

# Montana Transportation Alternatives (TA) Program

## 2017 – 2018 TA Application

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### 1. Project Name

City of Columbus - Multi-Use Paths

### 2. Local Entity Sponsor (Sponsor) and Population

The City of Columbus, Montana is the sponsor for this project. The project is located within a rural area with a population under 5,000 (2010 Census estimates the population of Columbus is 2,324).

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

Dennis Holten, City of Columbus Public Works Director

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Marissa Hauge, Stillwater County Economic Development Coordinator

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### 4. Estimated Total Project Cost

There are three (3) segments to the Columbus Multi-Use Paths for this application. The following breakdown details the three segments and will be labeled as follows:

Segment 1: KEYSER CREEK LOOP CONNECTION; Estimated Cost: \$134,855

Segment 2: HIGHWAY 78 CORRIDOR PATH – SOUTH; Estimated Cost: \$314,138

Segment 3: HIGHWAY 78 CORRIDOR PATH – NORTH; Estimated Cost: \$484,083

a) **Construction: TOTAL: \$691,176**

Segment 1: KEYSER CREEK LOOP CONNECTION; \$99,855

Segment 2: HIGHWAY 78 CORRIDOR PATH – SOUTH; \$232,738

Segment 3: HIGHWAY 78 CORRIDOR PATH – NORTH; \$358,583

b) **Preliminary Engineering: TOTAL: \$138,200**

Segment 1: KEYSER CREEK LOOP CONNECTION; \$20,000

Segment 2: HIGHWAY 78 CORRIDOR PATH – SOUTH; \$46,500

Segment 3: HIGHWAY 78 CORRIDOR PATH – NORTH; \$71,700

c) **Construction Administration: TOTAL: \$103,700**

Segment 1: KEYSER CREEK LOOP CONNECTION; \$15,000

Segment 2: HIGHWAY 78 CORRIDOR PATH – SOUTH; \$34,900

Segment 3: HIGHWAY 78 CORRIDOR PATH – NORTH; \$53,800

d) **Right-of-Way and Utility Costs**

We will work with utility companies to address any relocations that need to occur. Northwestern Energy and telephone companies, according to engineer, will cover the relocation of their services when in MDT's ROW, any water or sewer is the City of Columbus (Sponsors) costs.

e) **TOTAL: \$933,076**

**Local Match:** \$125,219

**TA Funds:** \$807,857

This project is critical to the Columbus Area Trails Plan. All segments chosen are on-system and are heavily traveled MDT Highways. Our goal is safety first and foremost. It is our job as a City to provide safe routes for motorists and pedestrians within our community.

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### 5. Project Eligibility

The Columbus Multi-Use Paths project is eligible under Transportation Alternatives criteria, specifically defined as follows:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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.).
- 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.

The Columbus Multi-Use Paths project is consistent with the priorities of TranPlanMT. Consistencies details are as follows:

**Economic Development:** Columbus' priority is to connect residents and visitors to the attractions and businesses throughout the city. Segment one is a connection from the CTEP project in 2012, along US Highway 10, and it will, once completed, allow visitors to get from downtown to the Mountain View Cemetery which is on the National Historic Registry. This segment is already heavily traveled by recreationalists. It's significant to connect these paths making it easier for users to get around town without walking on the small shoulders that currently line that highway. Segment two connects Itch-Ke-Pe Park and campground to downtown Columbus. This segment will allow visitors to walk safely along Highway 78 which will connect with town so people can get groceries, visit shops, or dine at local establishments. Lastly, Segment three is the most traveled roadway in Columbus. This segment is the fastest growing area for potential business growth. Our business district has expanded to include 9<sup>th</sup> Street (Highway 78) as well as the downtown stretch of Pike Avenue (US Highway 10). There are multiple potential development sites that will have business development in coming years. These potential locations will benefit from the proposed locations of paths in Segment three. The essence of economic development is to improve the quality of life as well as add to the tax base. By adding these paths to Columbus, we will be doing just that. Pedestrian paths add value to the properties especially when it's a prime business district location. Once the path or sidewalk is built, the land will be more valuable and desirable.

**Traveler Safety:** Segment three is located on the main highway into Columbus along Highway 78. This is the most traveled route within Columbus. Speeds are between 45mph and 35mph on 9<sup>th</sup> Street and then down to 25mph on Pike Avenue and Pratten. Currently there aren't any sidewalks or pedestrian walkways that are separate from the highway until you get downtown on Pike Avenue (Main Street). Pedestrians share the road with motor vehicles which is not safe considering the amount of traffic there is and the speeds in which they are traveling. The safety of the residents and visitors to Columbus, whether it be pedestrians, bicyclist, or motorist, are our number one goal.

**Bicycle and Pedestrian Transportation:** Columbus' biggest concern is the traffic on Highway 78 to Itch-Ke-Pe Park. There are 16,300 visitors to Itch-Ke-Pe each year. Between May 15<sup>th</sup> and August 31<sup>st</sup> (summer season), the park usage is approximately 150 people for the music festival, 100 people for running events, 200 people for cycling events, 200 people using the boat ramp, and 150 daily users. The 30 camp sites see slightly under 13,000 people in the summer season. There are no walkways currently for safe non-motorized transport from the park into town. These new trails will vastly improve the transportation for non-motorized routes around Columbus.

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Columbus updated their Capital Improvements Plan (CIP) in 2015 and within that strategic plan, it specifically discusses the Columbus Area Trails Plan with funding possibilities from the TA Program. Within the current CIP, the City notes that trail development as a near-term priority to include a Trail System throughout the entire City as well as specifically citing segment three path on Highway 78 to Itch-Ke-Pe Park. A city-wide trails system is a high priority in the Columbus Area Trails Plan adopted by the City in 2010, the Stillwater County Economic Development Plan updated in 2015, as well as the Beartooth Resource Conservation and Developments Comprehensive Economic Development Strategy updated in 2015. There is a united effort to support Columbus and trail development to improve the safety of pedestrians and motorists.

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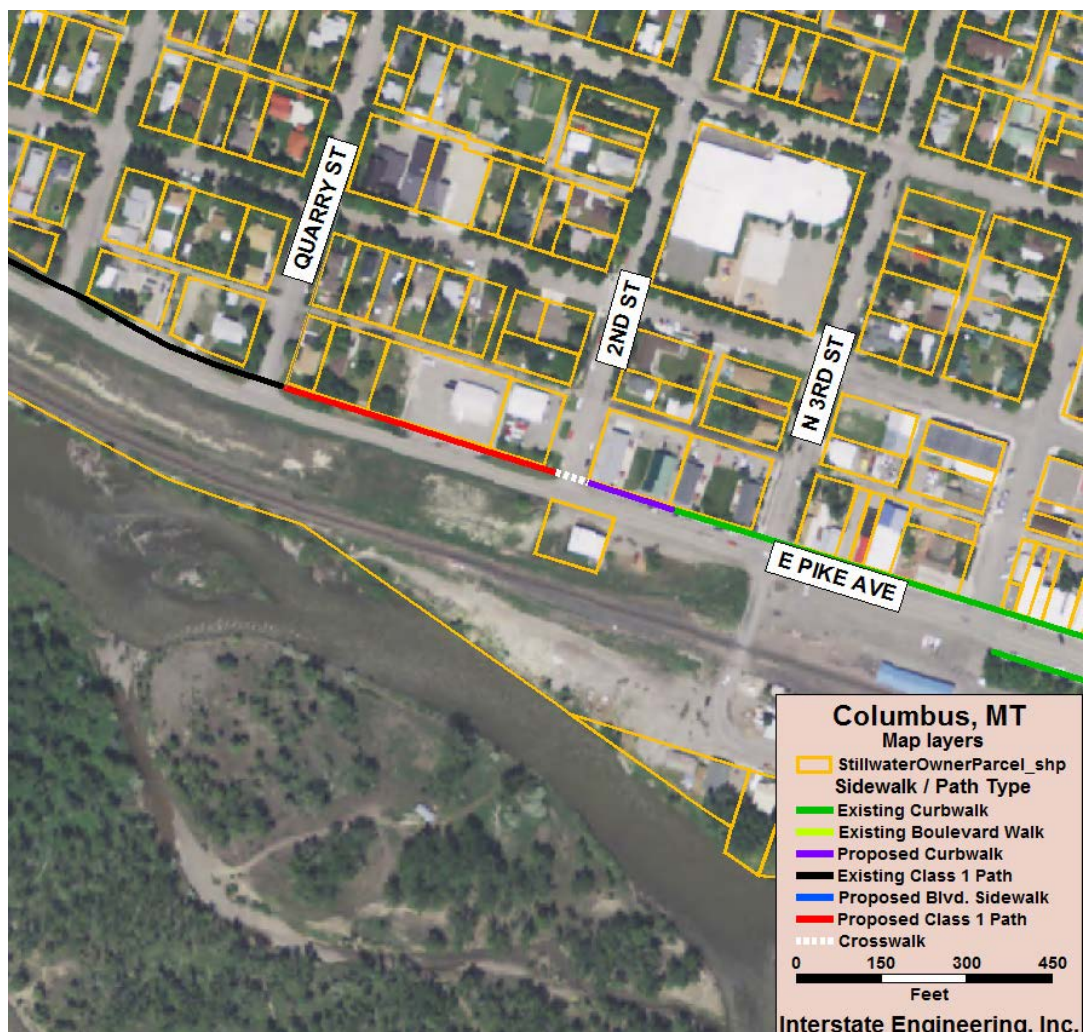
## 6. Project Statement

### a) *Project narrative/abstract.*

Columbus is proposing three segments of paths from the Columbus Area Trails Plan. This includes approximately 7,875 feet of new trails. All will be paved with asphalt or concrete. All three trail locations are within the Columbus city limits.

### SEGMENT ONE - KEYSER CREEK LOOP CONNECTION

This trail segment is relatively short at about 725 feet in length, but provides an important link between the downtown area and the recently constructed Keyser Creek Loop path. The recently completed portion of the Keyser Creek Loop path is about 3,200 feet long, providing a continuous pathway along the north side of Old Highway 10 (Pike Avenue) from Quarry Street to the Columbus Cemetery. The existing sidewalk system of the downtown area provides continuous sidewalk from downtown to a point about midway between North 2<sup>nd</sup> and North 3<sup>rd</sup> Streets. The proposed Keyser Creek Loop Connection will provide a missing connection between these two systems, resulting with a continuous walkway from the downtown area to the cemetery. The existing and proposed sidewalk/path system is illustrated in the figure below. This segment is proposed as a 8-foot wide path that is paved with curb and gutter. A 5 foot curbside is proposed from the end of the existing sidewalk to the intersection with North 2<sup>nd</sup> Street. An 8-foot asphalt Path is proposed for the segment between North 2<sup>nd</sup> Street and Quarry Street.

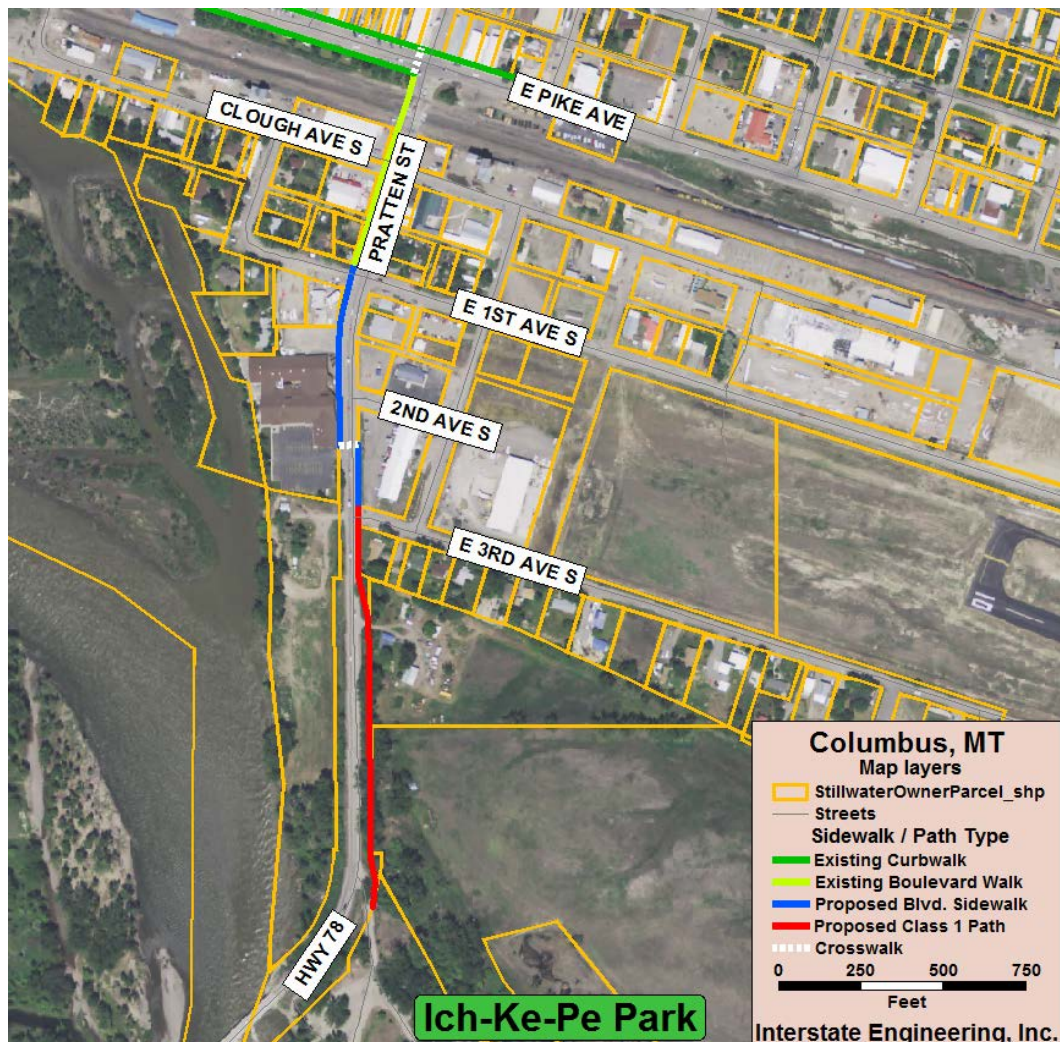


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## SEGMENT TWO - HIGHWAY 78 CORRIDOR PATH – SOUTH SEGMENT

This trail segment is almost 2,500 feet long and consists of a combination of boulevard sidewalk and Class 1 Path. This trail segment runs adjacent to Highway 78 (Pratten Street) from Pike Avenue to the Ich-Ke-Pe Park entrance. This trail segment takes advantage of existing pedestrian features of the corridor to reduce overall project cost. The existing and proposed walkway system within this corridor is illustrated in the figure below.

This segment is proposed as a combination of Boulevard Sidewalk and Class 1 Path. An existing 5-foot-wide concrete boulevard walk exists from Pike Avenue to just north of 1<sup>st</sup> Avenue South, approximately 600 feet. It is proposed to replace the asphalt portions of this walkway at the railroad crossing, and extend a 5-foot concrete boulevard sidewalk from 1<sup>st</sup> Avenue South to the existing crosswalk near the Montana Silversmiths building. If funds are available through MDT's HSRA, we'd be under the understanding that these sidewalk ramps are ADA compliance. If they are not, we recommend upgrading at this time to become ADA compliant. At this point, the route will take advantage of the existing crosswalk to cross to the east side of Highway 78. If this crosswalk meets pedestrian warrants, to improve the crosswalk visibility and safety by installing a pedestrian actuated Rectangular Rapid Flash Beacon (RRFB) system at this location. From the crosswalk, the 5-foot concrete boulevard sidewalk will extend south to East 3<sup>rd</sup> Avenue South. From East 3<sup>rd</sup> Avenue South to Ich-Ke-Pe Park, the route will utilize a Class 1 Path consisting of an 8-foot-wide asphalt surface. The Class 1 Path alignment will place the walkway at the east edge of the highway right-of-way, at the base of the highway fill slope.

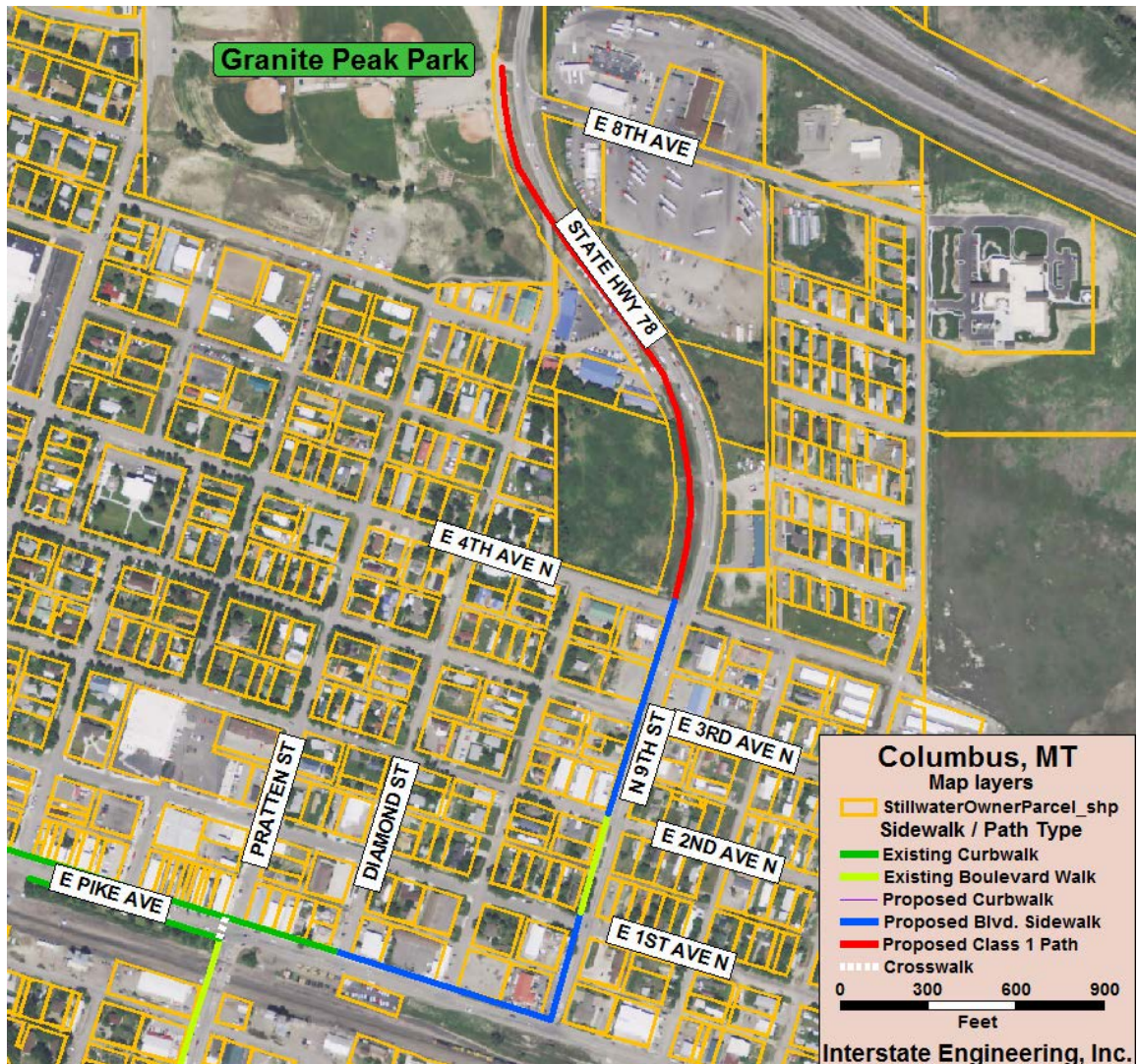


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## SEGMENT THREE - HIGHWAY 78 CORRIDOR PATH – NORTH SEGMENT

This trail segment is about 4,650 feet in overall length and consists of a combination of boulevard sidewalk and Class 1 Path. This trail segment runs along the north side of Pike Avenue from Pratten Street to North 9<sup>th</sup> Street, then turns north to run along the west side of North 9<sup>th</sup> Street to the entrance to Granite Peak Park. This trail segment takes advantage of existing pedestrian features of the corridor to reduce overall project cost. The existing and proposed walkway system within this corridor is illustrated in the figure below.

This segment is proposed as a combination of curbside, boulevard sidewalk and class 1 path. An existing 5-foot-wide curbside exists from Pratten Street to Diamond Street, a distance of about 320 feet. East of Diamond Street, it is proposed to construct a 5-foot boulevard sidewalk to North 9<sup>th</sup> Street, then north along the west side of North 9<sup>th</sup> Street to East 1<sup>st</sup> Avenue North, a distance of just over 1,000 feet. From East 1<sup>st</sup> Avenue North to East 2<sup>nd</sup> Avenue North, an existing 325-foot section of 5-foot boulevard sidewalk will be utilized for the route. From East 2<sup>nd</sup> Avenue North to East 4<sup>th</sup> Avenue North (about 700 feet), a 5-foot boulevard sidewalk is proposed. From East 4<sup>th</sup> Avenue North to the Granite Peak Park entrance road, a 2,000-foot section of class 1 path is proposed as an 8-foot-wide asphalt section located in the west side right-of-way of North 9<sup>th</sup> Street. Along this stretch, the path will be placed at the western edge of the right-of-way to gain considerable separation from the street.



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b) Project benefits

**SAFETY:** The development of the three trail segments will immediately remove the safety issues Columbus currently faces with not having pedestrian pathways on our MDT Highways within city limits. Having a separation between the paths and the highway will eliminate the need for bicyclist, pedestrians, and motorists to share the same roadway. All segments will give the separation from the adjacent roadway for safe bicycle and pedestrian travel. Highway 78 from Interstate 90 over the Yellowstone River bridge is the most traveled roadway in Columbus. We need to allow safe passage for both nonmotorized travel as well as motorized.

The proposed plan for segment two will use pre-existing crosswalks by Montana Silversmiths and then a pedestrian crossing is needed at the intersection of Pratten and Pike. There is a railroad crossing that will need to be improved as well for safe pedestrian crossing on Pratten near the intersection of Pratten and Pike. The majority of pedestrians that walk the shoulders now are visitors walking from the Super 8 Hotel and the Town Pump Truck Stop to the downtown area. You also often see school kids riding their bikes on the shoulders of this highway. There aren't a lot of walkers due to the traffic's high rate of speed and there not being any separation for them to walk. Adding separating will directly improve pedestrian travel in Columbus. We are enthusiastic to share the same goals with MDT by provide safe travel on our roadways for both residents and visitors of Columbus.

**ACCESSIBILITY:** This project will conform to ADA Title II, New Construction 28 CFT 35.151 standards. Chapter 3 Section R302 (R301) of Public Right-of-Way Accessibility Guidelines (PROWAG) will be met including: R302.2 for walkways and ramps, R302.3 for continuous and unobstructed clear width of the pedestrian access route of no less than 4 feet, exclusive of any curb width. This project will consist of either 5-foot concrete walk or an 8-foot asphalt class 1 multi-use path. In all instances, the pedestrian walkways will remain clear of protruding objects (R402), such as mailboxes. Mail boxes will be moved and reinstalled with in regulations.

Engineering of the project will conform to R302.5/R302.6 Walkway Grade and Cross Slope (R301.4) with a cross slope of the walkway pedestrian access route at a maximum of 2 percent. The project will follow general parallel roadway grade with a 5 percent maximum grade (R302.5.1). Most intersection crossings will occur at grade, but in areas with curb, ramps will be installed to meet R304 and R303 standards, including widths, turning spaces, clear space and maximum ramp grade.

Intersections where the walkway is separated from the roadway by a boulevard, the walkway will continue at grade in accordance with R305.2.3 blended transitions. At all locations along the routes the change of grade will meet the requirements of section R303.3.5. Detectable warnings will be installed as a tactile indication of boundary between pedestrian and motor vehicle ways for those with visual impairments, meeting the requirements of R305.1 (R304.1). There is a rail crossing on segment two. The crossing will conform to all required safety measures.

Columbus and their engineers will work side-by-side with MDT to make sure the completed paths comply with all ADA and MDT requirements. With the development of ADA compliant multi-use paths, disabled individuals will not be limited to where they can go. The proposed segments open accessibility to all with disabilities that want to use the paths around Columbus.

**CONNECTIVITY:** Columbus does not have public transportation so pedestrian paths are vital for residents and visitors. Segment one will offer a direct connection from the CTEP path along US Highway 10 to downtown Columbus. This connection offers pedestrians a linked multi-use trail from downtown to the Mountain View Cemetery. Segment two offers the connectivity from our most popular park, Itch-Ke-Pe, into the downtown which is also our business district. This is ideal

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for park visitors to be able to walk from the park to the grocery store, retail shops, banks, restaurants, and taverns. Residents currently drive to Itch-Ke-Pe Park to then be able to walk within the park because there is no safe trail to get there. Adding a way for residents to safely walk or ride their bikes to Itch-Ke-Pe is an immense safety improvement and is a great benefit to improve our community. Segment three connects Granite Peak Park Sport Complex, that already has a walking trail around the ballfields, to our business district and downtown Columbus. This segment will also connect to residential areas that already have sidewalks throughout town. This connection is extremely important for the residents of Columbus by providing safe travel for kids to the sports complex as well as the proposed location of a new library and county community center. Walking traffic and school kids will utilize this trail more often with a new library and community center is built on Granite Peak Park. Columbus' goal is to immediately address trail locations that link attractions to our central business district. With the completion of these three trail segments we will have major attractions now linked safely to our business district. Adding these segments connects to the town sidewalk system currently in place giving numerous path possibilities.

Presently the segment locations will end by connecting with other paths. Segment one connects the CTEP path to existing city sidewalk that connects to the west end of the downtown. Segment two connects downtown at Pratten and Pike to Itch-Ke-Pe park that has continuous gravel paths. Segment three starts at Granite Peak Park Sports Complex that merges with their current millings continuous trail. Segment three connects on Pike Avenue to the city sidewalk that connects to downtown. The downtown sidewalk that runs on the south side of Pike Avenue was just updated in 2016 as part of a Federal ADA compliance mandate. The trail segments have been well thought out and proposed to start and end where there can have continuous usage around town.



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c) Project risk Analysis

**BUDGET:**

**SEGMENT ONE - KEYSER CREEK LOOP CONNECTION**

This project segment is estimated to cost \$99,855 for construction, and \$35,000 for design and construction engineering, for a total cost of \$134,855. As this is an on-system project, which usually means that no local match would be required, but due to current stresses on the Highway Special Revenue Account (HSRA), Columbus will commit the 13.42 percent match including IDC if necessary (10.97 percent). If funding does get allocated to the HSRA, Columbus would respectfully ask MDT to reevaluate on-system matching for this segment. A detailed cost estimate for this project segment is included below.

<b>Keyser Creek Loop Connection</b>				<b>Construction Cost Estimate</b>	
<b>Quarry St. to east of 2nd Street</b>			Dist. (ft.) = 725		
Item No.	Description	Estimated Quantity	Unit	Unit Price	Estimated Total Price
100	Mobilization/Demobilization (5% of the total)	1	LS	\$ 4,342	\$ 4,342
101	Taxes, Bonds and Insurance (3.5% of total)	1	LS	\$ 3,039	\$ 3,039
102	General Requirements (3.5% of total)	1	LS	\$ 3,039	\$ 3,039
103	Construction Traffic Control	1	LS	\$ 7,500.00	\$ 7,500
104	Site Prep (Clearing and Grubbing)	900	SY	\$ 1.50	\$ 1,350
105	Misc. Asphalt Paving (6" asphalt/15" CBC and Fabric)	4,600	SF	\$ 5.60	\$ 25,760
106	8' Asphalt Path (4" Asphalt/6" CBC and Fabric)	4,120	SF	\$ 4.65	\$ 19,158
107	5' Concrete Sidewalk (4" Conc./6" CBC and Fabric)	800	SF	\$ 8.50	\$ 6,800
108	Standard Curb & Gutter	185	LF	\$ 12.00	\$ 2,220
109	Unclassified Excavation	150	CY	\$ 15.00	\$ 2,250
110	Sawcut / Remove Asphalt	275	SY	\$ 1.50	\$ 413
111	ADA Ramp or Drive Approach Concrete (6" Conc.)	510	SF	\$ 12.00	\$ 6,120
112	Truncated Dome Detectable Warning Panel	36	SF	\$ 40.00	\$ 1,440
113	Reset Sign/Mailbox	4	LS	\$ 250.00	\$ 1,000
114	Modify Catch Basin	2	EA	\$ 1,200.00	\$ 2,400.00
Sub-total for calculating general items					\$ 76,411
<b>TOTAL</b>					<b>\$ 86,830</b>

15% Contingency

\$ 13,025

**ESTIMATED TOTAL CONSTRUCTION COST**

**\$ 99,855**

PRELIMINARY ENGINEERING  
CONSTRUCTION ADMINISTRATION

\$ 20,000  
\$ 15,000

**ESTIMATED GRAND TOTAL PROJECT COST**

**\$ 134,855**

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**SEGMENT TWO - HIGHWAY 78 CORRIDOR PATH – SOUTH SEGMENT**

This project segment is estimated to cost \$232,738 for construction, and \$81,400 for design and construction engineering, for a total cost of \$314,138. As this is an on-system project, which usually means that no local match would be required, but due to current stresses on the Highway Special Revenue Account (HSRA), Columbus will commit the 13.42 percent match including IDC if necessary (10.97 percent). If funding does get allocated to the HSRA, Columbus would respectfully ask MDT to reevaluate on-system matching for this segment. A detailed cost estimate for this project segment is included below. This segment may require cutting down trees and possibly the purchase of an easement for the trail. Power and light poles will need to be worked around or possibly relocated to accommodate the trail. Route pictures are included in Appendix C.

<b>Highway 78 Corridor Path - South Segment</b>				<b>Construction Cost Estimate</b>	
<b>Pike Avenue to Ich-Ke-Pe Park</b>			<b>Dist. (ft.) = 2,435</b>		
<b>Item No.</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Total Price</b>
100	Mobilization/Demobilization (5% of the total)	1	LS	\$ 10,119	\$ 10,119
101	Taxes, Bonds and Insurance (3.5% of total)	1	LS	\$ 7,083	\$ 7,083
102	General Requirements (3.5% of total)	1	LS	\$ 7,083	\$ 7,083
103	Construction Traffic Control	1	LS	\$ 7,500	\$ 7,500
104	Site Prep (Clearing and Grubbing)	1,350	SY	\$ 1.50	\$ 2,025
105	Misc. Asphalt Paving (6" asphalt/15" CBC and Fabric)	5,500	SF	\$ 5.60	\$ 30,800
106	8' Asphalt Path (4" Asphalt/6" CBC and Fabric)	8,800	SF	\$ 4.65	\$ 40,920
107	5' Concrete Sidewalk (4" Conc./6" CBC and Fabric)	4,200	SF	\$ 8.50	\$ 35,700
108	Unclassified Excavation	900	CY	\$ 15.00	\$ 13,500
109	Sawcut / Remove Asphalt	500	SY	\$ 2.50	\$ 1,250
110	ADA Ramp or Drive Approach Concrete (6" Conc.)	250	SF	\$ 12.00	\$ 3,000
111	Truncated Dome Detectable Warning Panel	80	SF	\$ 40.00	\$ 3,200
112	Reset Sign/Mailbox	6	LS	\$ 250.00	\$ 1,500
113	Rapid Flash Beacon X-Walk Warning	1	EA	\$ 30,000	\$ 30,000
114	Modify Culvert	1	EA	\$ 1,200	\$ 1,200
115	Sandstone Block Retaining Wall	100	SFF	\$ 75.00	\$ 7,500.00
Sub-total for calculating general items					\$ 178,095
<b>TOTAL</b>					<b>\$ 202,381</b>

15% Contingency \$ 30,357

**ESTIMATED TOTAL CONSTRUCTION COST \$ 232,738**

PRELIMINARY ENGINEERING \$ 46,500  
CONSTRUCTION ADMINISTRATION \$ 34,900

**ESTIMATED GRAND TOTAL PROJECT COST \$ 314,138**

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### SEGMENT THREE - HIGHWAY 78 CORRIDOR PATH – NORTH SEGMENT

This project segment is estimated to cost \$358,583 for construction, and \$125,500 for design and construction engineering, for a total cost of \$484,083. As this is an on-system project, which usually means that no local match would be required, but due to current stresses on the Highway Special Revenue Account (HSRA), Columbus will commit the 13.42 percent match including IDC if necessary (10.97 percent). If funding does get allocated to the HSRA, Columbus would respectfully ask MDT to reevaluate on-system matching for this segment. A detailed cost estimate for this project segment is included below.

<b>Highway 78 Corridor Path - North Segment</b>				<b>Construction Cost Estimate</b>	
<b>Pratten Ave to Granite Peak Park</b>			Dist. (ft.)	3,750	
Item No.	Description	Quantity	Unit	Unit Price	Total Price
100	Mobilization/Demobilization (5% of the total)	1	LS	\$ 14,353	\$ 14,353
101	Taxes, Bonds and Insurance (3.5% of total)	1	LS	\$ 10,047	\$ 10,047
102	General Requirements (3.5% of total)	1	LS	\$ 10,047	\$ 10,047
103	Construction Traffic Control	1	LS	\$ 7,500	\$ 7,500
104	Site Prep (Clearing and Grubbing)	35,700	SY	\$ 1.50	\$ 53,550
105	8' Asphalt Path (4" Conc./6" CBC and Fabric)	15,200	SF	\$ 4.65	\$ 70,680
106	5' Boulevard Walk (4" Conc./6" CBC and Fabric)	9,250	SF	\$ 8.50	\$ 78,625
107	Misc. Asphalt Paving (4" Asph./15" CBC and Fabric)	144	SY	\$ 5.60	\$ 806
108	Unclassified Excavation	906	CY	\$ 15.00	\$ 13,590
109	Saw-cut / Remove Asphalt	533	SY	\$ 2.50	\$ 1,333
110	ADA Ramp or Drive Approach Concrete (6")	1,750	SF	\$ 12.00	\$ 21,000
111	Truncated Dome Detectable Warning Panel	132	SF	\$ 40.00	\$ 5,280
112	Reset Sign/Mailbox	1	EA	\$ 250.00	\$ 250
113	Tree Removal	1	LS	\$ 5,000	\$ 5,000
114	New Sign Assembly	4	EA	\$ 500	\$ 2,000
115	Striped Crosswalk	1	LS	\$ 1,000	\$ 1,000
116	Adjust Manhole to Proposed Grade	1	EA	\$ 1,000	\$ 1,000
117	Concrete Patchwork	375	SF	\$ 12.00	\$ 4,500
118	Embankment in Place	225	CY	\$ 50.00	\$ 11,250
<b>TOTAL</b>					<b>\$ 311,811</b>
				15% Contingency	<u>\$ 46,772</u>
<b>ESTIMATED TOTAL CONSTRUCTION COST</b>					<b>\$ 358,583</b>
PRELIMINARY ENGINEERING					\$ 71,700
CONSTRUCTION ADMINISTRATION					<u>\$ 53,800</u>
<b>ESTIMATED GRAND TOTAL PROJECT COST</b>					<b>\$ 484,083</b>

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**MATCHING FUNDS:** The three segments proposed are all on-system locations. Under generally circumstances all on-system trails within the MDT right-of-way would not require a local match. Due to funding constraints with the HSRA, Columbus has committed the matching funds of 13.42 percent (\$108,303) of the project. If funding does get allocated to the HSRA, Columbus would respectfully ask MDT to reevaluate on-system matching for the three segments proposed in this application. Columbus acknowledges that IDC may be required on local matching funds. Also, if easements are required to be purchased from land owners along the route, Stillwater County has a Parkland Dedication Fund that the City may apply for to cover those additional costs. There is also a local nonprofit, Stillwater Legacy Trails, that raises funds to help promote the development of trails. These funds could also be utilized if overrun or for the purchase of easements.

**PUBLIC INVOLVEMENT:** The preparations of the Columbus Area Trails Plan occurred in 2008, when the County Planning Department conducted a county-wide growth planning survey. The result of this survey for the Columbus area, showed the desire for more walking and bike paths. In response to those results, the Columbus-Stillwater County City-County Planning Board with Planning Staff established a trails plan for Columbus. The Planning Board looked at maps of Columbus and analyzed the ideal locations for these trails to be. The Trails Plan goals are as follows:

- Offering alternative modes of transportation to motorized vehicles, connecting homes with schools, parks, offices, and shopping areas, thereby relieving traffic congestion and providing safer routes for walkers and bikers.
- Promoting health and fitness by providing an enjoyable and safe place for urban and rural residents to exercise regularly. Health problems such as heart disease, stroke, diabetes, and obesity are all linked to a lack of exercise. Walking, biking, and similar activities are excellent forms of exercise that nearly everyone can do, yet many people do not, due to a lack of safe and convenient places to go. Trails provide that place.
- Contributing to economic vitality and increasing regional tourism. Many studies have shown that trail development stimulates local economies, increases local tax revenue, attracts tourists seeking recreational opportunities, and revitalizes business districts.
- Contributing to increased property values. Access to trails is one of the most critical amenities that home buyers seek, and the value of most properties is enhanced by being near a trail. Corporations seek attractive communities that offer trails and open space when choosing where to locate new plants and offices.
- Functioning as meeting places for the community, leading to greater social interaction between residents and improving civil society.
- Providing opportunities to interpret the natural environment, history, and culture. Trails can also function as “outdoor classrooms” for schools.

Once the Planning Board felt a good plan was devised, a public hearing was held in 2010 to gain residents input on the Plan. The Planning Board then recommended public comments be incorporated and the Plan sent to the Columbus City Council for approval. The Council then made the decision to adopt the Plan as recommended by the Planning Board in 2010. This Plan has been implemented into the Columbus Capital Improvement Plan, City and County long-term planning processes, the County’s subdivision review process, the County’s Overall Economic Development Plan, and the Beartooth RC&D Comprehensive Economic Development Strategy.

MDT ROW locations are all the top priority for the trail routes because of safety concerns. Segment two, Itch-Ke-Pe is the top priority and has the most foot traffic during the summer months, then segment one connecting CTEP trail to downtown, and lastly, Segment three, the Granite Peak Park connection to downtown.

Five support letters located in the Appendix of this application.

## **Montana Transportation Alternatives (TA) Program 2017 – 2018 TA Application**

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**MDT COORDINATION:** Columbus worked with Dave Holien on the 2012 CTEP project called Columbus – Pike Ave Path. Completion of that CTEP trail was in 2016. The local CTEP Administrator, Marissa Hauge, has been in frequent contact with Dave about the CTEP project and Columbus’ plan to further their Trails Plan. The TA funding opportunity was a great fit for the next portion of trails on MDT systems. Before meeting with an engineer, we discussed our proposed project with Mr. Holien. Due to our population size and our proactive approach with the Columbus Area Trails Plan, we decided that Columbus would be very competitive for the next cycle of TA grants. Columbus is part of the Billings District and the trail routes have been discussed with Strefan Streeter, MDT’s Billings District Administrator. Stefan recommended to proceed with the three segments proposed in this application.

Columbus was excited to do all on-system routes, so the matching funds would be limited and Columbus could save up their funds for other trails not located on-system but because Columbus is dedicated to offering safe routes, the local match has been committed to help secure our proposal’s competitiveness.

**PROJECT INDEPENDENCE:** This project once complete, will be incorporated into the City’s Park and Recreation Budget. The City fully maintains the trails all year long.

**PROJECT OWNERSHIP AND MAINTENANCE:** Columbus is responsible for all trail maintenance. The City’s Park and Recreation Funds will be expanded to cover all maintenance. Mowing, sweeping, plowing, and general yearly maintenance and upkeep will be the responsibility of the City of Columbus. The public use and their safety is of the utmost importance to the City and Columbus will take great pride in providing safe trails for residents and visitors. A letter from Dennis Holten, Director of the Public Works Department, regarding their commitment to maintain the new trail locations is attached in Appendix B.

**PROJECT RIGHT-OF-WAY:** The segments are all within the MDT’s Right-of-Way. The only foreseen easements Columbus may need to obtain is part of segment two, the approach to Itch-Ke-Pe Park. The proposed trail is much lower than the highway grade so to make a more pleasing trail, Columbus may need to obtain an easement from the owner, Thomas Nelson. Dennis Holten, Public works Director, met with Mr. Nelson, and he is open to working with the City and MDT for this trail project. Mr. Nelson sees these trails as a benefit to the community and is happy to be a part of the conversation. Some compensation may be requested by the owner for the easement. Columbus will be staying completely within MDT’s ROW wherever possible. For the purchase of easements, if needed, the Stillwater County Parkland Dedication Fund from the subdivision review process is available for Columbus’ use for trails. Stillwater Legacy Trails is a local nonprofit that has offered to assist if funding is needed for easements of these trail routes. The nonprofit will be recognized for their partnership with a plaque or sign along the trail.

**PROJECT UTILITY IMPACTS:** It is possible that this project could have to move utilities. This will be research heavily during the preliminary engineering of the project. Utility relocations, if required for utilities in the MDT Right-of-Way, it should be the responsibility of the utility company, which is Northwestern Energy. There is overhead electric in the corridors, utility poles that will have to be worked around or relocated in all segments. There is an electrical box in segment two on the corner of Highway 78 and Third Ave South. You can see these in the route images in Appendix D.

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

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- Appendix A: Support Letters (5)**
- Appendix B: Maintenance Commitment**
- Appendix C: Large Maps - Route Overviews**
- Appendix D: Route Photos**

# **APPENDIX A**

Support Letters From:

- City of Columbus - Commitment
- Stillwater County
- Stillwater County Economic Development
- Beartooth Resource Conservation & Development
- Stillwater Legacy Trails

# City of Columbus

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Gary Wolfermann, Mayor 322-4111

Kisha K. Miller, Clerk-Treas (ext. 200)

Diana Bryant, Deputy Clerk (ext. 201)

Dave Holien, P.E., Acting TA Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620



Dennis Holten, Public Works Director  
322-4424 Fax 322-5452

Jacob Ward, Police Chief (ext. 202)

Douglas D. Howard, Attorney  
322-4429 Fax 322-4449

RE: TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR THE CITY OF COLUMBUS, MT

Dear Mr. Holien,

The City of Columbus would like to extend their support and commitment to MDT and the reviewers of the Transportation Alternatives Program application. The City of Columbus' Multi-Use Paths Project, is a continued effort by the City of Columbus and the residents to provide connectivity and safety within the community of Columbus.

Columbus adopted the Columbus Area Trails Plan in 2010, Stillwater County adopted the Overall Economic Development Plan in 2015, and our regional economic development partners at Beartooth RC&D also have trails and multi-use paths for Columbus as a high priority in their Comprehensive Economic Development Strategy that was also updated in 2015. We are all committed to providing safe paths for recreationalist and residents with the connections to Columbus' attractions and businesses.

Designated sidewalks will immediately improve non-motorized travel and eliminate safety concerns on MDT right-of-way's through Columbus. Connecting multiple points of interest and businesses, the Columbus Multi-Use Paths Project will have a significant impact on pedestrian safety and promote future completion of the Columbus Area Trails Plan.

The City of Columbus has committed the 13.42 percent required to match MDT 86.58 percent of the \$933,089 project total. This is a significant commitment and proves that Columbus is dedicated to promoting safety on their roads and encouraging healthy lifestyles throughout the Columbus community. Due to the current stresses on the Highway Special Revenue Account, we understand that even though the proposed trail segments are on-system and typically don't require a local match, we are committing the local match if MDT's State funding doesn't come through. If State funding is allocated, we would like to discuss being able to save some of the funds for other trail locations that are not on-system for future trails in our community.

We encourage MDT reviewers to consider awarding TA funds for the Columbus Multi-Use Paths Project so that we can all work together to construct pathways that connects and promote safety for all residents and visitors to the Columbus area.

Thank you for your consideration,

A handwritten signature in blue ink, appearing to read 'Gary Wolfermann', is written over a white background.

Gary Wolfermann, City of Columbus Mayor





COUNTY OF STILLWATER  
STATE OF MONTANA  
STILLWATER COUNTY COMMISSIONERS  
P.O. BOX 970  
COLUMBUS, MONTANA 59019

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March 27, 2017

Dave Holien, P.E., Acting TA Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620

RE: TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR THE CITY OF COLUMBUS, MT

Dear Mr. Holien,

Stillwater County would like to extend their support to MDT and the reviewers of the Transportation Alternatives (TA) Program application for the City of Columbus and the Multi-Use Paths. The Columbus Multi-Use Paths Project, is a continued effort by the City and the County to provide connectivity and safety to the residents and visitors within Columbus.

Columbus adopted the Columbus Area Trails Plan in 2010 which was drafted by the Stillwater County Planning Department. Stillwater County adopted the Overall Economic Development Plan in 2015 which lists trails and multi-use path development as a high priority. The City in collaboration with the County are both committed to providing safe paths for recreationalist and residents with the connections to Columbus' attractions and businesses.

Designated sidewalks will immediately improve non-motorized travel and eliminate safety concerns on MDT right-of-ways throughout Columbus. Connecting multiple points of interest and businesses, the Columbus Multi-Use Paths Project will have a significant impact on pedestrian safety and promote future completion of the Columbus Area Trails Plan.

We encourage MDT reviewers to consider awarding TA funds for the Columbus Multi-Use Paths Project so that we can all work together to construct pathways that connects and promote safety for all residents and visitors to Columbus and Stillwater County.

Thank you for your consideration,

BOARD OF COMMISSIONERS  
STILLWATER COUNTY

Dennis Shupak, Chair

Maureen Davey

Mark Crago



STILLWATER COUNTY  
ECONOMIC DEVELOPMENT

Marissa Hauge, Coordinator

mhaug@stillwater.mt.gov

PO Box 881 | 431 Quarry Road | Columbus, MT 59019 | 406.322.8050 | fax: 406.322.1118

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March 27, 2017

Dave Holien, P.E., Acting TA Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620

RE: TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR THE CITY OF COLUMBUS, MT

Dear Mr. Holien,

Stillwater County Economic Development would like to extend our support to MDT and the reviewers of the Transportation Alternatives Program application for the City of Columbus and the Multi-Use Paths. The Columbus Multi-Use Paths Project, is a continued effort by the City and the County to provide connectivity and safety to the residents and visitors within Columbus.

Columbus adopted the Columbus Area Trails Plan in 2010 which was drafted by the Stillwater County Planning Department. Stillwater County adopted the Overall Economic Development Plan in 2015 which lists trails and multi-use path development as a high priority. Not only are both governing entities supportive of trail development but Stillwater Legacy Trails, a local nonprofit, was also established to help capture donations for the trails. The Columbus community and Stillwater County are united in wanting to provide safe paths for recreationalist, residents, and visitors.

This project is a high priory for the City of Columbus, Stillwater County, and the residents of Columbus. Designated sidewalks will immediately improve non-motorized travel and eliminate safety concerns on MDT right-of-ways throughout Columbus. Connecting multiple points of interest and businesses, the Columbus Multi-Use Paths Project will have a significant impact on pedestrian safety, increase tourism with a much more walkable city, and will encourage our future plans to revitalize the Columbus downtown and business districts.

Stillwater County Economic Development encourages MDT reviewers to consider awarding TA funds for the Columbus Multi-Use Paths Project so that we can all work together to construct pathways that connects and promote safety for all residents and visitors to Columbus and Stillwater County.

Thank you for your consideration,

Marissa Hauge, Coordinator  
Stillwater County Economic Development



March 24, 2017

Dave Holien, P.E., Acting TA Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620

RE: TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR THE CITY OF COLUMBUS, MT

Dear Mr. Holien,

As the Economic Development Director for Beartooth Resource Conservation and Development Area, Inc. (RC&D), I would like to voice my support for the City of Columbus' Multi-Use Paths Project to provide safety on roadways and connected paths for use by residents and visitors to Columbus. As the Montana Certified Regional Development Corporation and federally designated Economic Development District that serves Stillwater County we have identified projects such as this as a priority within our region.

The City's commitment to the project and the collaborative support shown through existing local and regional planning documents, including the Comprehensive Economic Development Strategy (CEDS) would indicate that the project has been identified as a need and would be a positive enhancement to the City of Columbus and its continued efforts to elevate the quality of life and safety of the community.

Designated sidewalks will immediately improve non-motorized travel and eliminate safety concerns on MDT right-of-way's through Columbus. The ability to connect multiple points of interest and businesses, through the Columbus Multi-Use Paths Project will have a significant impact on pedestrian safety and promote future completion of the Columbus Area Trails Plan, which was adopted by the City in 2010.

We work closely with Stillwater County's Economic Development Coordinator on a number of initiatives and believe that the proposed project is an important undertaking for the City as they continue to plan for the future and build a vibrant community.

We encourage the Department of Transportation to consider awarding TA funds for the Columbus Multi-Use Paths Project so that we can continue to work together to construct pathways and promote safety for all residents and visitors to the Columbus area.

Thank you for your consideration,

A handwritten signature in blue ink that reads "Sue Taylor". The signature is written in a cursive, flowing style.

Sue Taylor  
Economic Development Director

*Beartooth RC&D*  
PO Box 180 Joliet, MT 59041 406-962-3914 [www.beartooth.org](http://www.beartooth.org)

# STILLWATER LEGACY TRAILS

PO Box 305  
Columbus, MT 59019

Dave Holien, P.E., Acting TA Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
PO Box 201001  
Helena, MT 59620

RE: TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR THE CITY OF COLUMBUS, MT

Dear Mr. Holien,

Please accept this letter of support for the City of Columbus's request for Transportation Alternatives funding to continue work on our local trails project. This project is a priority for keeping citizens and visitors to our community safe as they enjoy our city.

The citizens of Columbus are active outdoors. While soccer, softball, and baseball players have dedicated areas to pursue their interests, walkers, joggers, and bicyclists are not so fortunate. Their safety is often at stake as they walk and bike along heavily traveled, narrow streets. Few have sidewalks; the majority of the route is along the roadside. The recent creation of a trail along the highway crossing Keyser Creek as part of the Columbus Area Trails Plan has improved that section of the popular walking route. Additional funding would allow the City to provide the same type of protection and safety along other sections as well.

Itch-kep-pe Park, a park and campground along the river, is a favorite for both residents and visitors. Only one route is available to the park: along the narrow edge of Highway 78. This is the only route into and out of Columbus to the south and is heavily traveled, often at speeds exceeding the posted limits. Visitors often walk from the park to Columbus and back along a dangerously narrow strip of roadside. We must ensure the safety of all who enjoy our recreation area – a safe route into town and back is a priority for Columbus.

We encourage the Department of Transportation to support the City of Columbus's plan to improve its recreational routes. Citizens and visitors of all ages will benefit from the project for many years to come.

Thank you for your consideration.

Sincerely,



Jill Exner, President  
Stillwater Legacy Trails

# **APPENDIX B**

City of Columbus, Public Works Department's  
Maintenance Commitment

**CITY OF COLUMBUS PUBLIC WORKS DEPARTMENT**

1258 East 1st Avenue South

P.O. Box 549

Columbus, Mt. 59019

Phone 406-322-4424

Fax 406-322-5452

March 28, 2017

To whom it may concern:

Upon satisfactory completion, the City of Columbus will be responsible for the care and maintenance of the proposed trails/paths identified in the 2017 TA Grant Application.

Funding will be made available for trail maintenance through the City's Park allocations and will be performed by and under the supervision and direction of the City of Columbus Public Works Department.

Sincerely,

A handwritten signature in blue ink that reads "Dennis Holten". The signature is written in a cursive style with a large initial "D".

Dennis Holten, DPW

# **APPENDIX C**

Large Maps – Route Overview



QUARRY ST









2ND ST

N 3RD ST

E PIKE AVE

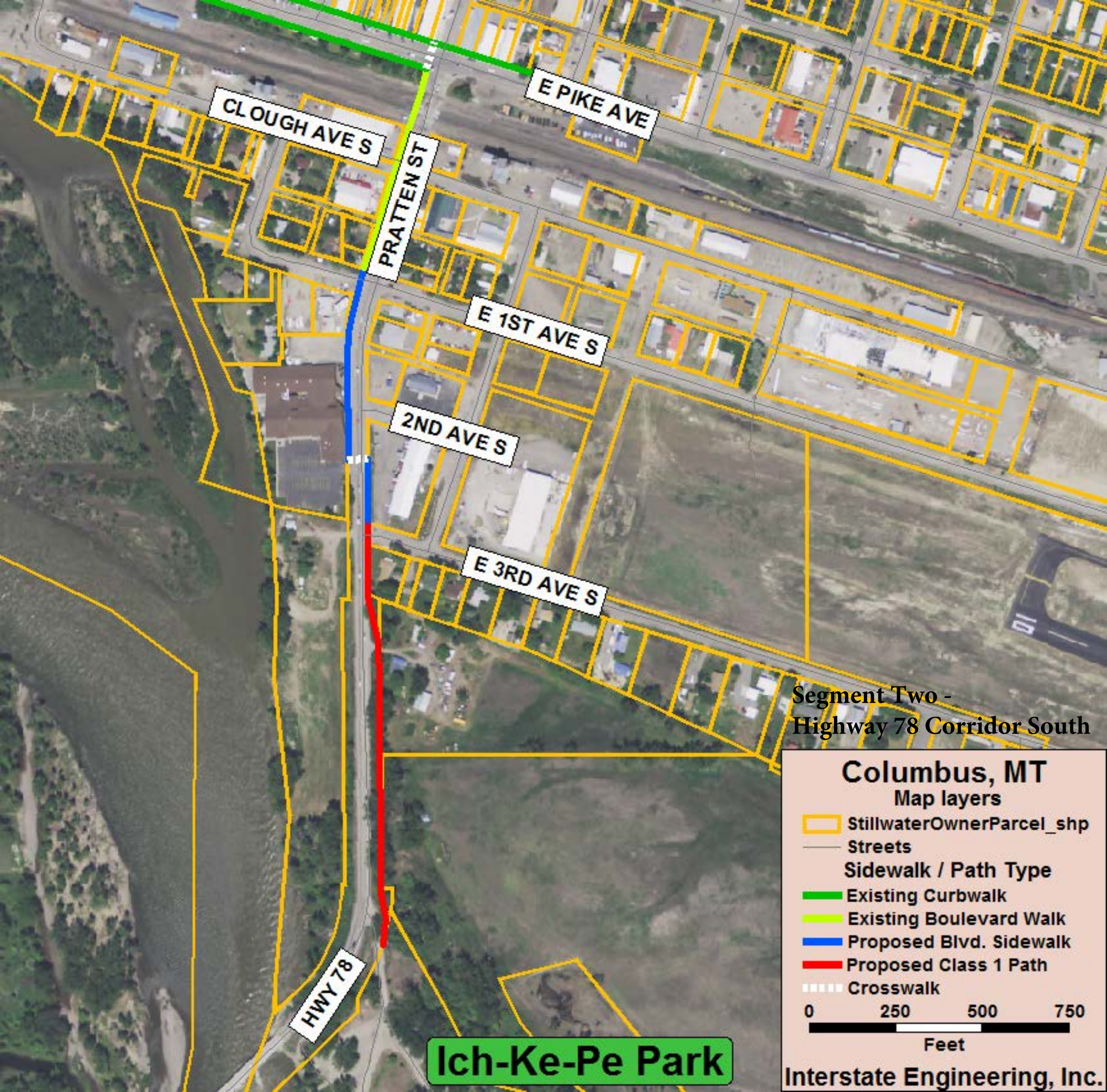
Segment One -  
Keyser Creek Loop  
Connection

**Columbus, MT**  
Map layers

-  StillwaterOwnerParcel\_shp
- Sidewalk / Path Type**
-  Existing Curbwalk
-  Existing Boulevard Walk
-  Proposed Curbwalk
-  Existing Class 1 Path
-  Proposed Blvd. Sidewalk
-  Proposed Class 1 Path
-  Crosswalk

0      150      300      450  
Feet





Segment Two -  
Highway 78 Corridor South

**Columbus, MT**  
Map layers

- StillwaterOwnerParcel\_shp
- Streets

**Sidewalk / Path Type**

- Existing Curbwalk
- Existing Boulevard Walk
- Proposed Blvd. Sidewalk
- Proposed Class 1 Path
- Crosswalk

0      250      500      750  
  
 Feet

Interstate Engineering, Inc.

**Ich-Ke-Pe Park**

Granite Peak Park

E 8TH AVE

STATE HWY 78

E 4TH AVE N

Segment Three -  
Highway 78 Corridor  
Path North

PRATTEN ST

DIAMOND ST

N 9TH ST

E 3RD AVE N

E 2ND AVE N

E PIKE AVE

E 1ST AVEN

**Columbus, MT**  
Map layers

- StillwaterOwnerParcel\_shp
- Sidewalk / Path Type
  - Existing Curbside Walk
  - Existing Boulevard Walk
  - Proposed Curbside Walk
  - Proposed Blvd. Sidewalk
  - Proposed Class 1 Path
  - Crosswalk

0 300 600 900  
Feet

# **APPENDIX D**

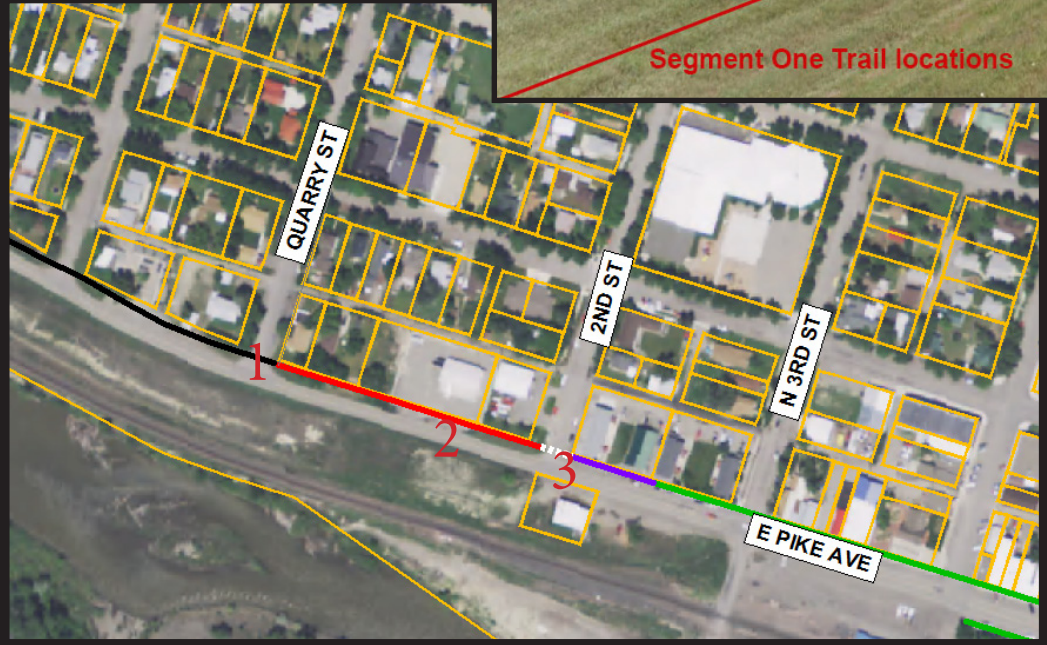
Route Photos



Segment One Starts HERE



Segment One Trail locations

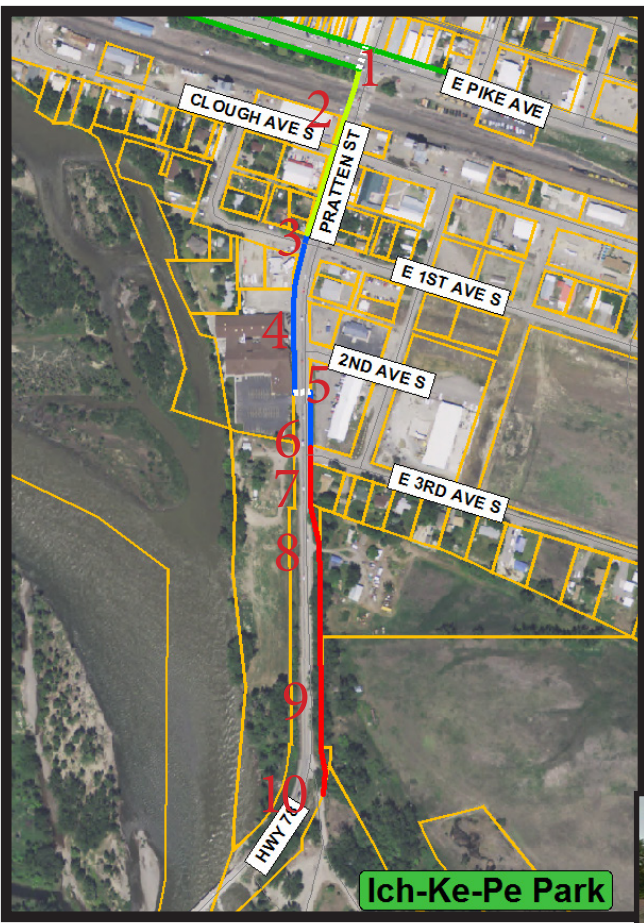


Connection to sidewalk

### Segment One - Keyser Creek Loop Connection (Connection from CTEP Trail to Downtown)

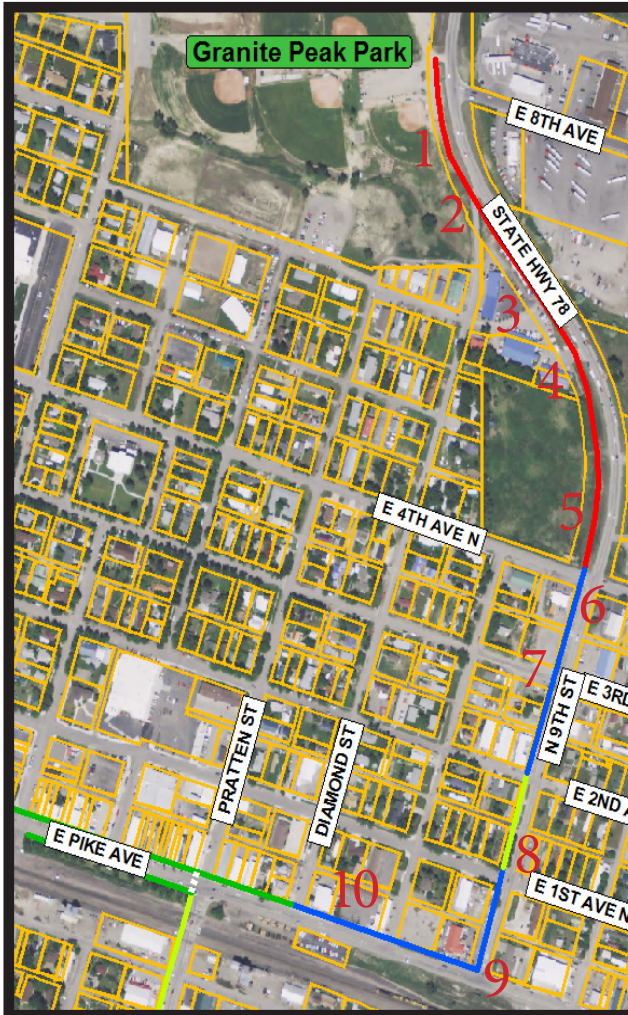
\*\*Each photo corresponds to a location on the map.

# Segment Two- Hwy 78 Cooridor Path South



\*\*Each photo corresponds to a location on the map.

# Segment Three - Highway 78 Corridor Path - North



\*\*Each photo corresponds to a location on the map.

