

Attachment to Flathead County's 2011 Swan River Road CTEP Project Application

The following detailed information pertains to questions 4, 5, 6, 8, 12, 16, and 18 of the submitted CTEP application.

4. Project Relationship to Surface Transportation

This trail project would provide a non-motorized transportation complement to the existing paved Swan River Road by providing a safe and efficient travel route for students, bicyclists, pedestrians, and area residents who currently use the road traffic lanes because of no road shoulders. Running parallel to Swan River Road, a 24-foot wide paved county road situated within a 60-foot wide public road and utility easement, the proposed trail would create additional connectivity between Lee Road and Williams Lane. The proposed trail would connect directly to the south end of an existing trail previously implemented through 'Safe Routes To Schools' funding and providing safe access to Swan River School. Additionally, the proposed trail would create connectivity to an existing section of paved trail located in the central portion of the project which was constructed by donated civic efforts of the Bigfork Rotary Club.

The project would implement a portion of a proposed 'connector trail' envisioned in the *Flathead County Trails Plan* to provide safe non-motorized access between the unincorporated town of Bigfork and residential areas in the vicinity of the Swan River School. A heavily used bicycle/pedestrian trail locally referred to as the 'Wild Mile Trail' terminates approximately .7 miles south of Williams Lane where the current proposed trail would end. The current proposed trail would shorten the gap between the Wild Mile Trail and the existing trail sections along Swan River Road to the north, and a subsequent project is anticipated to complete trail connectivity from the community of Bigfork to Swan River School.

5. Public Involvement Description

Flathead County conducted an extensive public involvement and informational campaign on the County Trails Plan from 2008 to 2010 that included advisory boards, meetings, workshops, area newspaper advertisements, legal ads, and publicly noticed hearings. In addition, the Bigfork Rotary Club (local sponsor) has been involving community organizations, schools, and area citizens since 2007 with overwhelming support shown for this project.

Public involvement specific to the current proposal includes:

- During a legally noticed April 15, 2010 public meeting of the Flathead County Board of Commissioners, a Memorandum of Understanding (MOU) was formally agreed upon and entered into by Flathead County and the Bigfork Rotary Club. The MOU recognized the volunteer civic trail efforts the Bigfork Rotary Club had previously completed along portions of Swan River Road, and established cooperative terms for continued trail development along the road.
- Staff attended a publicly advertised meeting of the Bigfork Rotary Club on May 12, 2010 to focus on the concept of furthering trail development along Swan River Road, discuss progress on the draft Flathead County Trails Plan, and provide information pertaining to the CTEP application process and procedure.

- The route of the proposed trail is recommended in the Flathead County Trails Plan, a comprehensive trails master plan, adopted October 12, 2010, the drafting of which included substantial public input via numerous publicly noticed scoping sessions, workshops, and meetings throughout the county and within the area of the Bigfork community.
- Seeking to use available CTEP allocation for implementing additional pedestrian and bicycle facilities, Flathead County advertised a request for proposals which solicited interested local sponsor groups from throughout the county to propose specific trail projects for prioritization and serve as local sponsors to assist with project development and in providing matching funds. The advertised request was published in the Daily Interlake, a mainstream local newspaper, on three different dates in April and May of 2010.
- In response to the County's request for proposals, Ed Nolde, representing the Bigfork Rotary Club, prepared and submitted a draft proposal for the current proposed trail along Swan River Road.
- Prioritization and acceptance of this project proposal by Flathead County for receiving a portion of the County's available CTEP allocation occurred during a legally noticed public meeting conducted by the Flathead County Commission on July 8, 2010.
- Bigfork Rotary Club members have met with property owners, organizations and businesses along and near the proposed route to inform them of the trail and gain their support.
- Prior to completing preparation of this application, a legally noticed public information meeting on the proposed CTEP pedestrian/bicycle path along portions of Swan River Road was held on November 15, 2011 at the Swan River School. Facilitated by staff of the Flathead County Planning and Zoning Department, the meeting included a proposed project overview and provided opportunity for the public to voice questions, comments, and concerns. Notice of the meeting was sent to adjacent owners, published in the 'daybook' section of the Daily Interlake, published in the 'activities' section of the Bigfork Eagle, and was be posted on the Department's webpage.
- Integrating input from the public comments, meetings, etc., this application was prepared and forwarded to Flathead County Board of Commissioners for their approval prior to submittal to CTEP Bureau of Montana Department of Transportation.

6. Project Description

The project is intended to design and construct a separated 8-foot wide paved trail for approximately 1.5 miles along the east side of Swan River Road from Lee Road southward to Williams Lane. While the trail is primarily intended to provide safety and improved access for pedestrians and bicycles, the project may include a parallel separate path to accommodate existing equestrian use as an 'additive' which may or may not be included in the bid documents. The trail would help to connect the existing well used Swan River School Trail with the Wild Mile Trail east of Bigfork and would incorporate an existing Rotary Club completed 1/4 mile paved section of trail in the middle. There would be paved and striped/signed crossings of two side road and numerous driveway crossings. The project

would be designed to comply with applicable Americans With Disabilities Act (ADA) requirements.

Approximately 90% of the trail would be constructed on relatively flat ground, and approximately 85% of the route is open farmland without trees. The soils are predominantly sandy loam that would be easy to shape but would need compacted rock base material to support the pavement. Topographic constraints in the form of road-cuts with steep cross-slopes and 'borrow-ditch' depressions may prove challenging for the trail design, and construction costs in those areas are anticipated to increase total project costs beyond the preliminary estimate included in this application.

The trail proposal includes two distinct segments separated by the section of existing paved trail. While the project would design both segments, the northern Segment A has a higher priority for construction in the event financial considerations necessitate limiting the physical scope of actual construction. Segments A and B are anticipated to be included in bid documents as separate schedules which could potentially be let separately in the event costs become prohibitive or construction scheduling becomes problematic due to seasonal limitations. Both segments are described in more detail below.

8. Right of Way Requirements & Easements

This trail project is intended to be situated entirely within the existing 60 foot wide public easement of Swan River Road. Visually, there appears to be little or no constraint in regard to available space and adequate easement to accommodate the trail; however a precise determination of whether or not easements will be needed for the project is dependent upon the engineering survey to be completed along the proposed route from the design consultant. Due to sloping topography along the route, it appears the project may benefit from additional public easements to be obtained to facilitate preferable separation between the paved road edge and the pedestrian/bicycle trail. All easements necessary or preferred to be obtained will be pursued as donations without compensation and easement acquisition will comply with applicable CTEP program requirements. In the event owners are not willing to dedicate easements, alternative solutions such as change of project scope and/or route alignment may be considered. The Rotary Club of Bigfork has initiated dialogue with property owners regarding the proposed trail and potential need for easements, and most owners contacted have indicated their support for the project and interest in dedicating easements as donations without compensation.

12. Project Location Map

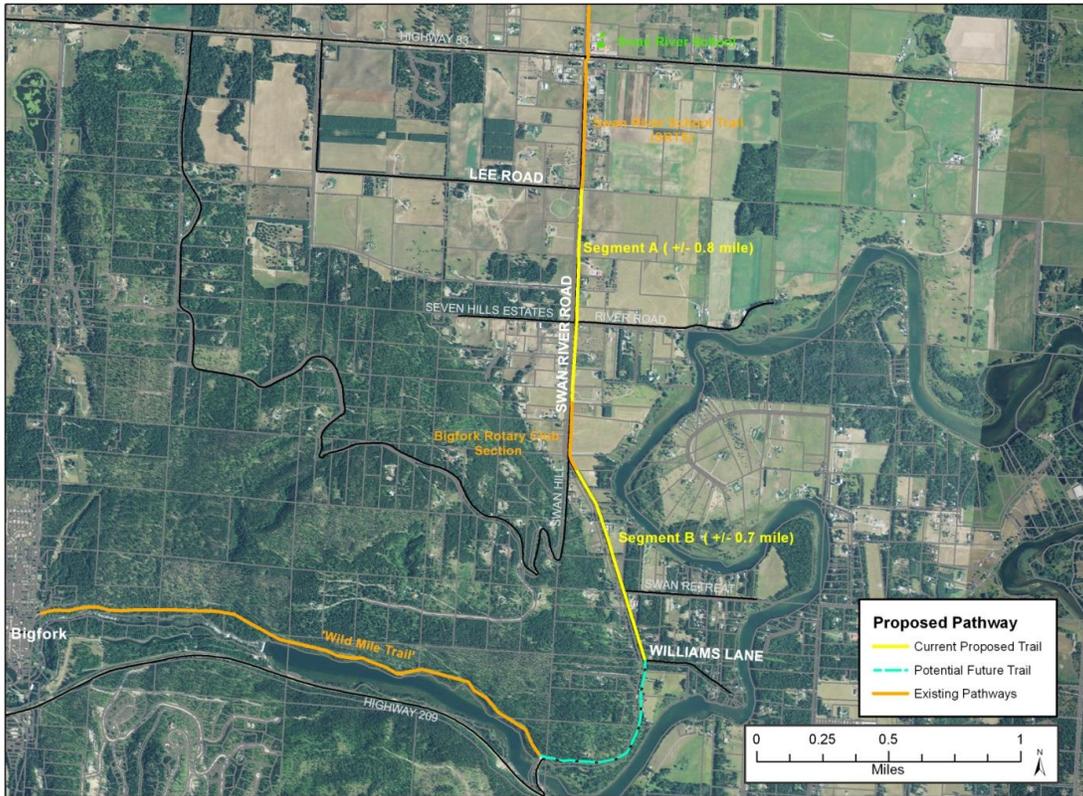


Figure 1 - Project overview

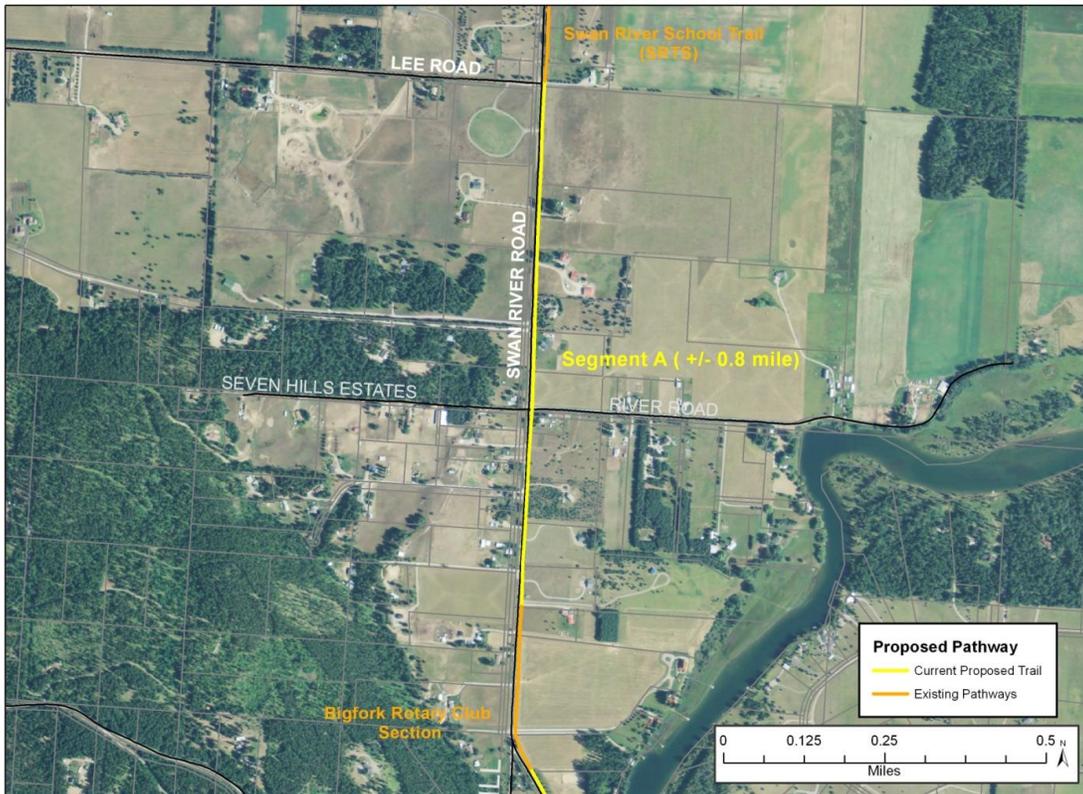


Figure 2 - Segment 'A' overview



Figure 3 - Segment 'B' overview

16. Project Cost Estimate

A total of \$300,000.00 of Flathead County CTEP allocation is intended to be directed to the project to account for the applicable 'indirect costs rate', and then 86.58% of allowable costs. In the event project costs would exceed the approved budget for the project, Flathead County requests the 'Project Specific Agreement' contain language allowing the flexibility to either program additional CTEP allocation toward the project or adjust the physical scope of the project by not letting bid/contracting for all designed 'schedules' or designed 'additives'. Assuming the current 'indirect costs rate' of approximately 10% remains stable, it is acknowledged that approximately \$30,000 of allocation will be used to account for the requirement imposed by the 'indirect costs accounting procedure' (ICAP), resulting in approximately \$270,000 of allocation paying for 86.58% of allowable costs incurred.

Marc Liechti of APEC Engineering has provided a pro-bono generalized preliminary cost estimate of approximately \$268,000 for engineering and construction, based upon length of the project. The estimate represents a 'starting point' but does not consider costs associated with design and construction demands of specific locations along the proposed route where anticipated factors such as utility relocations, storm-water drainage related elements, and retaining walls will increase project cost above the estimated amount. A more accurate cost estimate for these site-specific factors will not be determined until a survey and engineering design is completed. The preliminary cost estimate lists a 25% contingency of approximately \$67,000; however, inclusion of that amount with the project cost estimate would result in the estimated project cost exceeding the \$300,000 budget presently approved by the Flathead County Board of Commissioners for this project. Anticipating actual construction costs will

exceed the \$238,000 of the generalized preliminary cost estimate, the Construction (CN) field of question #16 of the application reflects a combination of the preliminary cost estimate and additional 'contingent' costs up to the amount of \$300,000 in order to account for the likelihood of costs exceeding the generalized preliminary cost estimate while adhering to the \$300,000 budget presently approved for this project by the Flathead County Board of Commissioners.

Preliminary Cost Estimate						
	Project:	Swan River CTEP				
	Plan Detail:	Ease Side of Swan River Rd.				
	Date:	31-Aug-10				
Item	Description	Quantity	Unit	Unit cost	Est. cost	Completed to Date
A Paths (Proirity #1, 4,210 Feet)						
1	Site Grubbing	50,520	sq. ft.	\$0.60	\$30,312.00	\$0.00
2	Sub Grade Prep (6" Exc.)	780	cy	\$22.50	\$17,550.00	\$0.00
3	1 1/2" Minus PRC Base Course (6")	780	cy	\$32.00	\$24,960.00	\$0.00
4	Asphalt Surface Course (2")	425	tons	\$82.54	\$35,079.50	\$0.00
5	Bollard	2	each	\$500.00	\$600.00	\$0.00
6	Signs	2	each	\$300.00	\$600.00	\$0.00
7	Site Reseeding/Clean Up	16,840	sq. ft.	\$0.75	\$12,630.00	\$0.00
8	Mobilization and Bonding (4%)	1	ls	\$4,869.26	\$4,869.26	\$0.00
Sub Totals Road System					\$126,600.76	\$0.00
B Paths (Proirity #2, 4,080 Feet)						
1	Site Grubbing	48,950	sq. ft.	\$0.60	\$29,370.00	\$0.00
2	Sub Grade Prep (6" Exc.)	760	cy	\$22.50	\$17,100.00	\$0.00
3	1 1/2" Minus PRC Base Course (6")	760	cy	\$32.00	\$24,320.00	\$0.00
4	Asphalt Surface Course (2")	410	tons	\$82.54	\$33,841.40	\$0.00
5	Bollard	3	each	\$500.00	\$900.00	\$0.00
6	Signs	3	each	\$300.00	\$900.00	\$0.00
7	Site Reseeding/Clean Up	1,632	sq. ft.	\$0.75	\$1,224.00	\$0.00
8	Mobilization and Bonding (4%)	1	ls	\$4,306.22	\$4,306.22	\$0.00
Sub Totals Road System					\$111,961.62	\$0.00
G Professional Services						
1	Professional Services	1	ls	\$30,000.00	\$30,000.00	\$0.00
Sub Totals Professional Service					\$30,000.00	\$0.00
Sub Total Section, Proirity #1 and #2					\$268,562.38	
25 % Contingency					\$67,140.59	
Total Work Completed to Date						\$0.00
Grand Total Section Proirity #1 and #2					\$335,702.97	
Constructed Cost Per Ft, Proirity #1 and #2					\$40.49	

Local Match

Local match is anticipated to be achieved primarily by fund raising efforts of the Bigfork Rotary Club serving as the 'local sponsor' for the trail. The Bigfork Rotary Club has already begun raising money toward the 13.42% local matching fund portion. The Bigfork Rotary Club has communicated with utility companies and community contractors in the Bigfork

area who have indicated an interest in donating materials, equipment, and/or labor to assist the project and to minimize the amount of cash required to be raised through conventional fund-raising activities. In such a case, these types of potential donations would fall under the category ‘soft funds’, and would be performed and administered as required per Section 3.2.3 of the MDT CTEP Manual.

Minimizing Overall Project Cost

Flathead County may minimize overall project costs by using a combination of available resources within county departments to perform certain up-front work related to such items as vegetation removal, clearing/grubbing, and fencing re-locations. In such a case, the bid documents prepared by the consultant would omit such work from the engineer’s estimated costs schedule and the work would not be bid for or itemized in the construction contract.

18. Project Maintenance

The trail is not planned to be plowed in the winter. Particular conditions of the project setting will likely contribute to specific maintenance needs to be addressed on an annual basis. Of particular concern is the effect of anticipated seasonal submergence of certain trail sections which would be constructed within depression basins of roadside borrow-ditches. In these areas seasonal and temporary ‘ponding’ is anticipated from melting of accumulated snow from road snow-plowing, adjacent snow melt, and heavy precipitation.

Flathead County is accountable and responsible for the long-term maintenance of this trail facility. The county has entered into a maintenance agreement (via a Memorandum Of Understanding) with the Bigfork Rotary Club to lead efforts at maintaining the trail. The Swan River School and other local civic organizations and groups have expressed interest in assisting with trail maintenance and the Bigfork community has a long standing reputation for volunteerism.

Photographs:



Photo 1: Start of project looking south from existing SRTS trail, the north end of Segment A Photo 2: Project on left of road- cross-slopes of road cut



Photo 3: Project on left of road - cross-slopes



Photo 4: Looking south on route- retaining wall?



Photo 5: Looking south from Riverbend Rd. - horse trail



Photo 6: Continuing south - borrow ditch and horse trail



Photo 7: End of Segment A, north end Rotary Club built trail



Photo 8: Start Segment B, south end Rotary Club built trail



Photo 9: Continuing south - borrow ditch and horse trail



Photo 10: Continuing south



Photo 11: Continuing south - borrow ditch and horse trail



Photo 12: Approaching south end of project



Photo 13: Students on existing trail (SRTS)



Photo 14: The primary reason for the project