BILLINGS - YELLOWSTONE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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: City of Billings Safe Routes to School 2025 TA

2. Project Sponsor: City of Billings

3. Project Contact: Mac Fogelsong, PE

City Engineer, City of Billings, 316 North 26th, 5th Floor, Billings MT 59101

fogelsongm@billingsmt.gov; 406-657-8232

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)	**$163,046.39**	**$141,165.56**	**$21,880.82**	
PE Local (100%)	**$163,046.39**	**$141,165.56**	**$21,880.82**	
Construction (CN)	**$1,220,553.25**	**$1,056,755.00**	**$163,798.25**	
Construction Engineering (CE)	**$108,697.59**	**$94,110.37**	**$14,587.22**	
CE Local (100%)	**$108,697.59**	**$94,110.37**	**$14,587.22**	
Right-of-Way (RW)	**$0.00**	**$0.00**	**$0.00**	
RW Local	**$0.00**	**$0.00**	**$0.00**	

	Total Cost of Phase	Federal/State Funds Share (TA) 86.58%	Local Matching Funds 13.42%	Additional Contribution
Incidental Construction (Utility involvement) (IC)	**$0.00**	**$0.00**	**$0.00**	
Total	**$1,492,297.23**	**$1,292,030.94**	**$200,266.29**	

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 City of Billings will administer the project as a local (LAG) project, through the Engineering Division.

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6. Description of Project (10 points):

The 2025 Safe Routes to School TA application will complete high priority projects from a large list of remaining Safe Routes to school projects totaling about $25,000,000. This funding would accelerate the completion of the projects that are first and foremost safety-based for school children and pedestrians.

Seven project focus areas are proposed that are recommended in the Safe Routes to School Plans, Phase I and Phase II:

- Jackson Street Pedestrian Crossings and Curb Extensions (Bulb-outs)
- Riverside School Zone Improvements
- South Billings Boulevard School Crossing and Pedestrian Refuge Island
- Governors Boulevard Intersection Improvements for Castlerock School
- Central Avenue and 24th Street West--High Visibility Crossing and Leading Pedestrian Interval
- Parkhill Drive and 17th Street--High Visibility Crossing
- Poly Drive and Hoover Avenue Pedestrian Crossing--RRFB and Curb Extensions

These projects are in close proximity and benefit Newman Elementary School, Riverside Middle School, Castlerock Middle School, Mount Olive Lutheran School/Billings West High School, and Rose Park Elementary School.

The project locations were identified in the Safe Routes to School Plans, Phase I and Phase II and are shown in the appendix. A letter of support is provided from School District #2 in the appendix.

The project improvements are substantially surface type improvements, requiring minimal underground excavation and do not require additional right-of-way. These projects will not impact driveways or parking lots or negatively impact existing storm drainage systems.

7. Project Eligibility:

The proposed project is eligible for Transportation Alternatives and strongly meets several categories:

1) Category b. Construction, planning, and design of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
2) Category f. Safe Routes to School Projects. Projects must be identified in a locally, adopted Safe Routes to School Plan.
3) The safe routes to school program under section 1404 of the SAFETEA-LU. A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

The project areas discussed in this application are all recommended projects from the 2021 and 2022 Safe Routes to School Plans, Phase I and II that were locally adopted by the MPO and the Billings City Council.

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8. Project Benefits (45 points):

a. Safety

The project addresses safety concerns raised in the Safe Routes to School Plans, Phase I and Phase II by implementing the recommended projects therein. The project locations utilize tools and design elements that promote safety by improving the physical and visual environment.

The techniques and design elements used to improve safety are the following:

- Creation of a school zone with reduced speed and additional awareness through flashing school zone. The reduced speed and associated signage alerts drivers that there will be students walking and biking in the area.
- Leading Pedestrian Intervals (LPI)—allows pedestrians time to cross the street ahead of traffic, especially turning vehicles, by allowing increased visibility
- Pedestrian Refuge—reduces crossing lengths and allows more visibility of pedestrians. Allows pedestrians to use gaps in traffic by crossing only one direction of traffic. Also creates a visual notice of the crossing and slows traffic speeds by narrowing the traveled way
- Increased level of Striping—High visibility striping at crossings creates improved awareness of crossings
- Curb Extensions (bulb-outs)—Curb extensions shorten pedestrian crossing distances and allow pedestrians to more easily be seen prior to crossing the street
- Rectangular Rapid Flashing Beacons—Makes presence of pedestrian know to drivers

b. Accessibility

The project improves accessibility from an ADA standpoint, but also from accessibility and comfort level of pedestrians and bicyclists, particularly school children going to and from school. Many of the street crossing improvements improve accessibility by adding ADA ramps where none exist today (e.g. Morgan Avenue, Orell Drive, Vaughn Lane, Poly Drive/Hoover Avenue). The benefits of the safety elements discussed in section b. apply to all persons with disabilities as well. All the improvements will be constructed to ADA and PROWAG guidelines.

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c. Connectivity

One of the primary benefits of the project is connectivity through better connecting routes to school. A primary goal of the SRTS is to promote safety within a certain radius of the school –these projects promote connectivity within those spheres used by school-aged children walking and biking to those elementary and middle schools. The proposed project elements clearly make the connections from the student's place of residence to school more direct, safe and noticeable. Inherently, the project elements also improve connections across existing streets for other pedestrians and bicyclists as well.

9. Project Risk Analysis (45 points):

a. Budget

The project budget was developed for each project element and location using recent construction costs at a conceptual planning level through staff experience with costs of Safe Routes to School type improvements. Further, these costs were compared with cost estimates proposed in the Safe Routes to School plans. Contingencies were applied for design and construction unknowns, and inflation of construction costs were added.

A detailed construction cost estimate is provided in the appendix.

b. Matching Funds

Local matching funds in the amount of 13.42% are proposed by the City Public Works Department and are included in the FY 2026 capital budget that requires approval by City Council in June 2025. Historically, these funds are allocated under a specific budget line for Safe Routes to School and have been approved by the City Council.

c. Project Ownership and Maintenance

The City of Billings is responsible for operation and maintenance of the project facilities through annual O&M funds, including sweeping and re-striping faded striping. The City has staff to maintain electrical components of the Leading Pedestrian Interval and Rectangular Rapid Flashing Beacons (RRFBs). The City has the necessary personnel, equipment and budget to maintain these facilities.

d. Project Right-of-Way and Railroad

The project elements will be constructed within existing right-of-way and there are no anticipated right-of-way needs. There are no significant challenging elements within the right-of-way. None of the project elements are involved with the railroad.

e. Project Utility Impacts

City staff has reviewed the project locations and there are minimal impacts to existing utilities with the proposed improvements. Most of the infrastructure are surface improvements and should not require any utility relocations. Any pedestrian push button poles, RRFB poles, or signs will be placed out of the way of existing utilities. During preliminary design and after surveying of existing utilities, the City will coordinate with various utility companies. At this conceptual stage, there are no apparent, critical utility impacts.

10. Appendix (add attachments): Letter of Support, Project Map, Construction Cost Estimate

March 31, 2025

Mac Fogelsong
City of Billings
316 North 26th Street
Billings, MT 59101

Reference: Letter of Support for 2025 Transportation Alternatives Grant Application.

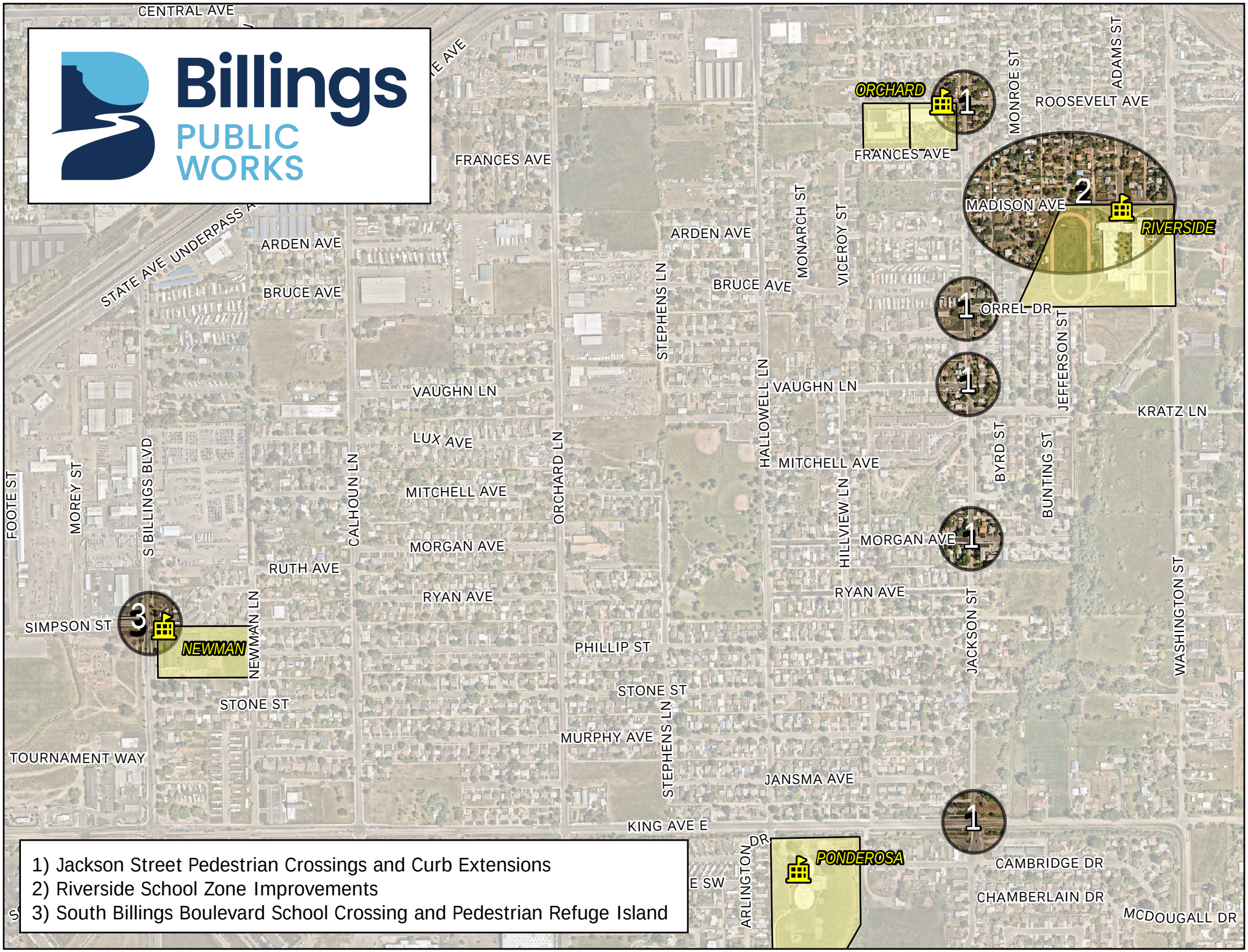
Dear Mac:

School District 2 is pleased to support the City of Billings in its Transportation Alternatives 2025 grant application. The grant application is exclusively focused on Safe Routes to School projects identified and prioritized from the Safe Routes to School Phase I and II plans.

We understand there are about seven main project areas serving elementary and middle schools based on priorities identified in the plans. As you know, we were a partner in developing those Safe Routes to School plans and look forward to seeing these projects implemented to improve the safety of school children getting to and from school.

Sincerely,

Scott Reiter
Executive Director of Facilities
Billings Public Schools
101 10th Street West
Billings, MT 59102


Billings
PUBLIC
WORKS
CENTRAL AVE
FRANCES AVE
ORCHARD
1
MONROE ST
ADAMS ST
ROOSEVELT AVE
FRANCES AVE
MADISON AVE
2
RIVERSIDE
STATE AVE UNDERPASS
ARDEN AVE
BRUCE AVE
STEPHENS LN
ARDEN AVE
BRUCE AVE
MONARCH ST
VICEROY ST
1
ORREL DR
JEFFERSON ST
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VAUGHN LN
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KRATZ LN
LUX AVE
HALLOWELL LN
MITCHELL AVE
BYRD ST
BUNTING ST
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ORCHARD LN
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WASHINGTON ST
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NEWMAN
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MURPHY AVE
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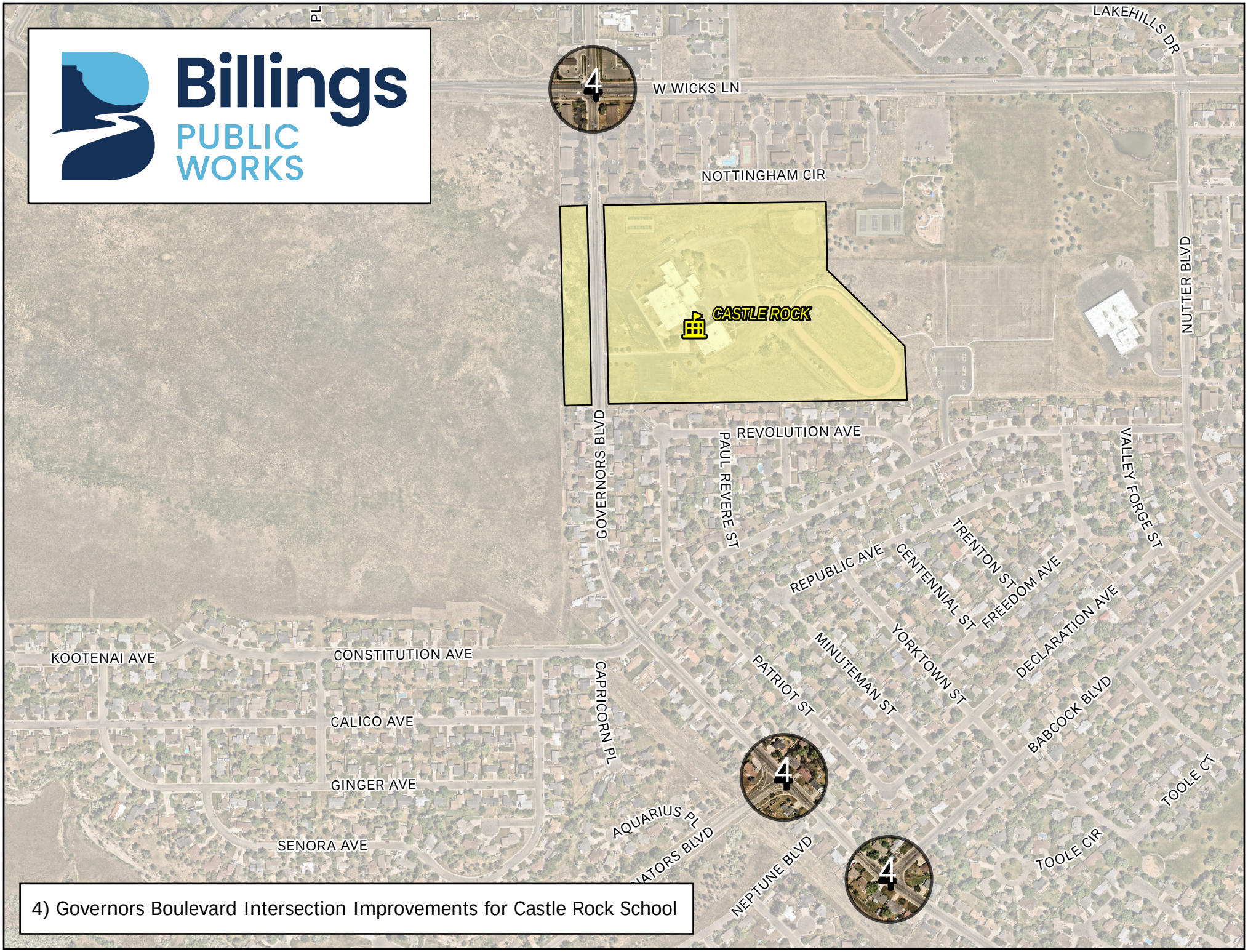
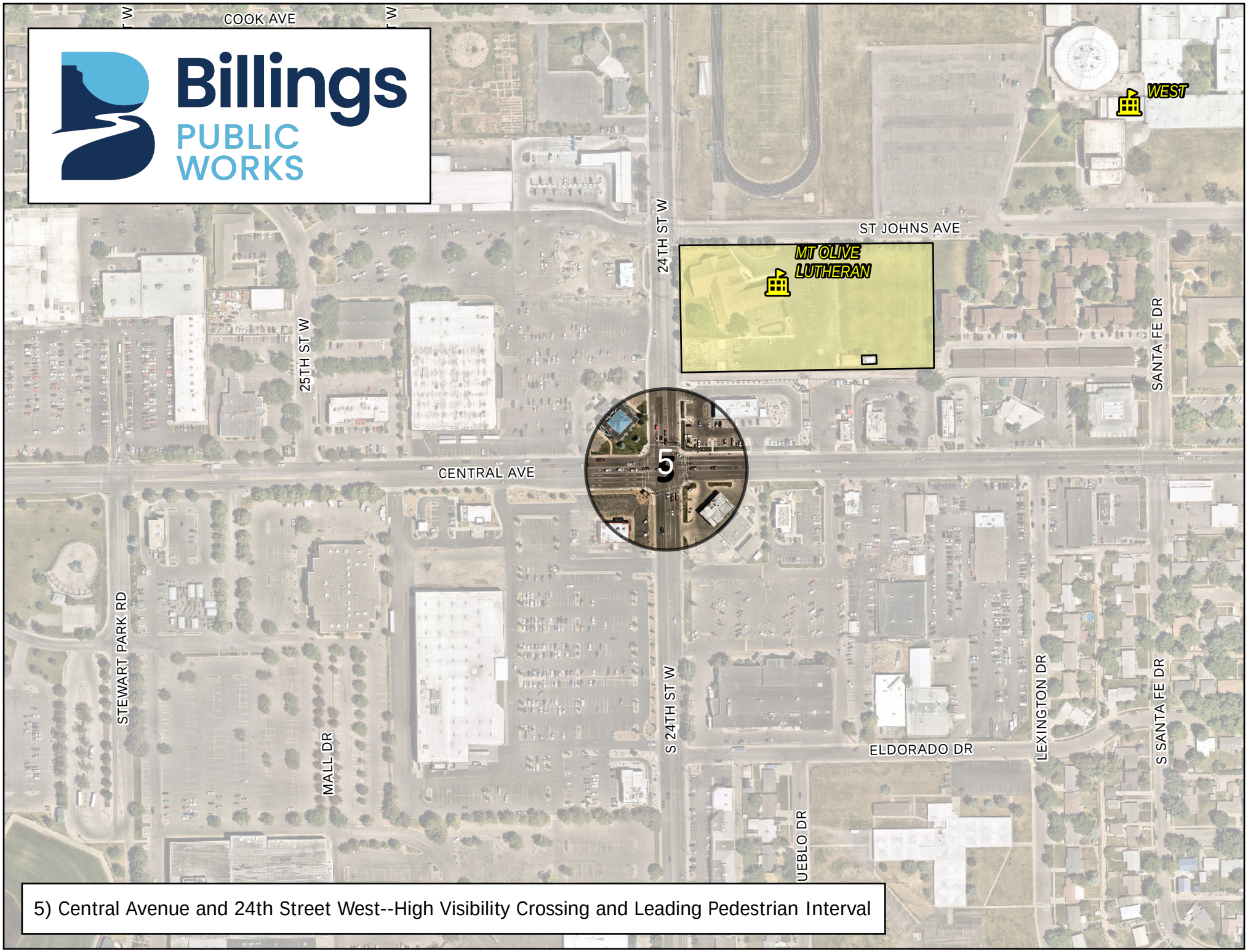
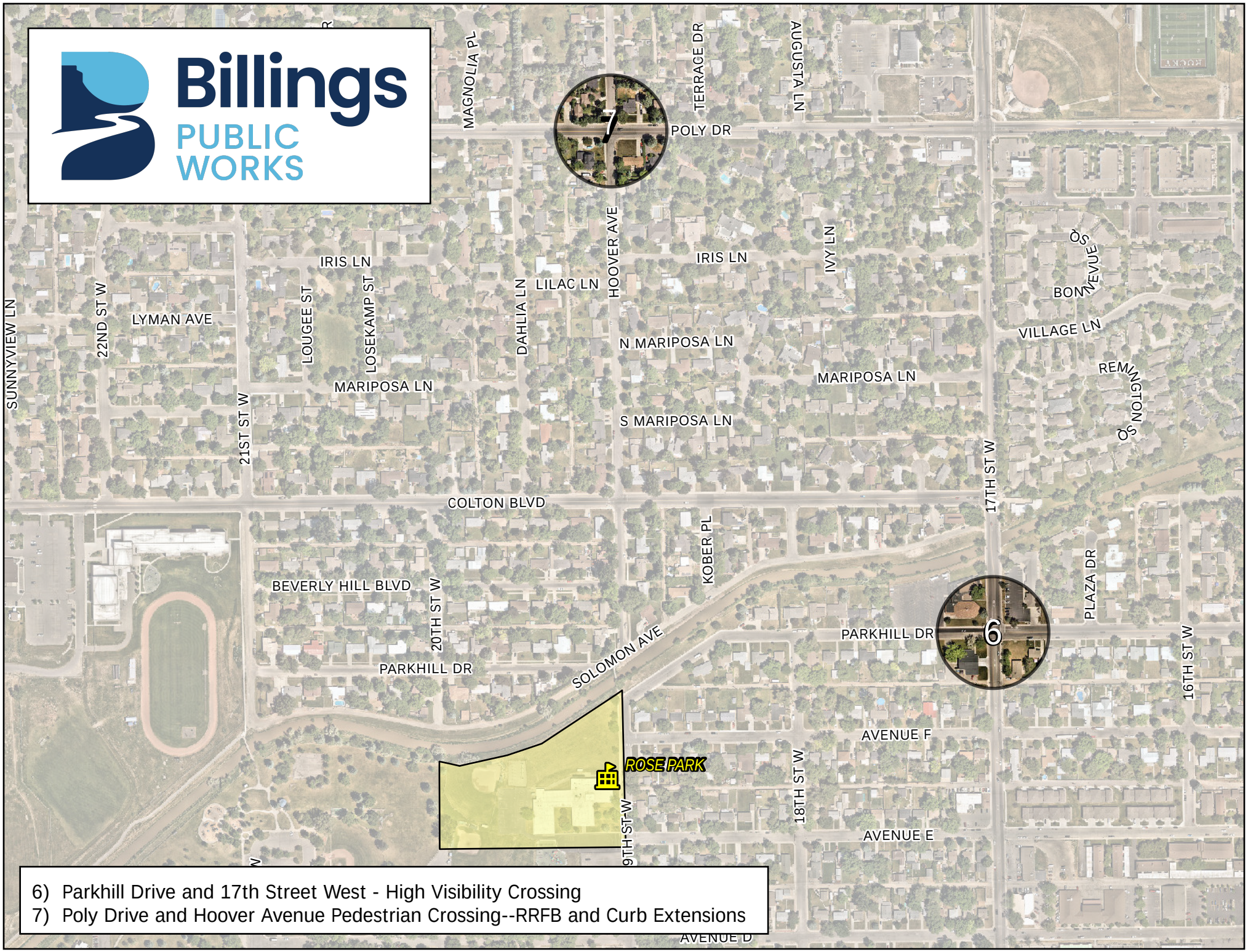
JANSMA AVE
1
KING AVE E
ARLINGTON DR
PONDEROSA
CAMBRIDGE DR
CHAMBERLAIN DR
MCDOUGALL DR
1) Jackson Street Pedestrian Crossings and Curb Extensions
2) Riverside School Zone Improvements
3) South Billings Boulevard School Crossing and Pedestrian Refuge Island



4) Governors Boulevard Intersection Improvements for Castle Rock School



5) Central Avenue and 24th Street West--High Visibility Crossing and Leading Pedestrian Interval



6) Parkhill Drive and 17th Street West - High Visibility Crossing
7) Poly Drive and Hoover Avenue Pedestrian Crossing--RRFB and Curb Extensions

TA Grant Application Projects
Summary Of Costs

1. Jackson Street	$317,625.00
2. Riverside School Zone	$283,250.00
3. South Billings Boulevard	$67,100.00
4. Governors Boulevard	$182,050.00
5. Central Ave & 24th Street West	$34,100.00
6. Parkhill Drive and 17th Street West	$23,100.00
7. Poly Drive and Hoover Avenue	$118,450.00
Total Construction Estimate	**$1,025,675.00**
15% Construction Contingency	$153,851.25
Inflation Contingency (4%)	$41,027.00
Total Construction Estimate, with Contingency	**$1,220,553.25**
Engineering Design, Construction Observation, Staking, and Administration (20%)	$244,110.65
MDT Indirect Cost (11.32% of Engineering & Construction Administration)	$27,633.33
Total, Engineering Cost	**$271,743.98**
Total Project Cost	**$1,492,297.23**
Local Match (13.42%)	$200,266.29
Federal Share (86.58%)	$1,292,030.94

	Total Cost of Phase	Federal Share (86.58%)	Local match (13.42%)	Additional Contribution
Preliminary Engineering (PE)	**$163,046.39**	**$141,165.56**	**$21,880.82**	**$0.00**
PE Local (100%)	$163,046.39	$141,165.56	$21,880.82	$0.00
Construction (CN)	**$1,220,553.25**	**$1,056,755.00**	**$163,798.25**	**$0.00**
Construction Engineering (CE)	**$108,697.59**	**$94,110.37**	**$14,587.22**	**$0.00**
CE Local (100%)	$108,697.59	$94,110.37	$14,587.22	$0.00
Right of Way (RW)	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Incidental Construction (Utility Involvement) (IC)	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Total	**$1,492,297.23**	**$1,292,030.94**	**$200,266.29**	**$0.00**

1. Jackson Street

Pedestrian Crossings, High Visibility Crosswalks, Curb Extensions

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$28,875.00	$28,875.00
Construction Traffic Control	LS	1	$15,000.00	$15,000.00
Remove Existing Surface and Utility Features (Per Intersection)	EA	5	$4,000.00	$20,000.00
Curb Extension Including ADA Ramp, Per Corner (Assumes 50 LF New Curb, 200 SF New Concrete, 2 ADA Ramps, and 4 Truncated Dome Panels)	EA	24	$6,500.00	$156,000.00
Storm Drain or Drainage Improvements (Per Intersection)	EA	5	$8,000.00	$40,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	11	$4,000.00	$44,000.00
New Sign(s), Post, and Foundation	EA	22	$625.00	$13,750.00

Construction Estimate - Jackson Street Curb Extensions	$317,625.00

2. Riverside School Zone

Streets Surrounding Riverside Middle School

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$25,750.00	$25,750.00
Construction Traffic Control	LS	1	$15,000.00	$15,000.00
Madison Ave Traffic Calming	LS	1	$50,000.00	$50,000.00
Washington Street Traffic Calming	LS	1	$150,000.00	$150,000.00
School Zone Flasher	EA	4	$7,500.00	$30,000.00
New Sign(s), Post, Foundation	EA	20	$625.00	$12,500.00
Construction Estimate - Riverside Middle School - School Zone				$283,250.00

3. South Billings Boulevard
School Crossing and Pedestrian Refuge Island

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$6,100.00	$6,100.00
Construction Traffic Control	LS	1	$15,000.00	$15,000.00
Remove / Sawcut Existing Surface and Utility Features	LS	1	$5,000.00	$5,000.00
Concrete Median (Pedestrian Refuge Island) (Includes Type A Median Curb, 3-in Median Cap, ADA Ramps, Delineators, Concrete Patching)	LS	1	$30,000.00	$30,000.00
Relocate Existing RRFB Assembly	EA	2	$1,500.00	$3,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	2	$4,000.00	$8,000.00
Construction Estimate - South Billings Boulevard				$67,100.00

4. Governors Boulevard

Intersection Improvements for Castlerock Middle School

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$16,550.00	$16,550.00
Construction Traffic Control	LS	1	$20,000.00	$20,000.00
Remove / Sawcut Existing Surface and Utility Features (Per Intersection)	EA	3	$5,000.00	$15,000.00
Curb and Gutter	LF	900	$30.00	$27,000.00
Asphalt Restoration	SY	800	$50.00	$40,000.00
6-inch Concrete	SF	1,500	$15.00	$22,500.00
4-inch Concrete	SF	1,000	$12.00	$12,000.00
Landscape Restoration	LS	1	$5,000.00	$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	$6,000.00	$24,000.00
Construction Estimate - Governors Boulevard				$182,050.00

5. Central Ave & 24th Street West

High Visibility Crossing and Leading Pedestrian Interval

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$3,100.00	$3,100.00
Construction Traffic Control	LS	1	$2,000.00	$2,000.00
Obliterate Existing Striping	LS	1	$5,000.00	$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	$6,000.00	$24,000.00
Construction Estimate - Central Ave & 24th Street West				$34,100.00

6. Parkhill Drive and 17th Street West
Pedestrian Crossing Enhancements

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$2,100.00	$2,100.00
Construction Traffic Control	LS	1	$1,000.00	$1,000.00
Obliterate Existing Striping	LS	1	$4,000.00	$4,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	$4,000.00	$16,000.00
Construction Estimate - Parkhill Drive and 17th Street West				$23,100.00

7. Poly Drive and Hoover Avenue
Pedestrian Crossing Enhancements

	Unit	Qty	Unit Cost	Total Cost
General Requirements (Taxes, Bonds, Mob, etc.)	LS	1	$8,950.00	$8,950.00
Construction Traffic Control	LS	1	$5,000.00	$5,000.00
Remove / Sawcut Existing Surface and Utility Features	LS	1	$10,000.00	$10,000.00
Curb and Gutter	LF	300	$30.00	$9,000.00
Asphalt Restoration	SY	200	$50.00	$10,000.00
6-inch Concrete	SF	700	$15.00	$10,500.00
4-inch Concrete	SF	2,000	$12.00	$24,000.00
Landscape Restoration	LS	1	$5,000.00	$5,000.00
Pre-Formed Thermo (White) (Per Crosswalk)	EA	4	$4,000.00	$16,000.00
Intersection Lighting	LS	1	$20,000.00	$20,000.00
Construction Estimate - Poly Drive and Hoover Avenue				$118,450.00