
| 105 | Control of Work - Construction Survey & Staking | 1 | LS | \$ 10,000.00 | \$ 10,000.00 |
| 109 | Measurement & Payment - Mobilization | 1 | LS | \$ 25,000.00 | \$ 25,000.00 |
| 201 | Clearing & Grubbing | 1 | LS | \$ 3,000.00 | \$ 3,000.00 |
| 202 | Cold Milling Asphalt (for Concrete Ped Crossings and Concrete Path) | 1110 | SY | \$ 20.00 | \$ 22,200.00 |
| 203A | Embankment Excavation - CUT | 670 | CY | \$ 15.00 | \$ 10,050.00 |
| 203B | Embankment Excavation - FILL | 1000 | CY | \$ 15.00 | \$ 15,000.00 |
| 208 | Water Pollution Control & Stream Preservation - Temporary Erosion Control | 1 | LS | \$ 5,000.00 | \$ 5,000.00 |
| 301A | Aggregate Surfacing - (6") Type "A", Grade 2, Crushed Top Surfacing (Path) | 625 | CY | \$ 40.00 | \$ 25,000.00 |
| 401A | Plant Mix Pavement - (2") Grade "B" Plant Mix Pavement (Path) | 2800 | SY | \$ 25.00 | \$ 70,000.00 |
| 603 | 36" Culvert Ext. w/ Headwall | 10 | LF | \$ 600.00 | \$ 6,000.00 |
| 608A | Concrete Sidewalks - 4" Depth (Include 6" Aggregate Surfacing) | 380 | SY | \$ 50.00 | \$ 19,000.00 |
| 608B | Concrete Sidewalks - 6" Depth (Includes Reinforcement and 6" Aggregate Surfacing) | 670 | SY | \$ 60.00 | \$ 40,200.00 |
| 608C | Concrete Sidewalks - Truncated Domes (2'x3') | 38 | EA | \$ 300.00 | \$ 11,400.00 |
| 608D | Concrete Sidewalks - Truncated Domes (2'x4') | 9 | EA | \$ 300.00 | \$ 2,700.00 |
| 609 | Curb and Gutter (including laydown) | 500 | LF | \$ 27.00 | \$ 13,500.00 |
| 610 | Roadside Re-vegetation - Topsoil & Seeding | 35000 | SF | \$ 0.50 | \$ 17,500.00 |
| 614 | 2' High MSE Retaining Wall including footing | 55 | SY | \$ 350.00 | \$ 19,250.00 |
| 618 | Traffic Control - Temporary Traffic Control | 1 | LS | \$ 60,000.00 | \$ 60,000.00 |
| 619A | Signs, Delineators & Guideposts - Relocate Existing Sign | 3 | EA | \$ 390.00 | \$ 1,170.00 |
| 619B | Signs, Delineators & Guideposts - Pedestrian Crossing Signs | 12 | EA | \$ 430.00 | \$ 5,160.00 |
| 619C | Signs, Delineators & Guideposts - No Motorized Vehicle Signs | 4 | EA | \$ 400.00 | \$ 1,600.00 |
| 620 | Pavement Marking Applications | 40 | GAL | \$ 240.00 | \$ 9,600.00 |
| 622 | Geotextile - Separation Fabric | 4000 | SY | \$ 2.00 | \$ 8,000.00 |
| 623A | Mailboxes - Mailbox Cluster | 1 | EA | \$ 400.00 | \$ 400.00 |
| | RR Pedestrian Crossing | 1 | LS | \$ 5,000.00 | \$ 5,000.00 |
| | | | | | \$ 405,730.00 |
| | | | | 10% Contingency | \$ 40,573.00 |
| | | | | Construction Total w/o Utilities | \$ 446,303.00 |
| | | | | Preliminary Engineering (30% of Construction) | \$ 133,890.90 |
| | | | | Construction Administration (20% of Construction) | \$ 89,260.60 |
| | | | | Utility Relocation Costs including: | \$ 41,500.00 |
| | | | | Power | \$ 5,000.00 |
| | | | | Telephone | \$ 34,000.00 |
| | | | | Water | \$ 2,500.00 |
| | | | | Total Project Costs w/o IDC | \$ 710,954.50 |
| | | | | Total Project Costs with IDC (10.97% State of Montana) | \$ 788,946.21 |

5. Project Eligibility:

The Round Butte Road Pedestrian Path is eligible for funding under TA and the FAST Act based on the following:

1. *Under Former 23 U.S.C. 213(b)(1) the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)are eligible projects.*

The project will require the planning, design, and construction of approximately 0.85 miles of six foot wide pedestrian path or 5 foot concrete sidewalk along Round Butte Road in compliance with the Americans Disabilities Act.

2. *Under Former 23 U.S.C. 213(b)(1)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 are eligible projects.*

The pedestrian path project involves the design, planning, and construction of an infrastructure-related project that provides a safe route for non-drivers including children, older adults and individuals with disabilities to access their daily needs including schools, places of work, the post office, restaurants, banks, grocery stores, and a hospital. Many children and adults currently use the north shoulder of Round Butte Road while attempting to access their daily needs.

3. *Under Former 23 U.S.C. 213(b)(1): **The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:***

Under SAFETEA-LU eligible infrastructure projects include:

- **"Off-street bicycle and pedestrian facilities:** exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway."
- **"Pedestrian and bicycle crossing improvements:** crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements."

The project will allow children to walk or ride to school on a safe and designated pedestrian path facility with additional and improved pedestrian crossings including pavement markings and crossing signs. The path will lead to K.William Harvey Elementary, Ronan Middle, and Ronan High Schools. The path will be separated from Round Butte Road by a grass boulevard and/or pavement markings.

The Round Butte Road Pedestrian Path is consistent with the priorities of TranPlanMT Goal A Action A.6 Encourage the implementation of bicycle and pedestrian projects in the vicinity of kindergarten through grade 8 through the Safe Routes to School Program. The pedestrian facility creates a safe route to K.William Harvey and Ronan Middle School.

The Round Butte Road Pedestrian Path project is consistent with the following goals of the Flathead Reservation Long Range Transportation Plan (LRTP) and the planning of multi-use paths in 2014 CSKT Transportation Safety Plan:

- *To provide and develop safe, efficient and connected transportation facilities within the Flathead Reservation.* The proposed path will improve safety by providing a designated walkway for pedestrians on the north side of Round Butte Road. Currently, school children and adults without cars consistently walk along the north side Round Butte Road in the mornings and evening. This has been mentioned as a safety concern of the Ronan Community multiple times as there approximately 3 to 5 feet of existing paved shoulder on this section of Round Butte Road.
- *To complement surround transportation facilities which are a part of the surrounding transportation system.* The path will connect the sidewalk in Ronan to the existing separated multi-use path on Round Butte Road just west of the railroad tracks and eventually multi-use paths on US 93.

6. Project Statement:

a) *Project Narrative/Abstract:*

The project is primarily located with the northwest City Limits of Ronan with the exception of approximately 300 feet of path on the west side of the railroad tracks. The primary portion of the path connects the existing 5 foot concrete sidewalk in front of Ronan Middle School on the east to the existing 8 foot asphalt multi-use path along Round Butte Road just west of the railroad tracks.

This project is proposed due to the large volume of school children that use the shoulder to access K. William Harvey, Ronan Middle School, and Ronan High School located at 3rd Avenue NW in Ronan. Ronan School District has indicated that approximate 50 children travel to and from school along this corridor. Many adults without cars also use the corridor to access work, the bank, the Ronan US Post Office, St. Luke's Medical Center (hospital/clinic), the grocery store, and other stores. Currently, pedestrians are walking on the north side of the roadway with approximately 3 to 5 feet of paved shoulder and multiple unmarked crossings.

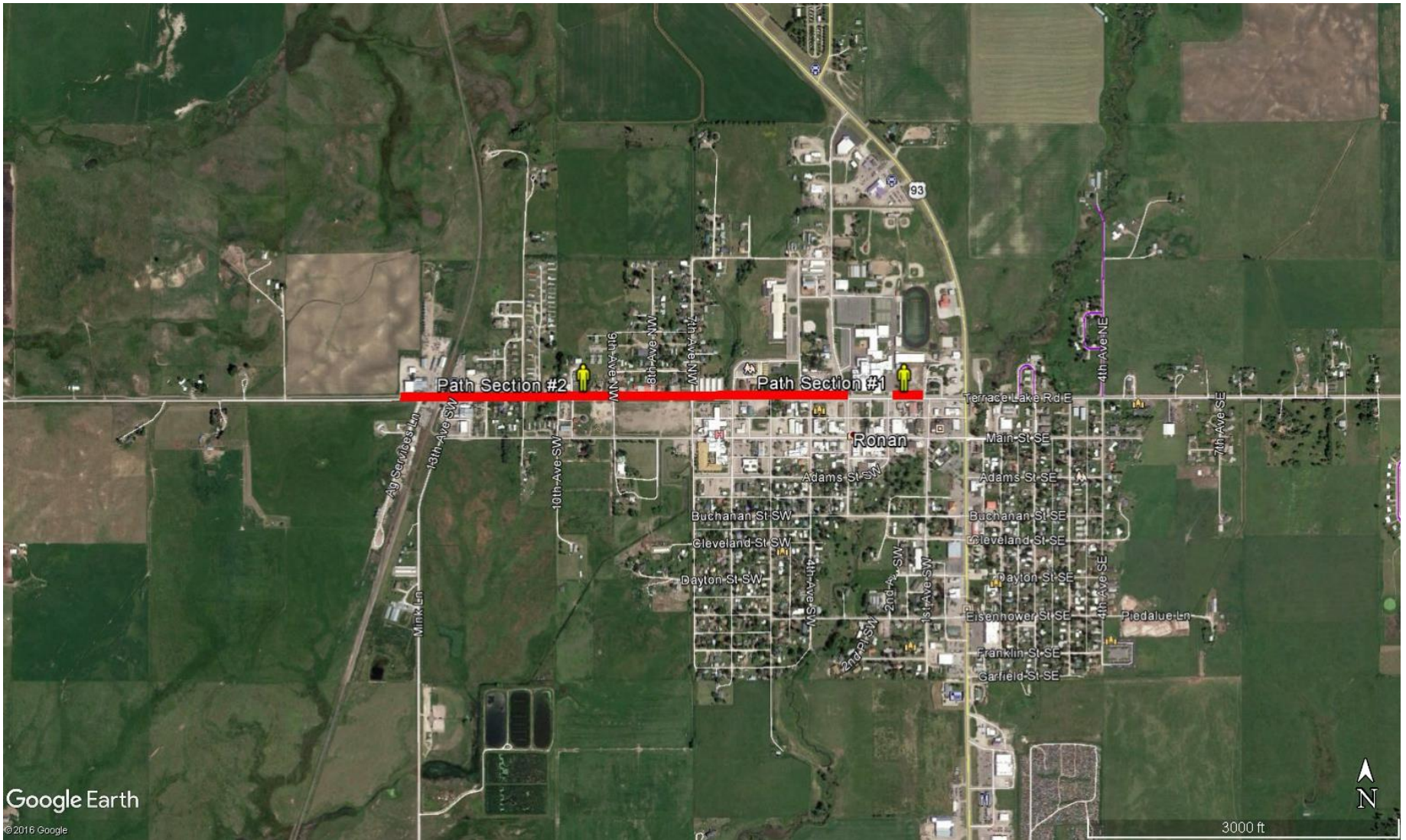
During weather events such as snow, rain, or fog this corridor becomes very dangerous for a pedestrian to traverser; however many of them have no means of transportation other than walking. The Ronan Community has expressed the need for a safe mode of transporting pedestrians from the west side of Ronan to the center of town. Several individuals from the Ronan Area indicated they had encountered close calls between pedestrians and vehicles. This project provides a designated path as a safe mode of transporting those pedestrians to the center of town while providing some separation between pedestrians and vehicles.

The project consists of 2 sections:

Section 1 - A 300 foot portion of 5 foot wide concrete sidewalk with curb and gutter on the north side of Round Butte Road just to the east of Ronan Middle School. The 5 foot concrete sidewalk will serve to connect the sidewalk on the east side of Ronan Middle School to the future multi-use path to be built with the Ronan-North Project (1744-019).

Section 2 - A 6 foot wide asphalt pedestrian path on the north side of Round Butte Road (Montana Secondary Highway 211) in Ronan, Montana extending from 3rd Avenue NW to the existing multi-use path just west MP 1.0 on Round Butte Road. Conceptual Drawings and typical sections displaying Section 2 can be in seen Appendix A and display a 3 foot grass boulevard being constructed between the paved shoulder and the 6 foot side asphalt path. This layout will allow drainage to sheet flow off the roadway and across the path area, as this is how drainage is currently functioning for the roadway.

Location of Project/Map:



Photos of the Project Site:



Start of Section 1 – Looking west from CSKT Tribal Health Property



Section 1 – Looking west towards Ronan Middle School



Start of Section 2 – Looking east across 3rd Avenue NW



Section 2 – Looking west along from 3rd Avenue NW along Ronan Telephone Maint. Building



Section 2- Looking west in front of Museum of the Rockies



Section 2 – Looking west directly across from St. Luke Hospital



Section 2 – Looking west at 8th Avenue NW



Section 2 – Looking west a MRL rail line



Section 2 – Looking west towards Acre Lawn Ct.



Section 2 – Looking west in front of Westland Seed at the existing multi-use path



Section 2 - Looking west at 12 Place NW

b) Project Benefits:

The projects benefits are numerous including:

➤ Safety:

As previously stated, pedestrians are currently walking the north shoulder of Round Butte Road between 3rd Avenue NW and 12th Place NW with no designated path and the reality is that those same pedestrians will continue to use the shoulder whether there is a path built or not. However, many of these pedestrians are school children with little supervision from adults and most lack a full understanding of the dangers associated with walking so closely to vehicular traffic. Safe Routes to Schools is a primary focus of Transportation Alternative type funds. The path would provide a designated and delineated route for pedestrians to travel with increased separation from vehicular traffic traveling Round Butte Road. A well designated place for pedestrians along with the separation from traffic would significantly reduce the likelihood of pedestrians being struck by cars or other vehicles even during inclement weather or at night.

The path would also provide marked and delineated crossings for pedestrians crossing City streets along this portion of Round Butte Road, as well as, crossings of Round Butte Road located at 11th and 12th Avenue to facilitate pedestrians crossing from the south side of Round Butte Road to path on the north side. Presently, no designated crossings exist at these intersections, leaving pedestrians at the mercy of the motorist who is primarily focused on vehicular traffic on Round Butte Road and not pedestrians.

Furthermore, accesses for commercial and residential driveways along the north side of Round Butte could be better regulated per the MDT approach manual with the construction of the path because points of ingress and egress can be designated. This has the potential to improve safety as vehicles are not accessing Round Butte Road from unexpected points and odd angles.

➤ Accessibility:

The project will allow all users to access their daily needs. Currently, individuals with physical disabilities would find it very difficult if not impossible to traverse the shoulder of Round Butte Road especially between 6th Avenue NW and 12th Place NW. The path will include ADA compliant wheel chair ramps equipped with MDT approved truncated domes to assist visually impaired individuals for each crossing of City streets between 3rd Avenue and 12th Place NW. The path will also be constructed with ADA compliant features including but not limited to all slopes, grades, and crossings. Connections to many sidewalks and paths on City streets that are already ADA compliant but essentially come to a dead end at Round Butte Road will improve accessibility and connectivity further. With the funding and construction of this path individuals in wheel chairs or visually impaired would be able to access the existing path west of the railroad tracks for recreation as well as the interior of Ronan. In turn, these individuals could then access daily needs such as getting to work, the bank, the grocery store, school, the post office, and much more, just as others users.

➤ **Connectivity:**

The Round Butte Road Path Project contributes greatly to the connectivity of the current and future local transportation environment and network.

The path will connect to the following pedestrian facilities:

- *An existing 8' wide asphalt multi-use path just west of the Westland Seed and the railroad tracks which extends west 1.7 miles from Westland Seed to Leighton Road.*
- *An existing 8' wide asphalt path on 6th Avenue NW which leads towards K. William Harvey Elementary School.*
- *At 6th Avenue there is a painted and signed crosswalk walk for pedestrians to cross Round Butte Road to the 6th Avenue SW where St. Luke's Medical Center and Clinic is located.*
- *An existing 6' wide concrete sidewalk extends along 4th Avenue towards K. William Harvey Elementary School and the Ronan School District Office.*
- *A painted and signed school crossing at 4th Avenue NW allows pedestrians to access concrete sidewalk on the south side Round Butte Road.*
- *An existing 5' concrete sidewalk in front of Ronan Middle School along Round Butte Road effectively allowing students to access Ronan Middle and High Schools.*
- *A future multi-use path to be built along US Highway 93 during the Ronan-North Project.*

The project will connect to all these existing facilities providing connectivity between all the existing paths/sidewalks which provide further connectivity into the heart of Ronan. So connectivity of pedestrian facilities would be achieved from Leighton Road on the west side of Round Butte Road to US Highway 93, once the MDT Ronan-North Project (1744-019) is built.

The Ronan-North Project will connect new path into the existing multi-use path which extends from Baptiste Road north of Ronan all the way to Polson. With the construction of the Ronan-North Project, connectivity of pedestrian facilities would exist from Leighton Road along Round Butte Road to US 93 multi-use pathways which would extend from Ronan to Polson. Plans for multi-use pathways in the future MDT Ronan-Urban and MDT Post Creek Hill (8008) Projects would further provide connectivity between the Round Butte paths/sidewalks and the Mission Valley. The CSKT Roads Program continues to pursue TIGER Grant Funds (or similar) to fund a multi-use path from Red Horn/Dublin Gulch Roads at the bottom of Post Creek Hill to the intersection of US 93 and Interstate 90 in the Missoula Area.

c) **Project Risk Analysis:**

Project risks include:

➤ **Budget:**

The budget was developed with the following methods and sequence:

Step 1: Project limits were determined and broken up into two sections:

- 300 lineal feet of sidewalk from Ronan Middle School west along Round Butte Road because this section provides connectivity with future Highway 93 multi-use paths.
- 4350 lineal feet of path/sidewalk extending from 3rd Avenue NW in Ronan and connecting to the existing multi-use path just west of the railroad tracks on Round Butte Road because this provided connectivity with the existing path along Round Butte and facilitates many children and adults accessing goods and services daily.

Step 2: Available width of path/sidewalk was determined based on AASHTO Guidance for Pedestrian Facilities and project constraints including utility poles, existing right-of-way width, and shoulder width. Although AASHTO guidance is to have a minimum of 5 feet of separation between the edge of pavement and bicycle/pedestrian facilities, the frequency of main power transmission line poles and the narrow right-of-way do not allow such separation at some locations. However, a minimum of 6 feet between pedestrian and the power line is attainable.

Step 3: Current use of the shoulder was observed and found to be mainly used by pedestrians. This observation led to the decision to use a 6 foot sidewalk rather than an 8 foot multi-use path.

Step 4: A decision was made to use a boulevard to separate pedestrians from traffic rather than attempting to use curb and gutter. If curb and gutter was placed to facilitate the path, a great deal of underground storm drainage pipe would have to be installed to transport the water to several drainage outfalls. It is unlikely that the existing culverts and drainage features are designed to handle the additional water volume if funneled by curb and gutter and storm drainage. The construct of additional storm drainage could also prove to be cost prohibitive. Water on Round Butte Road currently sheet flows off the shoulder on the north side and the CSKT Roads Program made the decision to stick with the current drainage configuration.

Step 5: The determination of what materials to use for construction was based on cost and in some locations the delineation of the path. Due to cost and projected use a 6 foot asphalt path/sidewalk configuration was selected for the majority of the path. Based on recommendations from Shane Stack, MDT – Missoula District Project Engineer and Steve Felix, Missoula District Maintenance Chief, along with consultation with DJ&A Engineering a decision was made to use a 6 foot wide concrete sidewalk to delineate the path and improve safety at select locations including: crossings of City Streets, in front of Access Montana/Ronan Telephone's maintenance shop, and in front of the Westland Seed Store.

Step 6: Once linear limits, width, configuration, and basic materials were established; quantities were calculated.

Step 7: An estimate/budget was established using bid prices from 2016 MDT projects and 2015 CSKT projects. Utility relocation and railroad pedestrian crossing costs were determined based on conversations with Mission Valley Power, Ronan Telephone and Montana Rail Link. Utility costs are further explained in the Utilities Impact Section. No cost is shown

for right-of-way because the project is to be built within the existing MDT right-of-way on Montana Secondary Highway 211.

Step 8: A 10% contingency was added to account for unknowns and price fluctuations based on oil prices or other factors. Preliminary engineering and construction administration costs were based on 30% and 20% of the construction cost respectively. Indirect costs were based on the provided 10.97% for Montana.

➤ **Matching Funds:**

No matching funds are required for this project for the following reasons:

- The project is proposed on Round Butte Road (Montana Secondary Highway 211), a designated state highway and within the MDT existing right-of-way;
- The project is within the exterior boundaries of the Flathead Reservation.

➤ **Public Involvement:**

On March 27, 2017, at 5:30PM a public meeting was held at Ronan Middle School to discuss the project and obtain feedback from the Ronan Community. The project was advertised in local newspapers and various invites were distributed by email to local government agencies, schools, and the community. Public comment was received from a number of individuals in the Ronan Community. Comments from the meeting included:

- A local contractor mentioned that he drives this section of Round Butte Road daily while pulling a trailer. He commented that he had seen school children walking the north shoulder and getting splashed with water from vehicles, during rain events.
- A coach at Ronan High School mentioned that the path would get lots of use with middle school and high school distance runners along with individuals walking to improve their health. Currently many people drive to Westland Seed, park, and walk or run the existing path west of Westland Seed.
- The Athletic Director for the Ronan School District indicated that he and his wife currently walk this area often.

The City of Ronan and individuals within the Ronan Community have expressed fears of a child being hit by a vehicle along the proposed path corridor. The Ronan School District Superintendent, Mark Johnston, voiced how vital this corridor is to local families and children traveling to school. Letters of support from Ronan School District and St. Luke Medical are attached in Appendix C.

➤ **MDT Coordination:**

- The CSKT Roads Program contacted Shane Stack, MDT Missoula Project Engineer, to determine the right-of-way width along Round Butte Road between 3rd Avenue and the railroad tracks. Mr. Stack sent electronic plan sets on February 1, 2017 showing the right of way and construction plans in the 1950's.

- Gabe Johnson, CSKT Roads Program Manager, met with Shane Stack and Steve Felix, Missoula Maintenance Chief, to further discuss the project impacts on MDT facilities and maintenance of Round Butte Road (211) on March 2, 2017 at 11:00AM. Mr. Felix expressed concern that the path would restrict access for various businesses and property owners on the north side of Round Butte Road, likely upsetting the local property owners. Steve Felix made it abundantly clear that MDT would not be performing any maintenance on the path facility. Mr. Felix commented that approach design would be critical to ensure driveways and city street approaches drain properly and do not push additional water into private property. Mr. Stack expressed concern that the railroad would have to retime their railroad gate to coordinate with pedestrian travel times across the tracks. He also indicated that small retaining walls would likely be needed at select locations to prevent embankment from encroaching on private property. In addition, he mentioned that AASHTO guidelines recommend at least 5 feet of separation between the edge of pavement (roadway) and the path. Mr. Felix and Mr. Stack recommended placing concrete for the path where city street crossing occur. Mr. Stack suggested including the 300 feet of concrete sidewalk missing just east of Ronan Middle School which would connect to the Ronan-North Project.

- Gabe Johnson also spoke with John Althof in MDT's Traffic Safety Division to discuss requirements for the pedestrian crossing of the railroad tracks. Mr. Althof indicated that an open at grade crossing would most likely be sufficient since the track is not actively carrying trains. So, no pedestrian gates have been proposed for the project.

➤ **Project Independence:**

Upon completion, the project will function independently on its own. As described in this application under Connectivity, the project connects existing paths/sidewalks to provide all pedestrians access to daily needs and amenities located within Ronan; however, even if those facilities did not exist the project would still provide safe passage for many children to get to K. William Harvey Elementary School and Ronan Middle School as well as allowing adults to access their daily needs within Ronan.

➤ **Project Ownership and Maintenance:**

The CSKT Roads Program will be responsible for the operation and maintenance once the project is completed. The CSKT Roads Program has provided maintenance including snow removal, sweeping, crack sealing, pavement sealing, chip sealing, and pavement surfacing for BIA roads including paved tribal homesite roads for many years. CSKT plans to partner with the City of Ronan to coordinate maintenance and lessen the impact to one particular entity. Preliminary discussions for a maintenance agreement between CSKT and Ronan have led to the understanding the City of Ronan will perform routine snow removal, sweeping, and minor asphalt pavement maintenance. CSKT will perform routine crack sealing, pavement sealing, and resurfacing of the path. CSKT will ultimately be responsible for any service, operation, and maintenance of the completed project.

➤ **Project Right-of-Way:**

The right of way can be seen from R/W Plans for Round Butte Road from 1953 in Appendix B.

The right-of-way widths are approximately as follows:

- MP 0.10 to MP 0.15 – R/W appears to be 60’ – 30’ each side of CL (based on R/W Plans in Appendix B)
- MP 0.22 to MP 0.5 – R/W is 70’ - 30’ North of CL, 40’ South of CL
- MP 0.5 to MP 0.75 – R/W is 80’ – 40’ each side of CL
MP 0.75 to MP 1.0 – R/W is 60’ – 30’ each side of CL

The project will be built within the existing MDT right-of-way

➤ **Project Utility Impacts:**

Utilities always present some risk during construction projects. The CSKT Roads Program performed site visits with Mission Valley Power, Access Montana (Ronan Telephone), and the City of Ronan to determine utility conflicts. The following discoveries were made during the investigation:

- Gabe Johnson, CSKT Roads Program Manager, met with Mission Valley Power on February 27, 2017 at 2:00PM and reviewed the site. The only conflict that MVP and CSKT Roads determined to be present for Section 2 during the meeting was a guy wire located approximately 300 feet east of Acre Lawn Court. Brian Incashola, MVP engineer, recommended removing the guy wire and placing an intermediate pole outside the right-of-way to take the place of the guy. He estimated the cost of the pole installation to be \$1,000. A cost of \$2,000.00 has been programed into the estimated project cost for the movement of Mission Valley Power electrical utilities because \$1,000 simply does not go very far when moving utilities. Within Section 1 there is a flashing school crossing sign that must be relocated approximately 5 feet to the north and has overhead electrical run to it. Section 1 was added after the meeting with MVP, so a cost from MVP was not attained in this case. It is typical to relocate these types of devices with underground electrical. Typically from previous projects, CSKT Roads has seen a cost of approximately \$3,000 for these types of installations. Overhead power exists through the project area (Sections 1 & 2); however power poles run parallel with Round Butte Road and are located approximately 1 foot inside the existing right-of-way. The poles should not conflict with the project as proposed; however a minimal amount of fill will likely be placed around the poles for the path embankment.
- Gabe Johnson met with Access Montana (Ronan Telephone Company) Engineer, Robbie O’Connor, on March 16, 2017 at 11AM to discuss any communication related utility conflicts with the project. Based on the site visit, it appears that one telephone pedestal between 9th Avenue NW and Acre Lawn Court has the potential to conflict with the path. Mr. O’Connor said typically moving the pedestal would require boring under Round Butte Road and pulling new telephone lines. He indicated that directional boring runs somewhere around \$850.00/linear foot. If 40 feet of boring took place, the cost would be \$34,000.00

- Dan Miller, City of Ronan Public Works Director, met with Gabe Johnson and MDT on March 2, 2017. Section 1 contains a fire hydrant that would have to be relocated approximately 5 feet to the north to facilitate construction. Based on previous projects the cost to relocate the fire hydrant will be approximately \$1,500. The only water or sewer utilities that might conflict with the path are a few water valves; however, it is unlikely that the valves will have to be adjusted since they lie in the proposed grass boulevard and existing paved roadway shoulder. A \$1,000 cost has been assigned to water valve adjustments.
- Charter Cable Company was the only utility company that CSKT Roads did not meet with. The cable pedestals are located in line with the power poles and telephone pedestals, so there is little if any risk of running into cable lines.
- Telephone and communication cables are buried along the existing of the power poles. No conflicts should exist between communication lines and the proposed project. Communication and cable lines crossing Round Butte Road should be 42” deep from the existing surface, so no conflicts should exist at those locations.

The possibility of discovering utilities during construction exists. However, the possibility is slight because excavation beyond 1 foot deep from the existing ground surface will be very infrequent during the project. Telephone and cable television lines could be impacted during the work that would take place at a culvert crossing just west of 6th Avenue NW and at possible small retaining wall locations between 8th and 9th Avenue NW.

➤ **Other Risks:**

- **Montana Rail Link Railroad Crossing**

Gabe Johnson, CSKT Roads Program Manager, spoke with Nick Bailey, Montana Rail Link Public Works Engineer, on February 15, 2017. Mr. Bailey indicated that MRL was not opposed to an at grade crossing. The path could run adjacent to the roadway at the crossing and use the same crossing arm as vehicular traffic. Mr. Bailey mentioned that the crossing could be asphalt pinched up against rubber guards for the rail. He did not see the need for railroad flagman during construction because the rail is not currently active. According to Mr. Baily, the cost of the crossing should be minimal other than the asphalt to pave the crossing. His “off the cuff” cost was approximately \$1,800.00 for rubber guards to place against the tracks. A cost of \$5,000.00 has been programed for the crossing in the estimated project cost because no one with MRL has looked at the crossing location to justify the cost prior to this application.

Appendix A

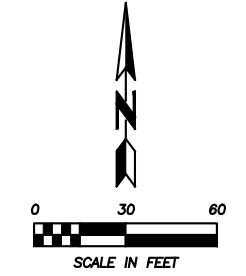
Conceptual Design

Drawings



LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED NATIVE VEGETATED BOULEVARD
- PROPOSED TRUNCATED DOME PANEL
- PROPOSED CROSSWALK MARKINGS



| BY | DATE | REVISION DESCRIPTION |
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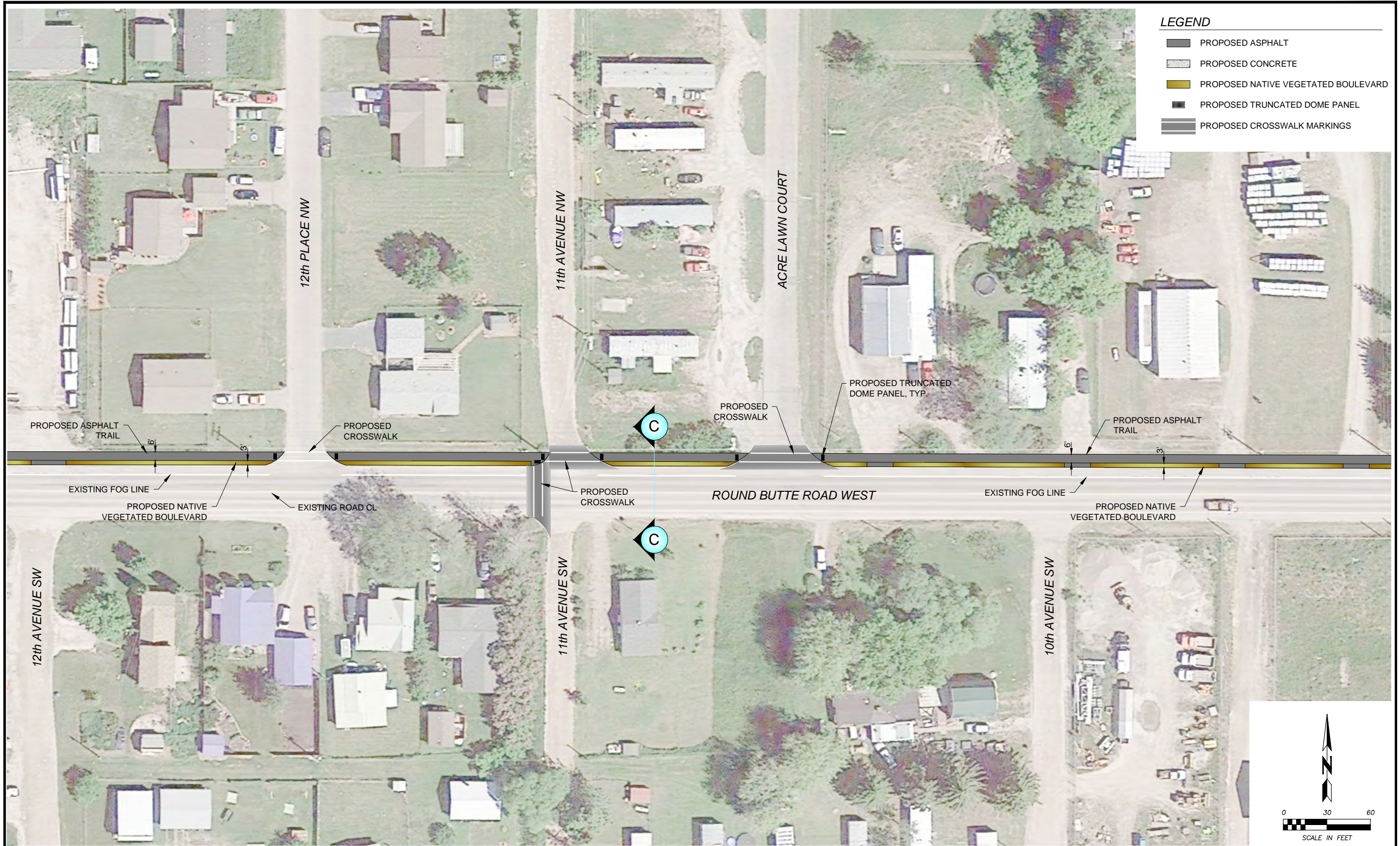
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| DESIGN | KG | PROJ. NO. | 8670.01 |
| DRAWN | ML | DATE | 03/2017 |
| CHECKED | CA | SURVEYED | |

Dj&A, P.C.
CONSULTING ENGINEERS & LAND SURVEYORS
 5203 Russell Street, Missoula, Montana 59801-8591
 Phone 406/721-4320 Fax 406/548-6371

THE CONDEDERATED SALISH
 & KOOTENAI TRIBES
 RONAN, MT

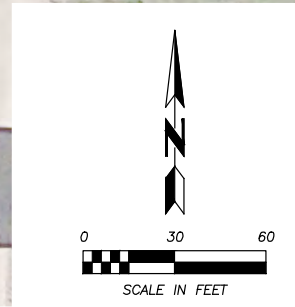
ROUND BUTTE ROAD TRAIL
 TRANSPORTATION ALTERNATIVES
 PLAN EXHIBIT

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LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED NATIVE VEGETATED BOULEVARD
- PROPOSED TRUNCATED DOME PANEL
- PROPOSED CROSSWALK MARKINGS



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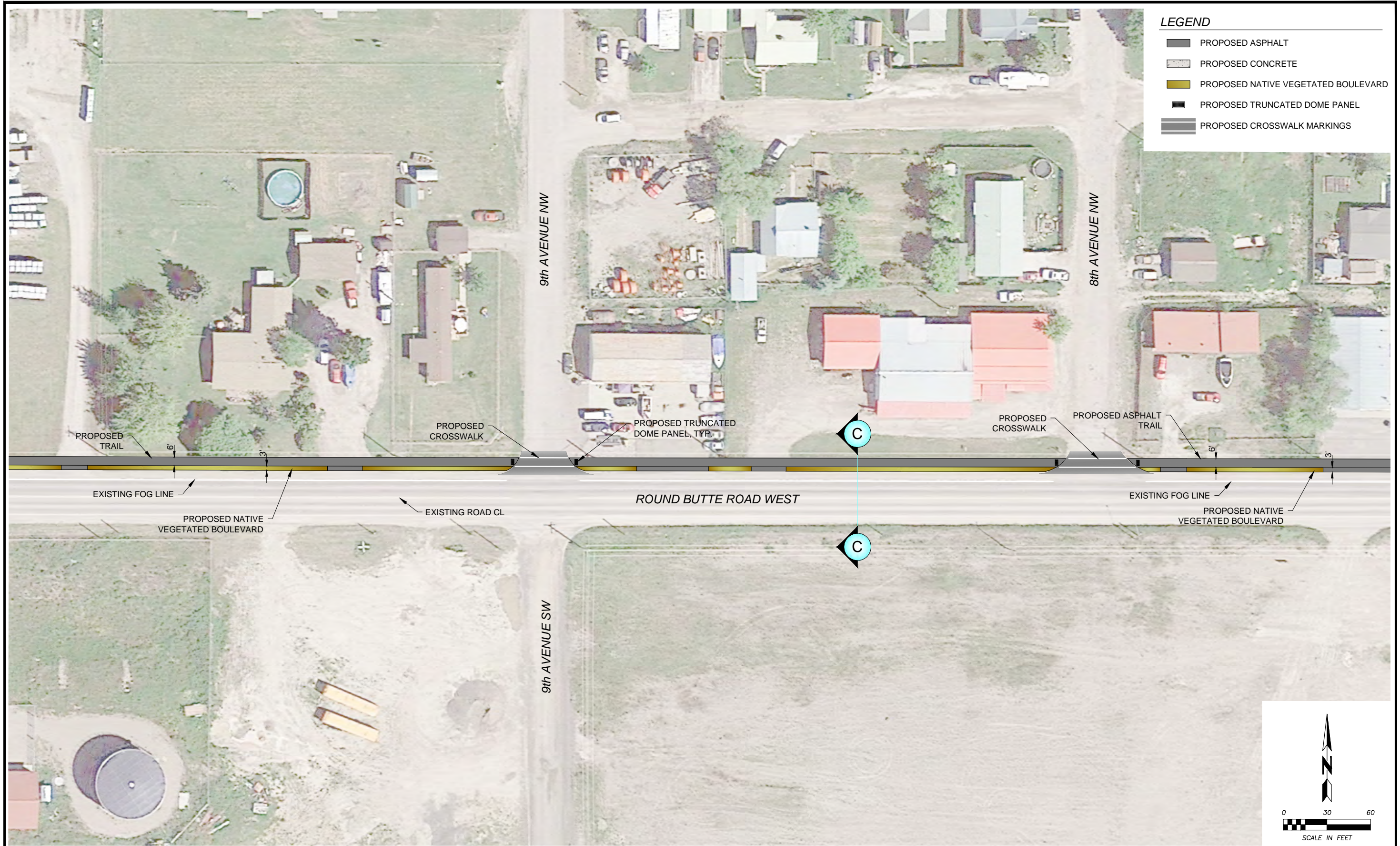
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| CHECKED | CA | SURVEYED | |

Dj&A, P.C.
CONSULTING ENGINEERS & LAND SURVEYORS
 3203 Russell Street, Missoula, Montana 59801-6591
 Phone 406/721-4320 Fax 406/549-6371

**THE CONDEDERATED SALISH
 & KOOTENAI TRIBES
 RONAN, MT**

**ROUND BUTTE ROAD TRAIL
 TRANSPORTATION ALTERNATIVES
 PLAN EXHIBIT**

| | |
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| SHEET | OF |
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LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED NATIVE VEGETATED BOULEVARD
- PROPOSED TRUNCATED DOME PANEL
- PROPOSED CROSSWALK MARKINGS

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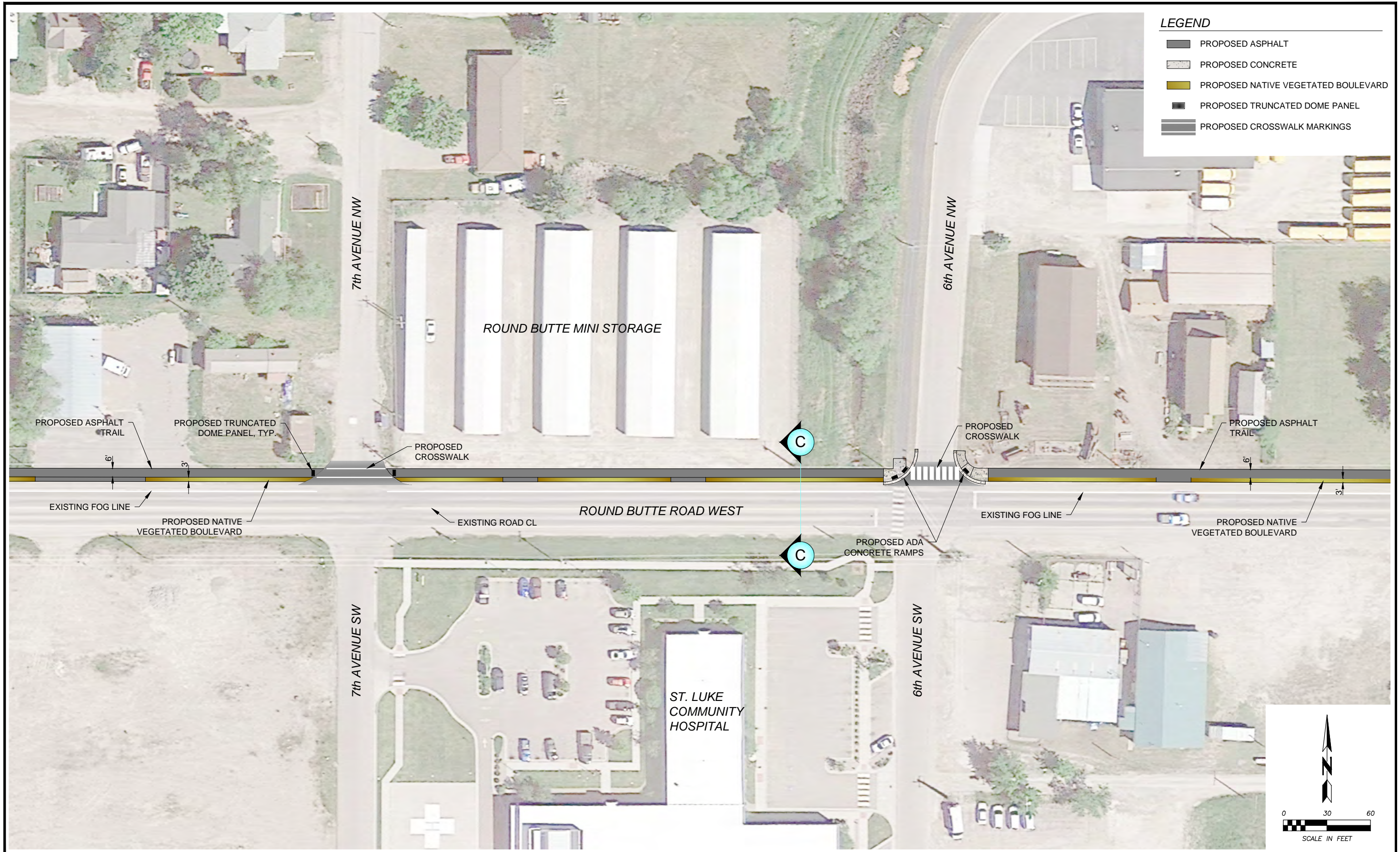
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PLAN EXHIBIT**

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LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
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- PROPOSED CROSSWALK MARKINGS

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ROUND BUTTE ROAD WEST
SECTION A-A

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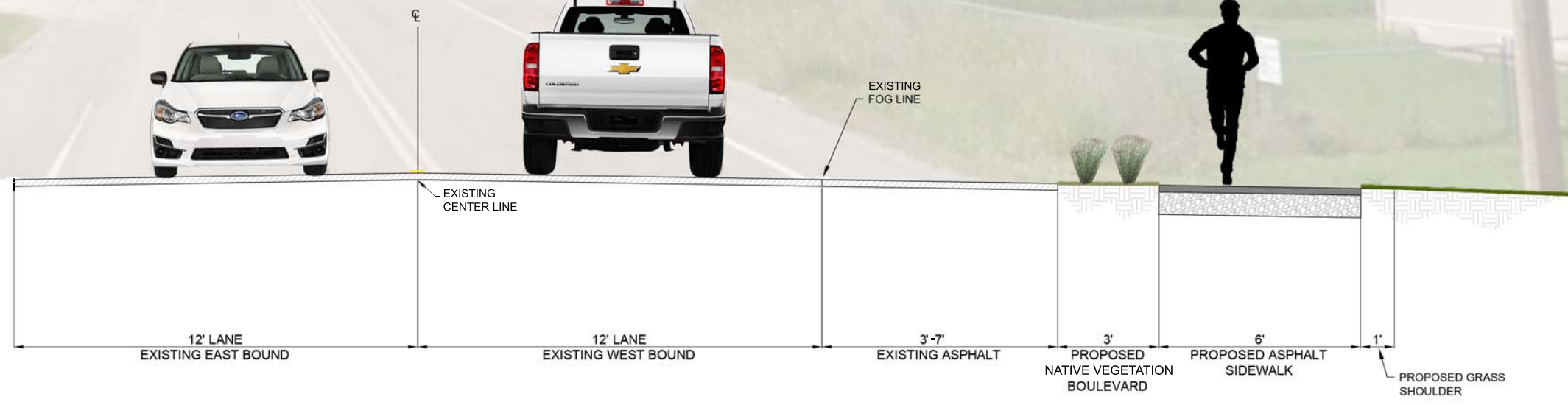
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 & KOOTENAI TRIBES
 RONAN, MT

ROUND BUTTE ROAD TRAIL
 TRANSPORTATION ALTERNATIVES
 PLAN EXHIBIT

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ROUND BUTTE ROAD WEST
SECTION B-B

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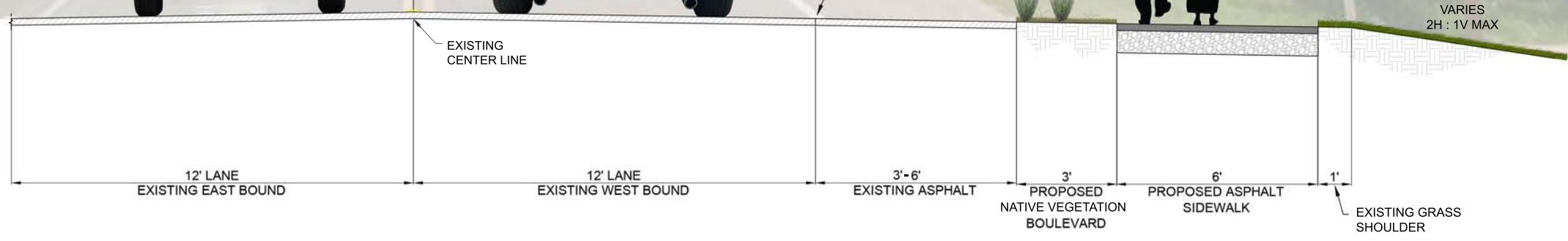
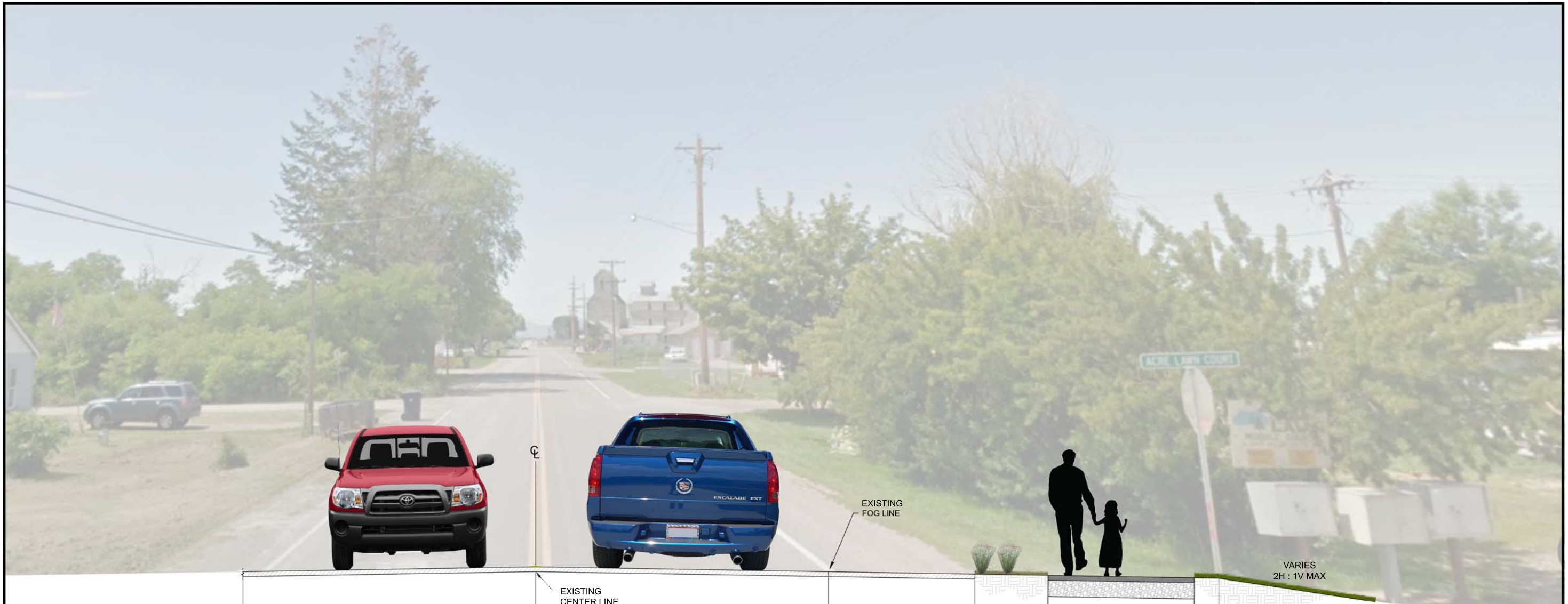
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| DRAWN | ML | DATE | 3/2017 |
| CHECKED | CA | SURVEYED | |

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RONAN, MT

ROUND BUTTE ROAD TRAIL
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ROUND BUTTE ROAD WEST
SECTION C-C

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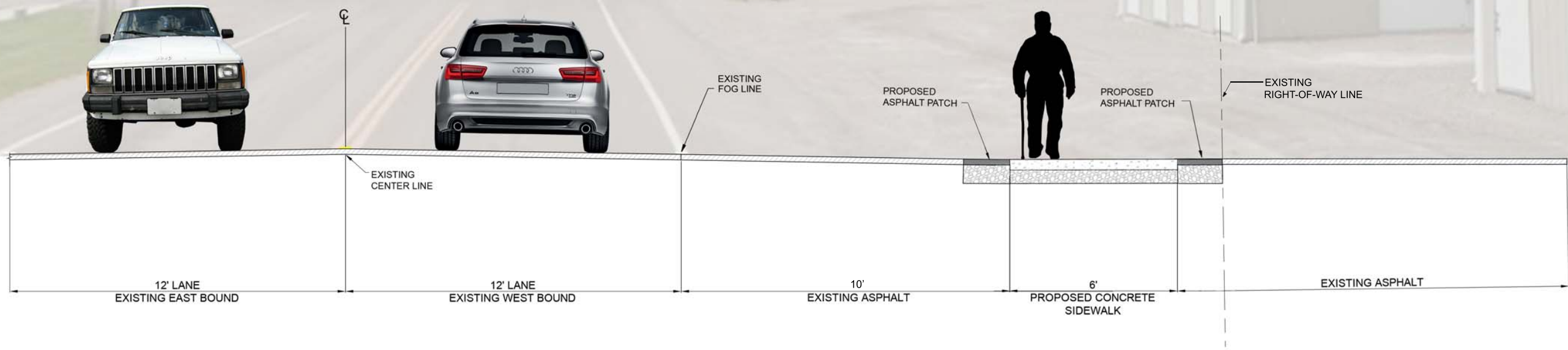
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ROUND BUTTE ROAD WEST
SECTION D-D

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DESIGN KG PROJ. NO. 8670.01
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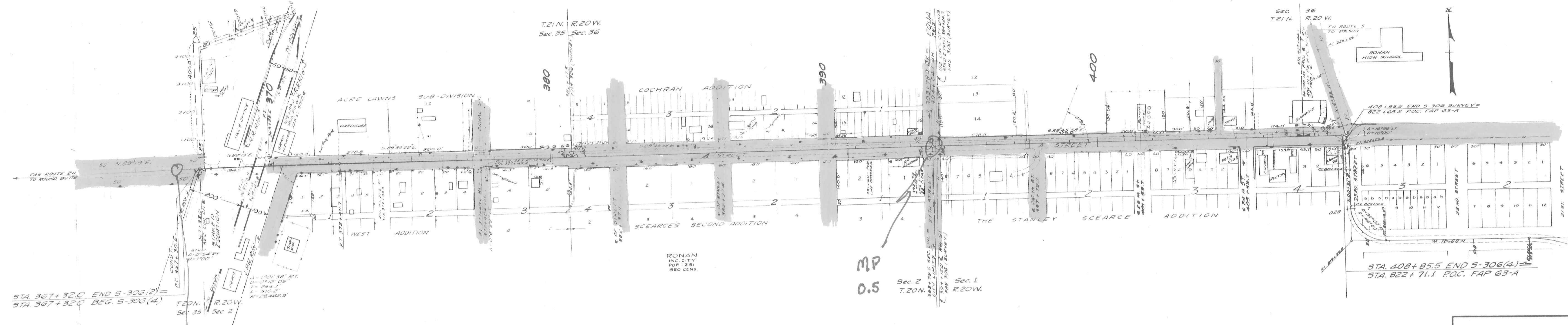
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Appendix B

Right-of-Way Plans

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | R/W NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|---------|-----------|--------------|
| 8 | MONT. | 5-306(4) | 3306-01 | 1 | 1 |

Construction Contract Awarded Aug. 27, 1953



STA 387+320 END 5-306(2)
 STA 387+320 BEG 5-306(4)

MP
1

MP
0.5
 Sec 2 T.20N
 Sec 1 R.20W.

STA 408+85.5 END 5-306(4)
 STA 422+71.1 P.O.C. FAP 63-A

STATE OF MONTANA
 STATE HIGHWAY COMMISSION
 PLAT SHOWING LAND
 REQUIRED FOR RIGHT OF WAY
 LAKE COUNTY
 SCALE 1"=200' MAP COMPLETED 7-3-53
 DESCRIPTIONS WRITTEN BY _____ DATE _____
 DESCRIPTIONS CHECKED BY _____ DATE _____
 APPROVED BY _____ R.W. ENGINEER

Appendix C

Letters of Support



St. Luke Community Healthcare

The HEART of the Mission Valley

February 28, 2017

The Confederated Salish and Kootenai Tribes
Attention: Vernon S. Finley, Chairman
P.O. Box 278
Pablo, MT 59855

RE: Transportation Alternatives Grant Funding-Round Butte Road Pedestrian Path

Vernon S. Finley, Tribal Chairman;

On behalf of St. Luke Community Healthcare, I am pleased to announce our support for the Round Butte Pedestrian Path. We recognize the need to improve the health and safety of our community members by building a pedestrian path from 3rd Avenue NW to the connection of the existing eight foot path just west of Westland Seed.

Walking in particular has been shown to have a positive impact on such health issues as Heart Disease, Diabetes, Arthritis, etc. The development and consistent use of the path could have long lasting health benefits for the communities of the Flathead Reservation.

As such, St. Luke Community Healthcare agrees to serve as a collaborative partner by: attending project meetings and community outreach events, as needed; collaborating with project staff to design and construct the project.

St. Luke Community Healthcare considers it a priority to support this effort to deliver projects that create a safe and healthy community. With gratitude, thank you for your consideration of this project. For further information, please feel free to contact me by phone at (406) 6764441 or by e-mail at stodd@stlukehealthcare.org.

Sincerely,

Steven J. Todd
Chief Executive Officer

Phone (406) 676-4441 • FAX (406) 676-0835 • 107 6TH Ave. S.W. • Ronan, MT 59864 •
www.stlukehealthcare.org



Ronan School District No. 30

Superintendent
421 Andrew NW
Ronan, MT 59864-2302
Phone: (406) 676-3390 ext. 7200
Fax: (406) 676-3392

March 23, 2017

Montana Department of Transportation,

On behalf of Ronan School District No 30, it is an honor and privilege to write a letter of support for the CSKT Roads Program in their effort to secure a Transportation Alternative Grant through the Montana Department of Transportation to build a pedestrian path from Ronan Middle School to just west of Westland Seed.

I currently live one block south of Round Butte Road and can say the pedestrian traffic is always heavy on that road. With no walkway presently, our students, and our community members who walk down that road usually walk on the edge of the roadway. This is very dangerous and can tell you from experience that I have had many close calls because of the lack of a pedestrian path.

This roadway also has some lighting issues which compounds the dangers of not having a walkway. Every morning and after school we have a large number of students who use this roadway to get from home to school and back again. On any given day, I know at a minimum, 50 students use this roadway. There are many low income families who live between the school and Westland Seed. Many of these people lack vehicles and use Round Butte Road as their main travel route to get into town. I see these people struggling to push strollers and keep their other young children safe as they walk along the edge of the road.

Please consider this project for your grant as it would improve the safety for our students and the community members who live in our community.

Sincerely,

Mark J. Johnston
Superintendent
Ronan School District No. 30