



Billings Metropolitan Planning Organization (MPO)
Transportation Alternatives (TA) Program
2025 Project Application

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

1. Project Name: JOHNSON LANE SIDEWALK CONNECTOR PROJECT

2. Project Sponsor: YELLOWSTONE COUNTY

3. Project Contact: ERIN CLAUNCH
SANBELL
1300 N. TRANSTECH WAY
BILLINGS, MT 59102
406-869-3320; eclaunch@sanbell.com

4. Project Cost Estimate

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Preliminary Engineering (PE)	\$50,000.00	\$43,290.00	\$6,710.00	--
PE MDT (10%)	\$5,000.00	\$4,329.00	\$671.00	--
PE Local (90%)	\$45,000.00	\$38,961.00	\$6,039.00	--
Construction (CN)	\$165,000.00	\$142,857.00	\$22,143.00	--
Construction Engineering (CE)	\$30,000.00	\$25,974.00	\$4,026.00	--
CE MDT (5%)	\$1,500.00	\$1,298.70	\$201.30	--
CE Local (95%)	\$28,500.00	\$24,675.30	\$3,824.70	--
Right-of-Way (RW)	--	--	--	--
RW MDT	--	--	--	--
RW Local	--	--	--	--

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Incidental Construction (Utility involvement) (IC)	--	--	--	--
Total	--	--	--	--
Total MDT	--	--	--	--
	\$250,660.00	\$217,021.43	\$33,638.57	--

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

5. Project Administration: Please provide information regarding which entity is proposed to administer the project. Is this project going to be administered as a local (LAG) project or are you requesting MDT to administer the project. If requesting MDT administration, please explain.

The intent of this project is to be administered by Yellowstone County Public Works through the Local Agency Guidelines. Yellowstone County is currently administering the Old Hardin Road Connector TA Project and is familiar with the processes and requirements. MDT will not be expected to administer this project. Letters of support from both the Yellowstone County Board of County Commissioners and the Lockwood Pedestrian Safety District Board are included in the Appendix.

6. Description of Project (10 points):

Lockwood is a large, unincorporated area under the governance of Yellowstone County with a population of 7,200 people. Johnson Lane is the major north-south principal arterial that splits runs through the heart of Lockwood and connects the communities two major transportation corridors (Old Hardin Road and Old US Highway 87). As a result, residents have access to Lockwood's main street (Old Hardin Road) and Lockwood High School that resides along Old US Highway 87. Johnson Lane is used as major connecting street for Old Hardin Road and US Highway 87 residents of Lockwood and the surrounding area. Currently, Johnson Lane is a two-lane road with two sections existing sidewalk on the west side of the roadway. It is approximately 2,000 feet from Silverton Street to Old Hardin Road to the north. Currently, the existing sidewalk sections (from Silverton Street to 275 feet north of Rockwood Street and 350 feet of sidewalk in front of Ace Hardware and Treasure State Storage) account for approximately 1,000 feet. Of the remaining 1,000 feet of road without sidewalk, The Montana Department of Transportation has plans to construct sidewalk along the northern section, through their Johnson Lane Interchange project. This leaves approximately 500 feet of sidewalk of Johnson Lane from Silverton Street to Old Hardin Road that will be left without sidewalk. This Johnson Lane Sidewalk Connector Project will address two separate gaps in sidewalk facilities between to complete the connection. This TA application will provide the vital portion of sidewalk to be completed and provide safety and connectivity for pedestrians in Lockwood.

The conceptual design of the project is included in the appendix and shows the 6-foot-wide boulevard sidewalk to be constructed in concrete. The intent of the design will maintain all existing driveways and street approaches.

This project was first identified the LPSD's 2023 Non-Motorized Transportation Plan list of Engineering Projects. With completion of this grant project, Johnson Lane will have continuous sidewalk that will connect residents along Johnson Lane to the heart of Lockwood community!

7. Project Eligibility:

The Johnson Lane Sidewalk Connector Project is pivotal to the Lockwood Community as it satisfies multiple categories within the TA guidelines -- specifically Categories A & B (Off-road sidewalk facility and Safe Routes for Non-drivers). The importance of the Johnson Lane Sidewalk Connector Project was determined due to the project being prioritized in the 2023 Lockwood Pedestrian Safety District's Non-Motorized Transportation Plan. Johnson Lane is Lockwood's second busiest road for both vehicular and pedestrian traffic, so this project is critical to separating the two modes of traffic and providing a safe route for pedestrians that are currently being forced to walk in the road's driving paths and unpaved shoulders.

This sidewalk project will provide a facility for pedestrians to travel to and from the intersection of Old Hardin Road and Johnson Lane to the Emerald View Park Subdivision. The intersection offers commercial and convenience store amenities and is a connection to Old Hardin Road pedestrian facilities that serves as a main street for the community and connection to a residences, businesses, and parks.

In addition, the Lockwood Pedestrian Safety District's Non-Motorized Plan has identified a future project as the continuation of this project further to the south to tie into Sunrise Street alignment. This would provide a future Safe Routes to School connection to the Lockwood Elementary, Middle, and High Schools.

8. Project Benefits (45 points):

a. Safety

Johnson Lane exists as a two-lane roadway classified within the Metropolitan Planning Organization's (MPO's) Long Range Transportation Plan (LRTP) as a major collector. An average AADT for Johnson Lane is approximately 3,600 vehicles per day and the posted speed limit is 35 mph. The lack of pedestrian facilities, high traffic volumes, and relatively high speeds creates a safety hazard for pedestrians.

Currently, Johnson Lane has no reported accidents within the project limits. However, the Federal Highway Administration (FHWA) notes that providing sidewalks results in up to an 89% reduction in pedestrian crashes with motor vehicles and suggests that walkways should be part of every new and renovated roadway facility, and every effort should be made to retrofit streets that currently do not have sidewalks. Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5-feet for a sidewalk or walkway, should be continuous along the street, and should be fully accessible to all pedestrians including those in wheelchairs.

b. Accessibility

As detailed in previous sections, there are sidewalk facility's available along Johnson Lane within the project limits. However, these facilities are noncontinuous and do not serve to connect any pedestrian generating land uses. The Johnson Lane Sidewalk Connector project will connect the gaps in the sidewalk and provide a facility that is compliant with both ADA and PROWAG guidelines. This will allow for a continuous, hard-surfaced route that is ADA accessible by all adjacent land uses.

c. Connectivity

One of the primary benefits of the Johnson Lane Sidewalk project is connectivity. As described in the previous sections of this application, there is/will be continuous sidewalk from Emerald View Park Subdivision to the intersection of Old Hardin Road and Johnson Lane. Old Hardin Road is the busiest road in Lockwood and contains a two mile stretch of continuous multi-use path. The Old Hardin Road corridor connects residents, commercial businesses (including multiple gas/convenience stores and the grocery store), Lockwood's popular baseball/softball field complex, and future school safe routes along Piccolo Lane.

The Lockwood Pedestrian Safety District's Non-Motorized Plan also details the extension of the Johnson Lane Sidewalk project further to the south to the Sunrise Street alignment. A future project along Sunrise Street will be able to connect these two projects to the Lockwood Elementary, Middle, and High Schools. This will create a Safe Routes to School connection for a large contingent of Lockwood School's attendance base.

9. Project Risk Analysis (45 points):

a. Budget

The construction budget for this grant project was developed based on a preliminary/conceptual design of the sidewalk connector project, as commissioned by the Lockwood Pedestrian Safety District. Quantities were estimated for sidewalk area, base gravel, geotextile fabric, excavation areas, and hydroseeding. With the quantities estimated, unit costs for these items were applied based on recent similar projects developed in MDT's database. These numbers were then extrapolated to determine the final construction number. As with standard engineering practice for planning level cost estimates, a contingency was applied to account for unforeseen construction items. The cost estimate was then utilized in Item 4 of this application to determine the overall TA application project cost. A detailed breakdown of this cost estimate is included in the Appendix.

b. Matching Funds

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

c. Project Ownership and Maintenance

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

d. Project Right-of-Way and Railroad

The intent of the design for the Johnson Lane Sidewalk Connector project is to be fully constructed within the public right-of-way along Johnson Lane. As shown in the Right-of-Way Exhibits in the Appendix, there is currently 120 feet of public right-of-way along the project limits that is all free of conflicts. This will allow for adequate construction of the 6-foot sidewalk and boulevard throughout the project.

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

e. Project Utility Impacts

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

Also in proximity is a water line along the proposed sidewalk alignment. However, water lines are required to be buried greater than 6.5-feet beneath existing ground, and this will not cause conflicts. The water line is owned and operated by the Lockwood Water & Sewer District.

10. Appendix (add attachments): See enclosed attachments.

Yellowstone County



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

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

April 1, 2025

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

Re: Transportation Alternatives Program Application
Johnson Lane Sidewalk Project


Dear Ms. Mattox:

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

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

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

Sincerely,
BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA



Mark Morse, Chair



Michael J. Waters, Member



John Ostlund, Member



LOCKWOOD PEDESTRIAN SAFETY DISTRICT



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

April 2, 2025

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

Re: Transportation Alternatives Program Application
Johnson Lane Sidewalk Project

Dear Ms. Mattox:

The Lockwood Pedestrian Safety District Advisory Board is in support of the Transportation Alternatives Program grant application for the Johnson Lane Sidewalk project. The project is on a segment of roadway deemed a high priority by the district's Non-Motorized Transportation Plan. The project completes segments of existing sidewalk to a commercial center of the community for shopping and dining and connects to a residential subdivision.

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

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

Respectfully,

Brandy Dangerfield
LPSP Advisory Board Secretary
dangerfield.brandy@gmail.com

Travis Smith
LPSP Advisory Board Chair
travis@cd-mt.com

JOHNSON LANE SIDEWALK CONCEPTUAL DESIGN
(SHEET 1 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : 

APRIL 2025
BILLINGS, MONTANA



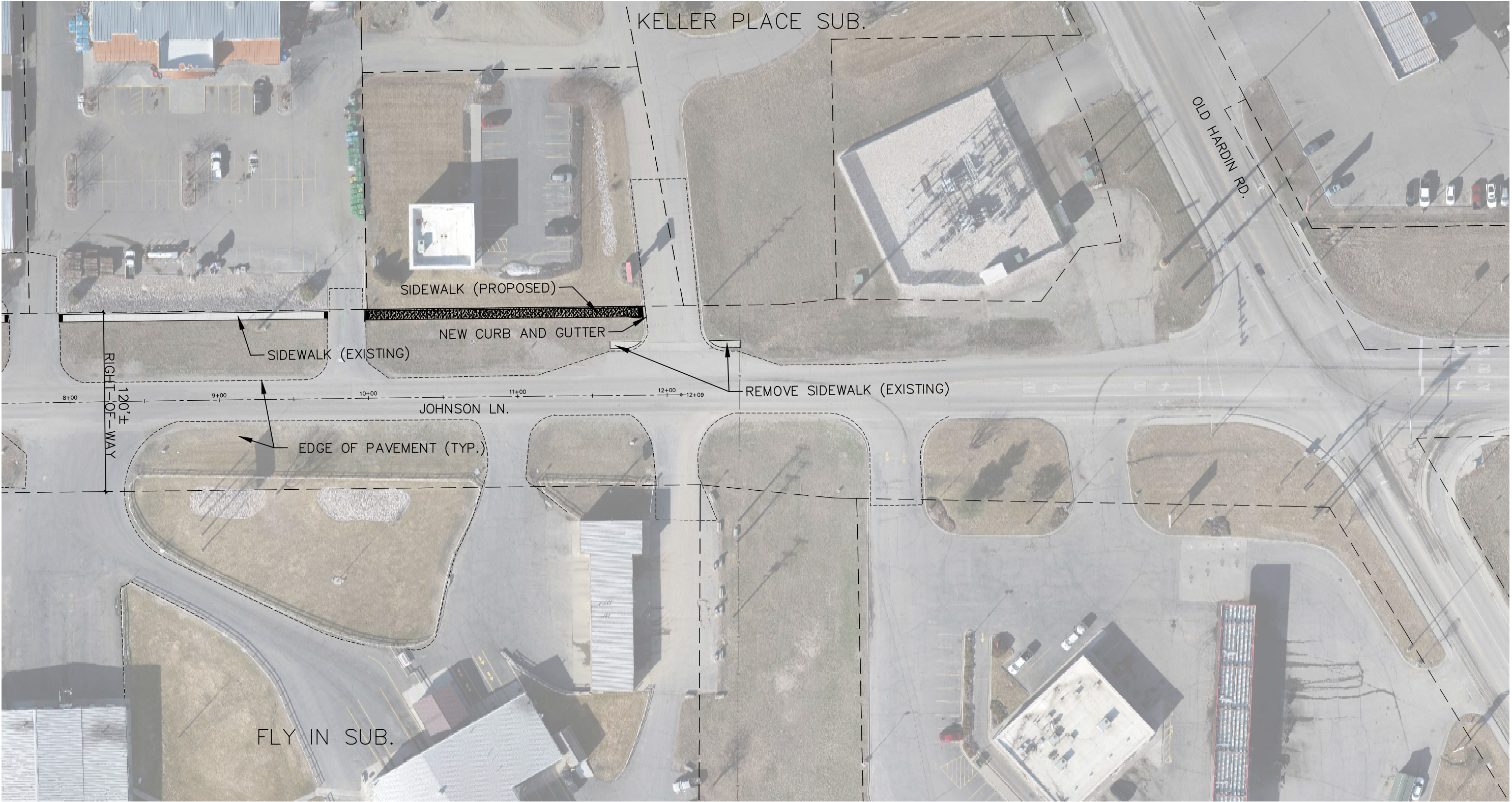
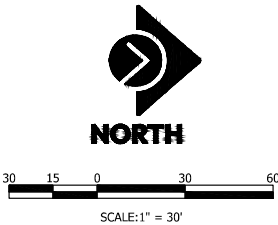
JOHNSON LANE SIDEWALK CONCEPTUAL DESIGN

(SHEET 2 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : **sanbell**

APRIL 2025
BILLINGS, MONTANA



JOHNSON LANE SIDEWALK CONNECTOR COST ESTIMATE				
QUANTITY	DESCRIPTION	UNIT	UNIT PRICE	AMOUNT
2,500	Miscellaneous Work	UNIT	\$ 1.00	\$ 2,500.00
1	Contractor Survey & Layout	LS	\$ 5,000.00	\$ 5,000.00
1	Mobilization/Demobilization - 10%	LS	\$ 11,000.00	\$ 11,000.00
1	Traffic Control	LS	\$ 5,000.00	\$ 5,000.00
1	Temporary Erosion Control	LS	\$ 1,500.00	\$ 1,500.00
2,610	Geotextile Fabric	SF	\$ 0.50	\$ 1,305.00
48	1-1/2" Minus Crushed Base Course	CY	\$ 75.00	\$ 3,625.00
2,610	6" Sidewalk (6 ft. wide)	SF	\$ 20.00	\$ 52,200.00
12	Unclassified Excavation	CY	\$ 35.00	\$ 420.00
30	Truncated Dome Detectable Warning Panel	SF	\$ 65.00	\$ 1,950.00
1	Clearing & Grubbing	LS	\$ 5,000.00	\$ 5,000.00
1,305	Hydroseeding	SF	\$ 0.50	\$ 652.50
145	Over-excavation & Backfill	CY	\$ 75.00	\$ 10,875.00
3	Removal and Disposal of Small Tree	EA	\$ 200.00	\$ 600.00
2	Removal and Disposal of Large Tree	EA	\$ 2,500.00	\$ 5,000.00
50	ADA Ramp-6 foot wide	SF	\$ 20.00	\$ 1,000.00
5	Street Sign w/ Post	EA	\$ 591.33	\$ 2,956.65
25	Sawcut Asphalt	LF	\$ 8.00	\$ 200.00
10	Curb & Gutter Removal	LF	\$ 25.00	\$ 250.00
15	Concrete Demo and Removal	SY	\$ 12.00	\$ 180.00
SUBTOTAL				\$ 111,214.15
30% CONTINGENCY				\$ 33,364.25
SUBTOTAL				\$ 144,578.40
INFLATION 4%/YEAR x 3 YEARS				\$ 18,052.64
SUBTOTAL				\$ 162,631.03
TOTAL				\$ 162,631.03

JOHNSON LANE SIDEWALK R/W EXHIBITS
(SHEET 1 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
WITHIN
YELLOWSTONE COUNTY

PREPARED FOR : YELLOWSTONE COUNTY, MONTANA
PREPARED BY : **sanbell**

APRIL 2025



JOHNSON LANE SIDEWALK R/W EXHIBITS
(SHEET 2 OF 2)

ROCKWOOD ST TO OLD HARDIN RD
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