



City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades



Submitted by Stahly Engineering and City of Deer Lodge
March 2017

City of Deer Lodge Transportation Alternatives Grant Application

1. Project Name: *City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades*

2. Local Entity Sponsor (Sponsor) and Population

City of Deer Lodge, Montana

Population less than 5,000

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

Brian Bender, City Administrative Officer

300 Main Street, Deer Lodge, Montana 59722

406.846.3649

bbender.deerlodge@gmail.com

4. Estimated Total Project Cost

| Project Phase | Estimate | Note |
|-------------------------------------|-----------------|--|
| a. Construction (CN) | \$ 623,544 | Includes: 10% Mob, 20% Contig., 10.97% IDC |
| b. Preliminary Engineering (PE) | \$ 155,800 | 30% of CN less Mobilization |
| c. Construction Administration (CE) | \$ 124,709 | Includes 10.97% IDC |
| d. Right-of-Way | \$ 10,000 | Landowner Coordination/Agreements |
| Incidental Construction (IC) | \$ 0 | Not Applicable |
| e. Total | \$ 914,053 | |

5. Project Eligibility

The City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades (the Project) is eligible for funding as a Transportation Alternatives (TA) project as defined in section 101 of the FAST Act. Local governments, including cities and counties such as the City of Deer Lodge, are entities eligible to receive TA Set-Aside funds.

Eligible projects to receive TA Set-Aside funds include “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.” TA eligible projects also include “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 proposed project will provide planning, design, and construction for ADA-compliant enhancements at 36 existing sidewalk corners along Main Street in Deer Lodge from Texas Street to California Street. The project also includes sidewalk replacement for an estimated 25% of the length of existing sidewalk where damaged or non-compliant sections occur. Main Street is located on State Secondary Route 275 (C000275S).

The project is consistent with the priorities of TranPlanMT including its benefit to economic development, traveler safety, bicycle and pedestrian transportation. Main Street in Deer Lodge is part of the City’s Historical District and is a primary route to the Grant-Kohrs Ranch National Historic Site on the north and the Old Montana Prison Complex on the south ends of the City. Both of these historic landmarks attract tourists to Montana’s Highway System through Deer Lodge Main Street and support the TranPlanMT goal of supporting “the tourism industry through promoting access to recreational, historical, cultural, and scenic destinations.” Revitalization of the City’s Main Street is also supported by a recently updated Growth Policy and Comprehensive Capital Improvements Plan. The City is in the process of developing a Downtown Master Plan.

Providing improved access along Main Street sidewalks and making the pedestrian-way less hazardous addresses both the safety and bicycle and pedestrian transportation policies of TranPlanMT. Concern is noted in the Safety Policy over the increase in pedestrian injuries and fatalities at intersections and cross walks. These features will be updated with the Project. Likewise, the Bicycle and Pedestrian Transportation Policy notes an increased public interest in nonmotorized use of MDT facilities and addresses a goal to promote pedestrian use through provision of facilities to benefit the health and quality of life of users as well as the environmental benefits of reduced vehicle usage.

Through a joint effort between Powell County and the City of Deer Lodge, the City is planning activities related to the Montana Building Active Communities Initiative. This program “works to create or enhance community environments so that people of all ages, abilities and income levels can safely walk, bike or take public transportation to places they need to go.” That program, along with other planning initiatives and a recent Montana Economic Development Association Community Needs Assessment process, support the efforts of the City to invest and seek funds to improve nonmotorized transportation on Main Street.

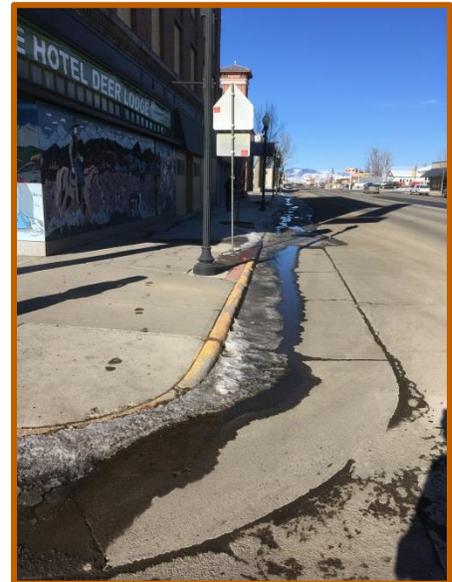


6. Project Statement

a) Project narrative/abstract.

The Project will provide planning, design, and construction of ADA-compliant enhancements at 35 existing sidewalk corners along State Secondary Route 275/Main Street in Deer Lodge from Texas Street to California Street. Sidewalk replacement for 25% of the length of existing sidewalk is proposed where damaged or non-compliant sections occur will also be part of the project.

The Project will provide improved ADA-compliant access and encourage nonmotorized means of accessing the City of Deer Lodge Main Street businesses, historic sites, attractions, the post office, and local government facilities. It will improve the safety of the existing facility and serve as an investment in an historic corridor that perpetuates the goal of the community to maintain its core infrastructure and attract new businesses and visitors to the area.



Secondary Route 275/Main Street is functionally classified as a major collector. The proposed project contributes enhancements supporting the MDT statewide ADA Transition Plan. The purpose of the plan is to provide guidance for removal of accessibility barriers. For example, there is potential for the Project to include updating the existing pedestrian and traffic signals at the intersection of Main Street and Milwaukee Street to current design standards. Coordination with the MDT Traffic Bureau has advised that if work on pedestrian pushbuttons is not planned as part of this project there is no need to expand its scope to include Accessible Pedestrian Signals. However, the signals are likely to require upgrades in the next few years in accordance with MDT ADA Transition Plan. Therefore, from an asset management and public perception standpoint, upgrading these signals in conjunction with this project is warranted and supported by the MDT Traffic Bureau.

MDT recently installed a new bridge along Main Street to reduce the risk of flooding by increasing hydraulic capacity. Installation of that bridge precipitated a block of sidewalk upgrades, including ADA-compliant corners. This Project's limits will abut that previous bridge related project, adding to the connectivity of safe sidewalks along Main Street and between two important historic sites, the Grant Kohrs Ranch and the Old Montana State Prison. The Project will also provide enhanced connectivity to Arrowstone Park Trails which achieves the goal of the local trails committee to connect downtown with recreational activities. Arrowstone Park Trail ends just south of the Old Montana State Prison.

Deer Lodge is on the move to improve their Downtown to encourage tourists and local residents to utilize the area as a gathering place and inspire nonmotorized use of Main Street for health and connectivity with local attractions. This project would enliven and encourage further upgrades to local establishments and renew prosperity to the City.

Photos of the project corridor and a map showing the project limits and proposed improvement sites are in Exhibits 1 and 2.

Exhibit 1 – Project Area Photos





Exhibit 2 – Project Map

CITY OF DEER LODGE MAIN STREET SIDEWALK
AND ADA ACCESSIBILITY UPGRADES



b) Project benefits.

SAFETY:

The photos in Exhibit 1 provide evidence that there are a number of areas along Main Street where the sidewalks are in such disrepair that they need to be replaced. These sidewalks, in their current condition, create an unsafe tripping hazard for pedestrians utilizing the walkways. Proposed sidewalk replacement will provide an improved walkable route for all pedestrians using the corridor from the Grant Kohrs Ranch to the Old Montana State Prison, and for users accessing local businesses and government offices.



Also, the existing sidewalk corners along Main Street do not meet current ADA standards, making it challenging for an individual to safely negotiate entering the roadway. The existing sidewalk corners do not have detectable warning devices, and curb elevations from the street to the sidewalk are in excess of current design standards thereby restricting access to individuals with disabilities. This project will correct existing accessibility issues and provide new safety features for the benefit of all pedestrian users.

ACCESSIBILITY:

Technical feasibility with respect to current design standards of the Americans with Disabilities Act and Public Rights-of-Way Accessibility Guidelines (PROWAG) with special consideration given to slope, width, detectable warning devices and orientation can realistically be achieved with this project. Although ADA standards require a 3' wide accessible path, PROWAG requires pedestrian access ways to be 4' in width. This project will meet or exceed the 4' landing width requirement. Main Street is relatively flat; therefore, achieving desirable sidewalk ramp slopes between 5% and 8.3% with cross slopes not exceeding 2% will be attainable. Detectable warning devices will be MDT standard 2' in width.

In accordance with MDT's ADA Transition Plan, this project will assist MDT in achieving compliance with Title II of the ADA, Regulation 28 CFR 35.150:

Existing Facilities

- Operate each service, program, or activity in a manner accessible to and usable by individuals with disabilities.
- Alter existing facilities or construct new facilities as necessary to comply with ADA requirements.

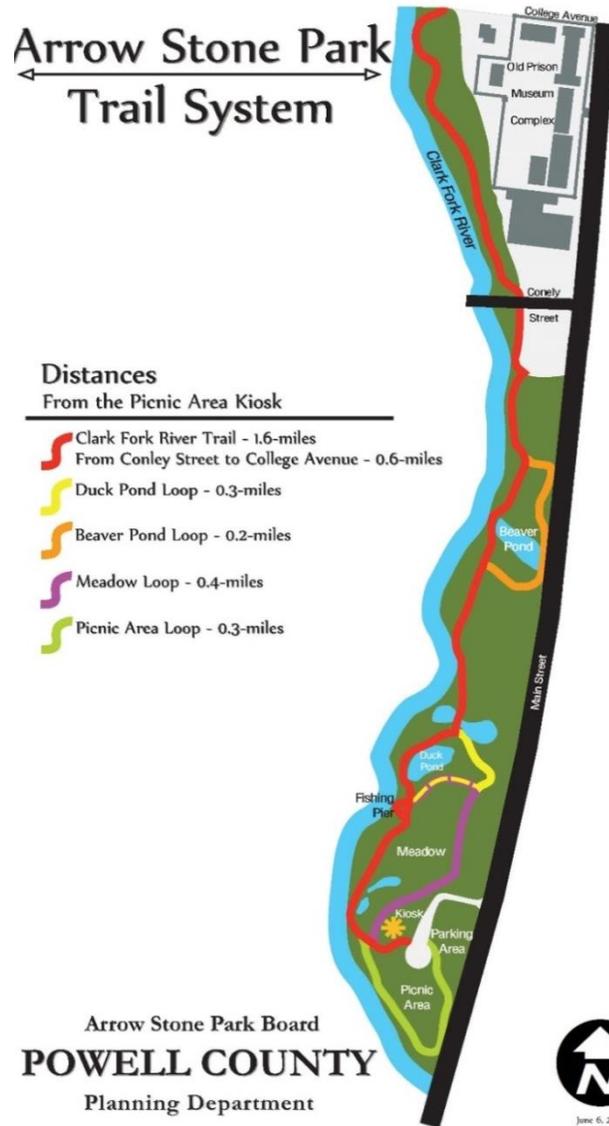


CONNECTIVITY:

The installation of ADA-compliant sidewalk corners and the replacement of broken up sidewalks will provide a safe route for an increasing number of pedestrians who choose to walk rather than drive between points along Main Street. In particular, Main Street is a primary route between Grant Kohrs Ranch and the Old Montana State Prison. Along the route there is also access to Powell County Fairgrounds.

Connectivity will be enhanced with Arrowstone Park. Improved City sidewalks will encourage greater access to the River Trail – a paved trail that provides a dedicated link between the City and Arrowstone Park Trails. The River Trail connects to Main Street along Pennsylvania Avenue which also leads east to sidewalks accessing the local elementary school.

To the east of the proposed project area along Missouri street, a recent Community Transportation Enhancement Program (CTEP) project resulted in new sidewalk and ADA-compliant corners around the area of the County Courthouse. On the north limit of the project new sidewalk and ADA-compliant corners were installed in conjunction with a bridge replacement project. Connectivity between and among these recent projects improves walkability and access to local government facilities, recreational opportunities, and to the Downtown business district.



c) Project Risk Analysis

BUDGET:

Stahly Engineering & Associates developed the project budget. The preliminary construction estimate is provided in Appendix A and was developed using the standard MDT construction estimate form using February 2017 bid prices and recent experience developing cost estimates for similar MDT ADA enhancement projects. A 20% contingency was selected to estimate scope elements that cannot realistically be determined with current information available at this stage of planning. The selected contingency is justifiable based on the retrofit nature of the project and also provides an element of risk mitigation with respect to programming the appropriate amount of budget needed to minimize or avoid cost over-runs during design development and construction.

Preliminary Engineering was estimated at 30% of the sum of Construction Phase (CN), less mobilization, plus contingency. An estimated preliminary consultant fee is also provided in Appendix A. The preliminary consultant fee estimate was developed using the standard MDT Consultant Design Bureau estimate form following the TA Program Flowchart. The preliminary consultant fee consumes approximately 85% of the total Preliminary Engineering estimate to set aside the remaining 15% for MDT administering design of the project.

MATCHING FUNDS:

Main Street Deer Lodge is on State Highway Secondary Route 275. Therefore, the project does not require local match from the City of Deer Lodge. However, in a spirit of cooperation and an effort to show support of the project, the Deer Lodge City Council has resolved to provide some level of match depending on the financial position of the City during the next budget cycle. A resolution supporting the application and stating an intention to provide some amount of match “dependent on existing and proposed budget actualities” is in Appendix B.

PUBLIC INVOLVEMENT:

The City of Deer Lodge has seen mounting support for aggressively pursuing creative ways to bring tourists into the area, revitalize Downtown businesses, and stop the exodus of residents out of the City. The City is also involved in creating a healthier environment and lifestyle for visitors and residents alike through their participation in the Building Active Communities program. It is believed that improvements to Main Street sidewalks will help them achieve those goals.

***From Deer Lodge Chamber of Commerce President,
Michael Blakeley***

Our focus is promoting Deer Lodge Businesses and Tourist attractions. We have strived to make our downtown area clean, bright, and friendly. Please feel free to come and take a walk with me so you can see our need for new sidewalks for safety and appearance to improve our town.

This project is prioritized in planning documents the City developed over the last couple of years. Processes to develop the City’s Growth Policy Update, a Resource Assessment report, and a City of Deer Lodge Comprehensive Capital Improvements Plan (CCIP) all involved public outreach and input on priorities for the City of Deer Lodge. A Trails Master Plan, involving members representing the City, was prepared by Powell County using public input. Invigorating Downtown, including

making improvements to sidewalks and ADA accessibility, and supporting a more robust trail system in the area is mentioned as a priority in each document.

2015 City of Deer Lodge Growth Policy Update

“Going forward it will be important for Deer Lodge to work with MDT on making Main Street more pedestrian friendly without compromising its function of safely and efficiently moving both cars and trucks through town.”

2016 Montana Economic Developers Association Resource Assessment Report

The MEDA Resource Assessment Team held listening sessions in March 2016 to get feedback on three topics:

1. What do you think are the major strengths and assets in Deer Lodge?
2. What do you think are the major problems and challenges in Deer Lodge?
3. What projects would you like to see completed in two, five, ten and twenty years in Deer Lodge?

Answers to these questions were the basis of their final Report. Over 160 people attended the listening sessions and provided input. Downtown revitalization became a major topic of conversation with issues that included cost, vacant store fronts, traffic flow, pedestrian safety, lack of parking, downtown beautification and appearance, and incentives for business development. Likewise, developing trails to enhance the recreational experience of residents and visitors was also identified as a need for the City/County.

Recommendations to address the needs of Deer Lodge included:

- Enhancements to the Downtown area that would encourage walkability.
- Focus on infrastructure improvements, such as roads and sidewalks, that would lend to motivation for existing property owners in the Downtown area to improve the aesthetic value of their storefronts.
- Improve traffic flow, pedestrian safety, and parking downtown.
- Encourage connectivity between local attractions (Grant Kohrs Ranch and the Old Montana State Prison) to attract travelers/tourists to walk the downtown area.
- Establishment of a connected trail system, potentially through the Arrowstone Park Board which is developing a comprehensive parks master plan in and around the City of Deer Lodge.

2017 City of Deer Lodge Comprehensive Capital Improvements Plan

The plan addressed Main Street sidewalk improvements, including ADA-compliance, as a priority for the City and suggested coordinating the project with MDT. The potential to use TA funds was included in the strategy for accomplishing that goal.

2015 Powell County Arrowstone Park Master Plan

The master plan clearly identifies the need for safe, pedestrian and bicycle connectivity between the different portions of Arrowstone Park and its connection to facilities within the City. Three years of public meetings and surveys were incorporated into the final plan.

Downtown Master Plan

The City of Deer Lodge is a recent recipient of a Montana Department of Commerce planning grant to prepare a Downtown Master Plan. It is anticipated that improvements to the downtown sidewalks as well as connecting downtown to the recreational trails surrounding the City will be a component of that plan.

Letters of support from a number of Deer Lodge business owners, the Powell County Planner who references the significance of connection to Arrowstone Park, and other interested citizens are in Appendix C.

MDT COORDINATION:

Stahly Engineering contacted Dave Holien, MDT TA Program Manager, for guidance on the eligibility and other details of the application for the Project. Mr. Holien confirmed the proposed scope of work is consistent with the goals of the TA Program. The City of Deer Lodge personnel and the Stahly Engineering team coordinated with MDT Butte District personnel, Jennifer Nelson and Joe Walsh, to determine project viability. The District encouraged the City to pursue the proposed TA project especially considering the potential for added value to a previously federally invested corridor. An email supporting the application from Jennifer Nelson, P.E. District Engineering Services Engineer to Dave Holien, P.E., MDT TA/CTEP Engineer is in Appendix D.

MDT has an ADA Transition plan and is committed to providing equal access to employment, programs, services, and activities to qualified individuals with disabilities in accordance with Title I and II of the Americans with Disabilities Act (ADA), the Americans with Disabilities Act Amendments Act (ADAAA), Montana Human Rights Act, and the Governmental Code of Fair Practices. The Transition Plan applies to all facilities and right-of-way owned and maintained by MDT. Examples of right-of-way features include curb ramps, sidewalks, crosswalks, medians, and accessible pedestrian signals. This project provides resources to help MDT achieve that goal along Main Street in Deer Lodge.

While preparing this application Stahly Engineering also coordinated with the MDT Traffic Bureau (Appendix D). The existing traffic signal at the intersection of Main and Milwaukee does not meet current design standards for Accessible Pedestrian Signal design. MDT advised that the scope of this TA project does not necessarily need to include updating the Accessible Pedestrian Signals. However, the signals are likely to require upgrades in the near future in accordance with the MDT ADA Transition Plan. From an asset management and public perception standpoint, upgrading these signals in conjunction with this proposed TA project is warranted and supported by the MDT Traffic Bureau. Therefore, allocating additional non-TA funds to the project for updating the signals will be pursued by MDT if the proposed TA Project is awarded.

A significant benefit of the proposed Project would be realized with cost savings and reduced development schedules for future projects on the corridor. Since this project is located on a MDT designated route, future federal aid participating projects such as asphalt surface preservation would be faster to implement and cheaper to construct considering the sidewalk ADA improvements completed by the proposed project.

PROJECT INDEPENDENCE:

The Main Street Project will connect to a previously improved block of sidewalk on the north end of Main Street and will logically end at the south end of Main Street where the Old Montana State Prison is located. On the west side of the project connection is established with Arrowstone Park Trails. The project is totally independent of any other projects.

PROJECT OWNERSHIP AND MAINTENANCE:

MDT maintains the roadway surface and traffic control devices, the City of Deer Lodge maintains the storm drain system with involvement from MDT, and adjacent landowners maintain the sidewalks. Maintenance responsibilities will not change. The City of Deer Lodge is working on developing and enforcing a city ordinance for maintenance responsibilities associated with debris and snow removal on the sidewalks.

PROJECT RIGHT-OF-WAY:

Anticipated construction limits for the proposed scope of work are assumed to be within existing public right-of-way. Stahly Engineering coordinated with the MDT Right-of-Way Bureau and conducted research for locating any existing right-of-way plans on the corridor. There are no existing MDT plans retracing existing right-of-way along the whole portion of the proposed project limits. However, there are existing right-of-way retracement plans at the south end of Main Street documented in F.I 261(10) and on the north end from California Avenue to Cottonwood Avenue documented in STPS 275-1(10)1. Existing right-of-way is then reasonably assumed to be 100' along Main Street, with right-of-way following property lot lines at the back of existing sidewalks. Intersecting side streets also appear to contain permanent sidewalk features within existing public right-of-way.

Proposed sidewalk enhancements will nearly match existing permanent feature footprints and there is ample space available for achieving ADA and PROWAG design standards at sidewalk corners. From a constructability and practicality standpoint, there appears to be minimal to no technical feasibility issues that would require right-of-way acquisition. For sidewalk replacement abutting private property, procurement of construction permits and or landowner agreements is assumed. It is assumed that procurement of construction permits will be necessary to conduct work for sidewalk replacement that abuts private property such as buildings. The budget includes an estimate of \$10,000 for right-of-way involvement.

A risk commonly encountered on similar historic downtown corridor ADA enhancement projects is the presence of sidewalk vaults underneath existing sidewalks. City officials are not aware of the existence of any sub-surface sidewalk vaults. There is no estimate in the proposed budget for investigation or mitigation for this potential risk element.

PROJECT UTILITY IMPACTS:

Subsurface Utility Engineering - Phase I is anticipated for the preliminary engineering phase. SUE Phase I generally consists of locating and collecting the approximate horizontal location of known utilities. Utility impacts are not anticipated considering assumed shallow construction depths with the proposed work. An estimate of "Miscellaneous Work" and "Miscellaneous Items-Hour" is provided in the preliminary construction estimate attached in Appendix A.

From reviewing Google Earth imagery and an on-site field review with City officials, there appears to be no existing surface utility features that would need to be modified, moved or relocated by the proposed work with the exception of the existing traffic signals at the intersection of Main and Milwaukee. However, sidewalk corner ADA enhancements at the signalized intersections could be designed around the existing signal bases. Furthermore, mid-block sidewalk replacements could be designed to work around existing luminaire poles and fire hydrants.

Adjusting existing storm drain inlet elevations could be evaluated during project development. However, the budget does not include an estimate for adjusting storm drain inlets as the construction contingency is appropriately set for this stage in planning.

Based on evaluation and research of the proposed project limits, an independent estimate for Incidental Construction (IC) specifically for utility impacts is not provided in the project budget. That does not necessarily mean utility impacts might not be encountered during design development or construction, just that there is nothing obvious to account for at this stage in planning. The preliminary construction estimate includes an element of risk mitigation with respect to budgeting for IC by providing the “Miscellaneous Work” bid items and with the proposed contingency.





City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades

Appendix A: Cost Estimates

BID PRICES
February 2017

Preliminary Estimate

Project Number: _____
 Project Name: City of Deer Lodge Main St Sidewalk & ADA Accessibility Upgrades
 UPN Number: _____
 Project Length: 0.672 Miles
 Design Stage: (PFR)-Preliminary Field Review

Prepared By: Stahly Engineering & Associates
 Date: March 20, 2017
 County: POWELL COUNTY
 District: Missoula
 Type of Work: 620 - Bicycles and Pedestrians

| Item Number | Quantity | Description | Unit | G-Match | Average Bid Prices | | Adjusted Unit Prices | | PERCENT OF TOTAL CN |
|-------------|----------|--|------|---------|--------------------|--------------|----------------------|---------------------|---------------------|
| | | | | | Unit Price | Amount | Unit Price | Amount | |
| | | | | | Dollars | Dollars | Dollars | Dollars | |
| 104030010 | 25000 | MISCELLANEOUS WORK | UNIT | No | \$1.00 | \$25,000.00 | | \$25,000.00 | 6% |
| 104030013 | 50 | MISCELLANEOUS ITEMS-HOUR | HOUR | No | | \$0.00 | \$150.00 | \$7,500.00 | 2% |
| 208010150 | 1 | TEMPORARY EROSION CONTROL - LS | LS | No | \$26,942.19 | \$26,942.00 | \$15,000.00 | \$15,000.00 | 4% |
| 608010020 | 1600 | SIDEWALK-CONCRETE 4 IN | SQYD | No | \$64.49 | \$103,184.00 | | \$103,184.00 | 24% |
| 618030005 | 50000 | TRAFFIC CONTROL DEVICES CB | UNIT | No | \$0.70 | \$35,000.00 | | \$35,000.00 | 8% |
| 619010200 | 20 | RESET SIGNS | EACH | Yes | \$192.95 | \$3,859.00 | \$300.00 | \$6,000.00 | 1% |
| | 36 | ADA SIDEWALK CORNER ENHANCEMENT | EACH | | | \$0.00 | \$6,500.00 | \$234,000.00 | 55% |
| | | | | | | \$193,985.00 | | \$425,684.00 | 100% |
| | 10% | Mobilization | | | | \$19,398.50 | | \$42,568.40 | |
| | | Subtotal | | | | \$213,383.50 | | \$468,252.40 | |
| | 20% | Contingency | | | | \$42,676.70 | | \$93,650.48 | |
| | | Construction Total | | | | \$256,060.20 | | \$561,902.88 | |
| | 20% | Construction Engineering | | | | | | \$112,380.58 | |
| | | Total | | | | | | \$674,283.46 | |
| | 10.97% | Indirect Cost (IDC)-Construction | | | | | | \$61,640.75 | |
| | | Total Construction w/IDC | | | | | | \$623,543.63 | |
| | 10.97% | Indirect Cost (IDC) - Construction Engineering | | | | | | \$12,328.15 | |
| | | Total Construction Engineering w/IDC | | | | | | \$124,708.73 | |
| | | Total w/IDC | | | | | | \$748,252.35 | |
| | 30.00% | ESTIMATE OF PRELIMINARY ENGINEERING | | | | | | \$155,800.34 | |
| | | TOTAL (CN+CE+IDC+PE) | | | | | | \$904,052.70 | |
| | 13.42% | FEDERAL AID MATCH | | | | | | \$121,323.87 | |

| PROJECT: Deer Lodge Main Street Sidewalk | | Estimate Prepared By: Stahly Engineering & Associates | | | | | |
|--|--|---|------------|----------|--|-----|---------------------|
| UPN: | | DATE: 3/21/2017 | | | | | |
| COST SUMMARY | | | | | | | |
| | | Hours | % of total | Rate | | | Extension |
| | Principal | 24 | 2% | 49.68 | | | 1,192.32 |
| | Project Manager | 206 | 14% | 36.65 | | | 7,549.90 |
| | Project Engineer | 260 | 17% | 38.00 | | | 9,880.00 |
| | Design Engineer | 220 | 14% | 27.50 | | | 6,050.00 |
| | Senior Designer | 174 | 11% | 3.50 | | | 609.00 |
| | Technical Designer | 276 | 18% | 27.50 | | | 7,590.00 |
| | P.L.S | 168 | 11% | 37.00 | | | 6,216.00 |
| | Survey Technician 1 | 124 | 8% | 22.00 | | | 2,728.00 |
| | Survey Technician 2 | 40 | 3% | 25.00 | | | 1,000.00 |
| | Accounting/Clerical | 32 | 2% | 30 | | | 960.00 |
| | TOTAL HOURS | 1524 | | | | | |
| | | | | | LABOR SUBTOTAL | | \$41,815.22 |
| | GENERAL OVERHEAD @ | 1.6500 | | | OVERHEAD SUBTOTAL | | \$68,995.11 |
| | | | | | TOTAL LABOR/OVERHEAD | | \$110,810.33 |
| DIRECT NONLABOR | | | | | | | |
| | Miscellaneous (Blueline) | | | | | | 0.00 |
| | Mileage | Miles | 1250 | Per Mile | \$0.540 | GSA | 675.00 |
| | Lodging | Days | 10 | Per Day | \$83 | GSA | 830.00 |
| | Meals | Days | 20 | Per Day | \$46 | GSA | 920.00 |
| | Suvey Equipment | Days | 20 | Per Day | 250 | | 5,000.00 |
| | Reproductions | LS | 1 | Each | 500 | | 500.00 |
| | | | | | | | |
| | | | | | TOTAL DIRECT NONLABOR | | \$7,925.00 |
| OUTSIDE SERVICES AND SUBCONTRACTS | | | | | | | |
| | N/A | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | TOTAL OUTSIDE SERVICES AND SUBCONTRACTS | | \$0.00 |
| RECAPITULATION | | | | | | | |
| | Total Labor/ Overhead | | | | | | 110,810.33 |
| | Total Direct NonLabor | | | | | | 7,925.00 |
| | Total Outside Services & Subcontracts | | | | | | 0.00 |
| | Profit (12% of Total Labor Costs) | | | | | | 13,297.24 |
| | | | | | TOTAL ESTIMATED COST | | \$132,032.57 |



City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades

Appendix B: City of Deer Lodge Resolution to Apply

RESOLUTION NO. 1270

RESOLUTION OF INTENT BY THE DEER LODGE CITY COUNCIL TO SUBMIT A TRANSPORTATION ALTERNATIVE APPLICATION TO IMPROVE PEDESTRIAN FACILITIES ALONG MAIN STREET

RECITALS

WHEREAS, the Deer Lodge City Council has the responsibility to provide public infrastructure to enhance the quality of life within Deer Lodge; and

WHEREAS, the Deer Lodge City Council acknowledges pedestrian facilities consisting of sidewalks complying with the Americans with Disabilities Act (ADA) increases the walkability of the community; and

WHEREAS, the City of Deer Lodge's July 2015 Growth Policy Update identifies the need to increase pedestrian activity in downtown as Objective #4.3; and

WHEREAS, upgrading and replacing existing sidewalks pose significant financial challenges; and

WHEREAS, Main Street through Deer Lodge's Downtown has the classification of State Secondary 275; and

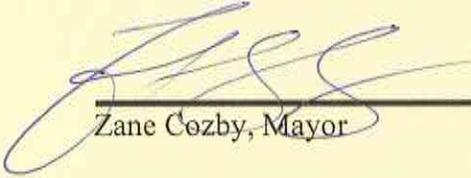
WHEREAS, the Montana Department of Transportation administrates the Transportation Alternatives Program to assist with on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

WHEREAS, the Deer Lodge City Council will submit an application as prepared by Stahly Engineering & Associates, Inc. (the City's on-call engineers) to the Transportation Alternative Program to seek the necessary funding to replace the deficient sidewalks along Main Street; and

WHEREAS, the Deer Lodge City Council is aware the sidewalk improvements will occur entirely in Montana Department of Transportation's right-of-way and as such the City Council is not responsible to provide a match of 13.42-percent however, the City Council is willing to furnish a financial match dependent on existing and proposed budget actualities; and

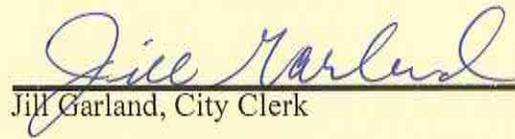
NOW, THEREFORE, BE IT RESOLVED by the Deer Lodge City Council of the intent of the Council to apply for Transportation Alternative funding to upgrade sidewalks and pedestrian facilities along Main Street.

Passed and approved this 20th day of March, 2017 by the Deer Lodge City Council.



Zane Cozby, Mayor

Attest:



Jill Garland, City Clerk



City of Deer Lodge Main Street Sidewalk and ADA Accessibility Upgrades

Appendix C: Public Support of the Project



Offices at 312 Missouri, mailing address PO Box 111, Deer Lodge, MT 59722. Telephone 406.846.2424 E-mail paperboy@vcn.com

March 24, 2017

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien:

This letter is to serve as my support of the 2017 City of Deer Lodge TA Program Application.

Safe and accessible sidewalks are a vital part of a town's infrastructure.

One of the nice things about living and working in a small town is that most of the businesses are within a five-minute walk from each other - provided they are in good repair and wheelchair accessible with protection from traffic.

Because of the size of our community, money spent on Deer Lodge infrastructure can go a long way with fewer dollars.

Please fund the City of Deer Lodge's application.

Thank you for your consideration of this worthy and needed project,

A handwritten signature in cursive script that reads "Thomas R. Mullen".

Thomas R. Mullen
Owner, Silver State Post



Planning Department

Powell County Planning Department • 409 Missouri Ave., Suite 101 •
Deer Lodge, Montana 59722 • 406.846.9795 • chamming@powellcountymt.gov

March 27, 2017

David Holien
Acting T. A Program Manager
Montana Department of Transportation
P. O. Box 201001
Helena, MT 59620-1001

RE: City of Deer Lodge TA Grant Application – Letter of Support

Dear Mr. Holien:

Carl Hamming, Powell County Planning Director, is pleased to provide this letter of support for the City of Deer Lodge's TA Grant Application. Funding from the Montana Department of Transportation to the city of Deer Lodge would benefit both the city and the county. The proposed work along Main Street would enhance pedestrian safety as well as provide better access to Arrowstone Park, a joint city/county park along the Clark Fork River at the southern end of Deer Lodge.

Dedicated parkland is sparse in Powell County which makes Arrowstone a proud and special exception. It is frequently used by locals and visitors throughout the year. Enhancing pedestrian safety along Main Street at Pennsylvania Avenue would help the downtown business district as well as provide easier access to Arrowstone Park behind the historic Old Montana Prison Museum.

Without funding assistance, necessary improvements along Main Street will continue to be unaddressed and conditions will deteriorate further. However, a safe and improved Main Street would promote business development in Deer Lodge thus benefiting both the city and the county.

The proposed project carries with it my full support and I hope that you will consider their application favorably. Please feel free to contact me if you have any questions regarding my support for the Transportation Alternatives Grant Application by the City of Deer Lodge.

Sincerely,

Carl Hamming
Powell County Planning Director
406.846.9729
chamming@powellcountymt.gov
409 Missouri Ave. – Suite 101
Deer Lodge, MT 59722

Job Service

ANACONDA

307 East Park Anaconda, MT 59711 (406) 563-3444 FAX (406) 563-7827 AnacondaJS@mt.gov ANACONDAJOBS.MT.GOV

March 23rd, 2017

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P. O. Box 201001

Helena, Montana 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien

IL wish to offer my support of the 2017 City of Deer Lodge T.A. Program Application.

Improving access to the sidewalks on Main Street would provide a definite benefit to the businesses that operate in Downtown, Deer Lodge. Deer Lodge is a great place for visitors and connecting the tourist attraction on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway. Disrepair of current sidewalks along Main Street concern myself and the rest of the citizens of our community.

We all have to use the sidewalks in the downtown area. The improvements would address several issues: safety, economic development and the increased use of non-motorized transportation in our community.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,

Cal Boyle

Manager
Job Service Anaconda/Deer Lodge/Dillon

March 23, 2017

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

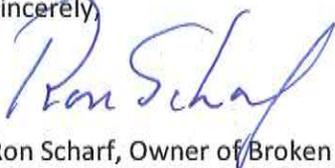
Dear Mr. Holien:

I wish to offer my support of the 2017 City of Deer Lodge TA Program Application.

Improving access to the sidewalks on Main Street would provide a definite benefit to the businesses that operate in our Downtown. Deer Lodge is a great place for visitors and connecting the tourist attractions on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway. Disrepair of current sidewalks along Main Street concerns me.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,



Ron Scharf, Owner of Broken Arrow Steakhouse
317 Main St.
Deer Lodge, MT 59722

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien:

I wish to offer my support of the 2017 City of Deer Lodge TA Program Application.

Improving access to the sidewalks on Main Street would provide a definite benefit to the businesses that operate in our Downtown. Deer Lodge is a great place for visitors and connecting the tourist attractions on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway. Disrepair of current sidewalks along Main Street concerns me.

As the owner of Steeles Furniture on Main St. I have noticed the current sidewalk cracking and becoming dangerous for pedestrians. Encouraging more pedestrian traffic in Deer Lodge would greatly help the small shops that line the street.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,

Dan Steele

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien:

I wish to offer my support of the 2017 City of Deer Lodge TA Program Application.

Since I own a business on Main street, improving access to the sidewalks on Main Street would provide a definite benefit to my and other businesses that operate in our downtown. Deer Lodge is a great place for visitors and connecting the tourist attractions on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway.

We have limited parking in Deer Lodge, downtown. Sidewalks need to be safe and welcoming, so that people don't feel they have to drive from store to store. If the sidewalks are inviting, rather than discouraging of foot traffic, they will visit more of our stores. The disrepair of current sidewalks along Main Street concerns me.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,

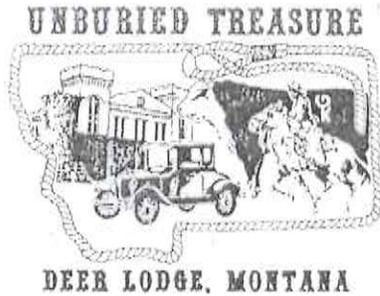
David W. Rowell
Elk Tips Outdoor Gear, LLC
329 Main Street
Deer Lodge, MT 59722

To whom it may concern,

My name is Kelly Cutler. I am a Deer Lodge citizen and business owner. Deer Lodge is a fantastic little town that has massive potential. Many of us in town are energetically moving towards making Deer Lodge into the town it can be. This ranges from local business owners, to private citizens, to the city council and chamber of commerce. We're all stepping forward and volunteering our time and talents to make Deer Lodge a destination. It's already the middle-point between West Yellowstone and Glacier National Park.

I fully support Deer Lodge's application for the Transport Alternatives Grant. The grant will allow us hardworking folks to make Deer Lodge more clean, more safe, and more accessible. As stated above there are many, many people working to get Deer Lodge on the right track and I can't think of a better location to put grant money into than our little town. Thank you for the consideration in helping us continue our great work in this community. Sincerely,

Kelly Cutler
Cutler Bros. Productions
Deer Lodge, MT



Powell County Chamber of Commerce
1109 Main Street
Deer Lodge, MT 59722

(406) 846-2094 Fax (406) 846-2094
E-mail: chamber@powellcountymontana.com
Website: www.powellcountymontana.com

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien:

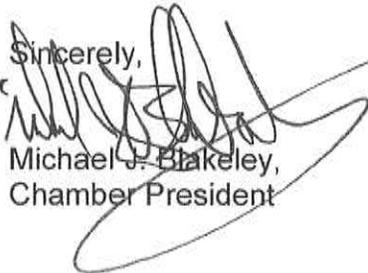
I wish to offer my support of the 2017 City of Deer Lodge TA Program Application.

Improving access to the sidewalks on Main Street would provide a definite benefit to the businesses that operate in our Downtown. Deer Lodge is a great place for visitors and connecting the tourist attractions on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway. Disrepair of current sidewalks along Main Street concerns me.

Our focus is promoting Deer Lodge businesses and tourist attractions. We have strived to make our downtown area clean, bright, and friendly. Please feel free to come and take a walk with me so you can see our need for new sidewalks for safety and appearance to improve our town. Updating our sidewalks would certainly go a long way towards that goal.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,



Michael J. Blakeley,
Chamber President

Deer Lodge – "Montana's Unburied Treasure"

Michael J. Blakeley, CPA

539 Main St PO Box 726
Deer Lodge, MT 59722
406-846-4660 office
406-491-3821 cell
406-846-4658 fax
michael@michaeljblakeleycpa.com

March 21, 2017

David Holien, Acting T.A. Program Manager
Montana Department of Transportation
P O Box 201001
Helena, MT 59620-1001

Subject: Support for City of Deer Lodge TA Program Application

Dear Mr. Holien:

I wish to offer my support of the 2017 City of Deer Lodge TA Program Application.

Improving access to the sidewalks on Main Street would provide a definite benefit to the businesses that operate in our Downtown. Deer Lodge is a great place for visitors and connecting the tourist attractions on both ends of the City with safe, walkable sidewalks would encourage pedestrian traffic and potentially reduce the number of cars on the roadway. Disrepair of current sidewalks along Main Street concerns me.

As a business on Main Street, new sidewalks would be very eye appealing and encourage everyone to walk, look, and shop at our local businesses. I walk the sidewalks daily to go to the post office, banks, and other businesses. Our sidewalks are cracked, uneven, and chipped which causes one to be very cautious not to trip or fall. New sidewalks would promote safety for everyone first and foremost but more importantly they would enhance the beauty of our community which I am so proud of.

I would appreciate funding of the City of Deer Lodge's application.

Sincerely,



Michael J. Blakeley, CPA



City of Deer Lodge

Main Street Sidewalk and ADA Accessibility Upgrades

Appendix D:

MDT Support of the Project

From: [Nelson, Jen](#)
To: [Holien, David](#)
Cc: [Ebert, Jeff](#); [Dave Gates](#)
Subject: Butte District Support - Deer Lodge TA application
Date: Wednesday, March 22, 2017 1:54:33 PM

Dave,

I am writing on behalf of the Butte District to express support for Deer Lodge's TA application to reconstruct 36 existing corners to standard and to replace approximately 25% of the existing sidewalks (total existing length is 7200' counting both sides for 1600 SY of replacement) from Texas St to California Street along Main (State Secondary Route 275).

If the proposed project gets funded, the Main street corridor (and hence, MDT) would benefit, as the roadway would be ready to receive a future pavement preservation project without significant ADA involvement. The project was reviewed with the consultant and local agency prior to their application submittal and it is the opinion of the District that this project would enhance safety for all users and benefit MDT.

We appreciate the opportunity to provide input about the proposed TA projects in our District and look forward to the opportunity to see this project to fruition.

Warm Regards,

Jen

Jennifer Nelson, PE
District Engineering Services Engineer
406.641.2536
jennelson@mt.gov

From: [Bolan, Danielle](#)
To: [Nelson, Jen](#); [Maze, Matt](#)
Cc: [Dave Gates](#)
Subject: RE: Milwaukee and Main, Deer Lodge
Date: Monday, March 06, 2017 10:35:01 AM

We have not contemplated any improvements here. However, if they are modifying the curb ramps, modifying at least the pedestrian features to meet the current guidelines is recommended but not required. I strongly recommend the curb ramps and signal components be upgraded at the same time to prevent us coming in a few years to upgrade the traffic signal and having to redo the curb ramps to coincide with the APS push buttons. This happened in Missoula where we had to rebuild the curb ramps when we upgraded the traffic signal. The curb ramps were there less than five years old. This is not good from a public perception and is a waste of tax payers dollars. I would be willing to discuss options to partner at this signalized location.

-Danielle

From: Nelson, Jen
Sent: Monday, March 06, 2017 10:19 AM
To: Maze, Matt <mmaze@mt.gov>
Cc: Dave Gates (dgates@seaeng.com) <dgates@seaeng.com>; Bolan, Danielle <dbolan@mt.gov>
Subject: RE: Milwaukee and Main, Deer Lodge

Thanks, Matt! I'm not aware of any signal improvements contemplated by traffic here, but am copying Danielle just in case.

Jennifer Nelson, PE | 406.641.2536 | jennelson@mt.gov

From: Maze, Matt
Sent: Monday, March 06, 2017 10:17 AM
To: Nelson, Jen <jennelson@mt.gov>
Cc: Dave Gates (dgates@seaeng.com) <dgates@seaeng.com>
Subject: RE: Milwaukee and Main, Deer Lodge

Here is a response from the Technical Assistance (2005):

Question: Curb ramps are being installed at a signalized intersection as part of a roadway improvement project. Existing pedestrian signals are pedestrian actuated but the pushbuttons are not accessible or placed in accessible locations. Must accessible pedestrian signals be installed at the existing pedestrian signals?
Answer: If work on pedestrian pushbuttons is not planned as part of this project, there is no need to expand its scope to include APS.

<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/revised-draft-guidelines/technical-assistance-q-a-for-alterations-projects>

I would note however, that any work done at a signalized intersection be coordinated with any near future traffic improvements.

-Matt

From: Nelson, Jen

Sent: Thursday, February 09, 2017 2:02 PM

To: Maze, Matt <mmaze@mt.gov>

Cc: Dave Gates (dgates@seaeng.com) <dgates@seaeng.com>

Subject: Milwaukee and Main, Deer Lodge

Hello,

Deer Lodge is contemplating a TA application for doing ADA upgrades on Main St. Dave Gates of Stahly is preparing the application and asked a question I'm not sure of the answer to and am hoping you can help. If they were to upgrade the ramps at the signalized intersection of Main and Milwaukee, would they need to upgrade the signal? In the existing condition, there is a pedestrian push button for the crossing of Main St only, so I'm thinking that the existing configuration may be compliant such that signal modifications wouldn't be required. But, I wanted to get your opinion, so please let Dave and I know what you think.

Thanks,
Jen

Jennifer Nelson, PE
District Engineering Services Engineer
406.641.2536
jennelson@mt.gov