



# 2022 SHARED USE PATH UPDATE



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MONTANA DEPARTMENT OF TRANSPORTATION

In general, the state has over 203 miles of shared use paths (*excluding structures and intersections*) consisting of asphalt paths, concrete paths, gravel paths, and some striped bike lanes connecting two separated paths. Below is a breakdown of the miles of shared use paths that are within state maintained federal-aid highway right-of-way. A more detailed description of the types of shared use paths can be found in Table One: Inventory by Division and Surface Type.

- Missoula – 80.9 miles (26 paths)
- Kalispell – 48.2 miles (18 paths)
- Butte – 9.2 miles (9 paths)
- Bozeman – 38.5 miles (23 paths)
- Great Falls – 16.7 miles (4 paths)
- Havre - 4.8 miles (4 paths)
- Wolf Point – 0.7 miles (1 path)
- Miles City – 2.0 miles (2 paths)
- Billings – 0.8 mile (2 paths)
- Lewistown – 1.9 miles (1 path)

## Current Path Inventory

*Table One: Inventory by District and Surface Type*

Division	Asphalt Miles	Concrete Miles	Gravel Miles	Striped Bike Lane Miles	Total Miles
Missoula (11)	74.85	3.35	2.35	0.35	80.90
Kalispell (12)	45.45	0.65	0.00	2.10	48.20
Butte (21)	9.00	0.20	0.00	0.00	9.20
Bozeman (22)	32.95	1.75	3.80	0.00	38.50
Great Falls (31)	12.20	0.90	0.00	3.60	16.70
Havre (32)	3.40	0.00	0.00	1.40	4.80
Wolf Point (42)	.55	0.15	0.00	0.00	.70
Miles City (43)	2.00	0.00	0.00	0.00	2.00
Billings (51)	0.40	0.40	0.00	0.00	0.80
Lewistown (53)	1.90	0.00	0.00	0.00	1.90
Statewide Totals	182.70	7.40	6.15	7.45	203.70

## Updated Costs

**Costs:** The General Maintenance Plan should be performed yearly, regardless of the type of path. The total cost for general maintenance is \$2005.70 per path mile/year. The total cost for snow removal is \$988.42 per path mile/year. The total cost to perform general maintenance on 203 miles of shared use path (excluding 7.45 miles of striped bike lanes) is approximately \$393,618.62 of which \$193,977.43 is the cost of snow removal efforts on all paths. The costs for bringing up the paths to an acceptable rating (one time cost) is \$533,570.21, and the costs for annual recommended pavement preservation is \$643,515.87. The total cost of maintenance for shared use path is \$1,570,704.38.

- Path Evaluation -\$2.40 per path mile
- Mowing (5' either side) - \$53.00 per path mile
- Cleaning Drainage Structures - \$92.00 per path mile
- Inspection and cleaning - \$434.94 per path mile occurring 2 times per year.
- Snow Removal - \$988.42/mile based on seasonal snow removal costs-retrieved from MDT's Maintenance Management System)

**Costs:** There is a Future Surface Maintenance Plan that should be performed on a routine schedule and budgeted based on that schedule.

- Minor Crack Sealing - \$1,700 per mile, to be scheduled every four years.
- Major Crack Sealing - \$5,000 per mile, to be scheduled as needed.
- Hand Patching - \$300 per mile, to be scheduled as needed.
- Machine Patching - \$1,800 per mile, to be scheduled as needed.
- Fog Sealing - \$1,000 per mile, to be scheduled every eight years.
- Plant Mix Surfacing Overlay - \$ 66,700 per mile, to be scheduled every 25 years.

## Average 2021-2022 Cost Calculations for Maintenance of Shared Use Paths

This shared use path update includes updated maintenance costs, which reflect actual costs for general maintenance and Pavement Preservation.

General Maintenance covers yearly maintenance that should be performed on the shared use paths.

General maintenance activities include:

- Path Evaluation
- Mowing (5' either side)

- Cleaning Drainage Structures
- Inspection & Cleaning and Snow Removal

Costs for these activities were derived from MDT’s Maintenance Management System (MMS).

*Table 2 General Maintenance Costs*

Activity Description	Average Activity Cost 2020-21	Activity Unit	Cost per Mile
Roadway Inspection (Path Evaluation)	\$2.406	pass mile	\$2.40
Mowing	\$5.280	swath mile	\$53.00
Cleaning Drainage Structures (Clean Culverts)	\$183.86	each	\$92.00
Path & Trail Maintenance, Inspection & Cleaning	\$434.94	pass mile	\$434.94 (x2)
Path & Trail Snow Removal	\$988.42	pass mile/year	\$988.42
Total General Maintenance Costs per mile			\$2005.70/mile

### Cost Assumptions

Below are the cost assumptions for general path maintenance. For the purposes of this evaluation costs are rounded to the tenth of a dollar.

#### General Maintenance

Mowing – Cost rounded to the nearest dollar.

A swath mile is 1 ft. wide at \$5.280 per swath mile.

Mowers are a minimum of 5 ft. wide ( $\$5.280 \times 5 \text{ ft.} = \$26.40$ ).

Paths would require each side to be mowed ( $\$26.40 \times 2 = \$52.80$ ).

Clean Culvert – Cost rounded to the nearest dollar.

There are approximately 94 culverts intersecting the paths. There are 188 paths, and it is assumed that there will be 1 culvert for every other path. ( $\$184 \text{ per culvert} / 2 = \$92 \text{ per path}$ ).

Path & Trail Maintenance Inspection & Cleaning- Cost was rounded to the nearest dollar.

It will require 2 passes to sweep a shared use path. ( $\$217.47 \times 2 = \$434.94$ ).

It is assumed this activity will be performed 2 times per year ( $\$434.94 \times 2 = \$869.88$ ).

Snow Removal - \$988.42/mile based on seasonal snow removal costs-retrieved from MDT's Maintenance Management System)

Pavement Preservation

Pavement preservation activities include:

- Crack Sealing (Minor)
- Crack Sealing (Major)
- Patching (Hand)
- Patching (Machine)
- Fog Sealing
- Overlay

Costs for most of these activities were derived from MDT's Maintenance Management System (MMS).

*Table three: Pavement Preservation costs*

Activity Description	Average Activity Cost 2021-22	Activity Unit	Cost per Mile
Crack Seal (Crack Sealing - Minor)	\$2.232	pound	\$1,700.00
Crack Seal (Crack Sealing – Major)	\$2.232	pound	\$5,000.00
Hand Patch (Patching – Minor))	\$5.199	square foot	\$300.00
Machine Patch (Patching - Major)	\$7.241	square yard	\$1,800.00 (5 patches per mile)
Rejuvenation/Fog Seal (Fog Seal)	\$1475.946	lane mile	\$1,000.00
Overlay	\$66,739.20	mile	\$66,700.00

Minor Crack Seal – Cost rounded to the nearest 100 dollars.

A Maintenance Review was completed on MT 200. This section had both minor and major crack filling. The minor cracks averaged 5,803 ft./mi. It was assumed that the shared use paths are approximately 1/4 of the width of the roadway (5803/4 = 1450 ft./mi). This number was

rounded to 1500 ft./mi. It is assumed 0.5 lbs. of sealant is required to fill 1 foot of routed crack.  $\$2.232/\text{lbs.} / 0.5 \text{ lbs.} = \$1.116/\text{half lb.} \times 1500 \text{ ft.} = \$1674$

Major Crack Seal – Cost rounded to the nearest 100 dollars.

A Maintenance Review was completed on MT 200. This section had both minor and major crack filling. The major cracks averaged 18,071 ft./mi. It was assumed that the shared use paths are approximately 1/4 of the width of the roadway ( $18,071 \text{ ft.}/4 = 4518 \text{ ft./mi}$ ). This number was rounded to 4500 ft./mi. It is assumed 0.5 lbs. of sealant is required to fill 1 foot of routed crack.  $\$2.232/\text{lbs.} / 0.5 \text{ lbs.} = \$1.116/\text{half lb.} \times 4500 \text{ ft.} = \$5022$

Minor Patching – Cost rounded to the nearest 100 dollars.

A 1 ft. x 1 ft. area was used to represent minor patching. It was estimated there would be approximately 50 patches per mi, 1 sq. ft. x 50 patches = 50 sq. ft. at  $\$5.20/\text{sq. ft.} = \$260$ .

Major Patching - Cost rounded to the nearest 100 dollars.

A 50-ft. long x 9 ft. wide area ( $50 \text{ ft.} \times 9 \text{ ft.} = 450 \text{ sq. ft.}$ ) was used to represent major patching. It was estimated there would be approximately 5 patches per mi,  $450 \text{ sq. ft.} / 9 = 50 \text{ sq. yd.}$  at  $\$7.24/\text{sq. yd.} = \$362 \times 5 \text{ spots} = \$1810$ .

Fog Seal – Cost rounded to the highest 100 dollars.

It was assumed that the average width of a shared use path is 8 ft. A lane mile of roadway is 12 ft. wide. ( $\$1475.95 / 12 \text{ ft.}$ )  $\$1475.95 / 12 = \$122.995/\text{ft.}$  Assuming average path width is 8 ft. wide then  $\$122.995 \times 8 \text{ ft.} = \$983.96$ .

Overlay – Cost rounded to the nearest 100 dollars.

The cost of plant mix surfacing was derived from an average of three overlay projects of shared use paths. (Dern Spring Reconstruct, Livingston-South, Lincoln Rd–Montana to I-15). The cost of plant mix surfacing averaged \$1.58 per sq. ft. Assuming average path width is 8 ft. wide.  $5280' \text{ long} \times 8' \text{ wide} = 42,240 \text{ sq. ft.}$  Then  $42,240 \text{ sq. ft.} \times \$1.58 \text{ per sq. ft.} = \$66,739.20 \text{ per mile}$

Costs There is a Future Surface Maintenance Plan that should be performed on a routine schedule and budgeted based on that schedule.

- Minor Crack Sealing - \$1,700 per mile, to be scheduled every four years
- Major Crack Sealing - \$5,000 per mile, to be scheduled as needed
- Hand Patching - \$300 per mile, to be scheduled as needed
- Machine Patching - \$,1800per mile, to be scheduled as needed
- Fog Sealing - \$1,100 per mile, to be scheduled every eight years
- Plant Mix Surfacing Overlay - \$ 66,700 per mile, to be scheduled every 25 years

Table four below outlines the cost of each pavement preservation activity based on the statewide milage.

*Table four Pavement Preservation Costs*

Activity Description	Average Activity Cost 2021-22	Timing	Cost per year
Crack Seal (Crack Sealing - Minor)	\$1,700.00/mile	Every four years	\$83,406.25
Crack Seal (Crack Sealing – Major)	\$5,000.00/mile	As needed	N/A
Hand Patch (Patching – Minor)	\$300.00/mile	As needed	N/A
Machine Patch (Patching - Major)	\$1,800.00	As Needed	N/A
Rejuvenation/Fog Seal	\$1475.946/mile	Every eight years	\$36,206.90
Overlay	\$66,739.20/mile	Every 25 years	\$523,902.72
Total Pavement Preservation Cost			\$643,515.87

The annual cost for pavement preservation to keep paths at an acceptable level is \$3,279.06 per mile per year.

Cost to bring up Paths to an acceptable rating.

This year based on actual conditions of the paths the total cost to bring up all paths to an acceptable rating statewide is \$533,570.21, conditions of each path are discussed below.

### Updated Maintenance Costs

Table One, below, describes the costs to protect our current investment, yearly costs for snow removal and general path maintenance such as monitoring/evaluating, mowing, sweeping, and finally shows the yearly costs for pavement preservation by Division. Appendix Three has a more detailed table showing these costs by each path.

**Table One: Total Costs of Shared Use Path Maintenance**

<b>Path</b>	<b>2018-2019 Maintenance Cost to bring current paths to an acceptable rating</b>	<b>2021-2022 Maintenance Cost to bring current paths to an acceptable rating</b>	<b>Annual Costs of Snow Removal</b>	<b>Annual Costs of General Maintenance w/o Snow Removal</b>	<b>Annual Costs of Pavement Preservation</b>	<b>Total Maintenance Cost by area</b>
<b>Total of Missoula Division</b>	\$117,563.20	\$190,649.16	\$79,617.23	\$81,941.93	\$264,128.28	\$616,336.60
<b>Total of Kalispell Division</b>	\$74,595.24	\$107,160.68	\$45,566.16	\$46,896.61	\$151,164.67	\$350,788.12
<b>Total of Butte Division</b>	\$8,290.82	\$12,432.08	\$9,093.46	\$9,358.98	\$30,167.35	\$61,051.87
<b>Total of Bozeman Division</b>	\$76,878.44	\$116,468.73	\$38,054.17	\$39,165.28	\$126,243.81	\$319,931.99
<b>Total of Great Falls Division</b>	\$49,789.10	\$72,430.08	\$12,948.30	\$13,326.37	\$42,955.69	\$141,660.44
<b>Total of Havre Division</b>	\$15,850.32	\$18,401.52	\$3,360.63	\$3,458.75	\$11,148.80	\$36,369.70
<b>Total of Wolf Point Division</b>	\$5,272.30	\$3,466.68	\$691.89	\$712.10	\$2,295.34	\$7,166.01
<b>Total of Miles City Division</b>	\$11,067.10	\$12,554.80	\$1,976.84	\$2,034.56	\$6,558.12	\$23,124.32
<b>Total of Billings Division</b>	\$1.84	\$1.92	\$790.74	\$813.82	\$2,623.25	\$4,229.73
<b>Total of Lewistown Division</b>	\$4.37	\$4.56	\$1,878.00	\$1,932.83	\$6,230.21	\$10,045.60
<b>Total Costs for the State of Montana</b>	<b>\$359,312.74</b>	<b>\$533,570.21</b>	<b>\$193,977.43</b>	<b>\$199,641.20</b>	<b>\$643,515.53</b>	<b>\$1,570,704.38</b>



The total costs for the current maintenance needs are \$533,570.21 which is a onetime cost. Yearly costs would include the snow removal costs, general maintenance costs, and the pavement preservation costs which are approximately \$643,515.53 per year.

Table Two below, breaks out the costs for MDT and city/county responsibilities when there are agreements in place, by the costs for current maintenance, yearly costs for general path maintenance such as snow removal, mowing, sweeping, and finally shows the yearly costs for pavement preservation by maintenance area. Appendix Three has a more detailed table showing these costs by each path.

**Table Two: Total Costs of Shared Use Paths Maintenance by Responsible Party**

<b>Path Name</b>	<b>MDT's 2021-2022 Maintenance Cost to bring</b>	<b>Others Current Maintenance Cost to bring</b>	<b>MDT's Annual Costs of General Maintenance</b>	<b>Others Annual Costs of General Maintenance</b>	<b>MDT's Annual Costs of Pavement Preservation</b>	<b>Others Annual Costs of Pavement Preservation</b>
<b>Total of Missoula Division</b>	\$60,857.20	\$129,791.96	\$36,102.60	\$116,029.68	\$198,642.59	\$65,485.69
<b>Total of Kalispell Division</b>	\$36,025.64	\$71,135.04	\$42,320.27	\$54,755.61	\$63,957.68	\$87,206.99
<b>Total of Butte Division</b>	\$12.72	\$12,419.36	\$10,429.64	\$7,721.95	\$20,410.24	\$9,757.11
<b>Total of Bozeman Division</b>	\$18,558.32	\$97,910.41	\$32,893.48	\$38,208.59	\$64,561.58	\$61,682.23
<b>Total of Great Falls Division</b>	\$3,101.44	\$69,328.64	\$9,627.36	\$24,469.54	\$11,049.27	\$31,906.42
<b>Total of Havre Division</b>	\$2,002.40	\$16,399.12	\$6,017.10	\$3,610.26	\$4,506.45	\$6,642.35
<b>Total of Wolf Point Division</b>	N/A	\$3,466.68	N/A	\$2,005.70	N/A	\$2,295.34
<b>Total of Miles City Division</b>	N/A	\$12,554.80	N/A	\$4,011.40	N/A	\$6,558.12
<b>Total of Billings Division</b>	N/A	\$1.92	N/A	\$1,604.56	N/A	\$2,623.25
<b>Total of Lewistown Division</b>	N/A	\$4.56	N/A	\$3,810.83	N/A	\$6,230.21
<b>Total Costs for Montana</b>	<b>\$120,557.72</b>	<b>\$413,012.49</b>	<b>\$137,390.45</b>	<b>\$256,228.12</b>	<b>\$363,127.81</b>	<b>\$280,387.71</b>

## Detailed Cost Analysis by Path and Responsible Party

Table three below describes the total costs for each path by category.

**Table Three: Costs for each Shared use Path; Investment, Snow Removal, General Maintenance and Pavement Preservation**

Path Name	Cost To Protect our Current Investment	Annual Cost of Snow Removal	Annual Cost of General Maintenance	Annual Cost of Pavement Preservation
Mullan Rd West	\$6.00	\$2,471.05	\$1,013.50	\$8,044.93
Reserve St	\$44,701.44	\$593.05	\$243.24	\$1,930.78
Seely Urban	\$4,189.08	\$0.00	\$689.18	\$4,987.85
Bonner East	\$13,507.44	\$2,965.26	\$1,256.74	\$8,688.52
Rustic Road	\$6.72	\$2,767.58	\$1,135.12	\$1,287.19
Missoula to Lolo	\$16.56	\$6,820.10	\$2,797.26	\$22,203.99
US 93 North to Jct 12	\$5,102.16	\$840.16	\$364.86	\$2,735.27
Jct 12 and 93 West on 12	\$3.60	\$1,482.63	\$608.10	\$4,826.96
Florence to Jct 12 and US 93	\$48,024.48	\$10,081.88	\$4,135.08	\$30,892.51
Florence South	\$3,915.52	\$2,273.37	\$932.42	\$7,401.33
North Kootenai Rd to Florence	\$11,065.60	\$6,424.73	\$2,635.10	\$20,916.81
McCalla Creek Bridge to North Kootenai Rd	\$4,864.32	\$1,779.16	\$729.72	\$5,792.35
US 93 to Stevensville	\$3,602.88	\$1,186.10	\$486.48	\$3,861.56
Bell Crossing W to Macalla Creek Bridge	\$8,171.52	\$4,744.42	\$1,945.92	\$15,446.26
Sweathouse Creek Bridge to Bell Crossing W	\$3.36	\$1,383.79	\$567.56	\$4,183.36
Victor Transfer Station to Sweathouse Creek Bridge	\$3.84	\$1,581.47	\$648.64	\$3,217.97
Jim Ellis Auction Yard to Victor Transfer Station	\$10.80	\$4,447.89	\$1,824.30	\$14,480.87

Path Name	Cost To Protect our Current Investment	Annual Cost of Snow Removal	Annual Cost of General Maintenance	Annual Cost of Pavement Preservation
Hamilton North to Jim Ellis Auction Yard	\$10.56	\$4,349.05	\$1,783.76	\$10,619.30
US 93 to Corvallis	\$1,603.84	\$1,581.47	\$648.64	\$5,148.75
Anglers Roost Bridge to South End of Hamilton	\$6.24	\$2,569.89	\$1,054.04	\$8,366.72
Jocko Rd to Coldwater Ln	\$3.60	\$1,482.63	\$608.10	\$4,826.96
Dirty Corner to Arlee	\$1.92	\$790.74	\$324.32	\$2,574.38
Combs Ln to Arlee	\$3.12	\$1,284.95	\$527.02	\$4,183.36
RXR Tracks West	\$10,204.08	\$1,630.89	\$689.18	\$5,470.55
North of Ronan to Polson	\$31,618.80	\$11,861.04	\$4,864.80	\$37,650.25
St. Regis - Hwy135	\$1.68	\$682.01	\$283.78	\$2,252.58
<b>Missoula Division Totals</b>	<b>\$190,649.16</b>	<b>\$78,075.31</b>	<b>\$32,796.86</b>	<b>\$241,991.34</b>
MT 35 East of Polson	\$13,805.76	\$2,372.21	\$972.96	\$7,401.33
US 93 – Polson	\$9,680.52	\$2,273.37	\$932.42	\$6,918.64
Kerr Dam Rd Southwest of Polson	\$5,041.92	\$790.74	\$324.32	\$2,574.38
Rocky Point	\$11,974.56	\$1878.00	\$770.26	\$6,114.14
Big Arm	\$1.68	\$691.89	\$283.78	\$2,252.58
Somers	\$13,235.04	\$2,075.68	\$851.34	\$6,757.74
MT 82 To Ashley Creek Bridge	\$8,410.08	\$4,151.36	\$1,702.68	\$13,515.47
Ashley Creek Bridge to Alt 93	\$902.16	\$899.58	\$364.86	\$2,896.17
Alternate 93	\$4,110.08	\$4,151.36	\$1,702.68	\$13,193.68
Alternate 93 - North Half	\$11.52	\$4,744.42	\$1,945.92	\$15,124.46

<b>Path Name</b>	<b>To Protect our Current Investment Total Costs</b>	<b>Annual Cost of Snow Removal</b>	<b>Annual Cost of General Maintenance</b>	<b>Annual Cost of Pavement Preservation</b>
US 2 to Alt 93	\$3,575.04	\$1,878.00	\$851.34	\$6,757.74
Kila to W Spring creek Rd	\$17,565.60	\$6,424.73	\$2,635.10	\$20,916.81
Willow Glen	\$2.40	\$988.42	\$405.40	\$3,217.97
N Meridian Rd to W Reserve Dr	\$10,714.08	\$1,680.31	\$689.18	\$5,470.55
West Valley School to Rhodes Draw	\$2,432.16	\$889.58	\$364.86	\$2,896.17
Railway St to Big Mountain Rd	\$5,675.04	\$2,075.68	\$851.34	\$6,757.74
Hungry Horse to Coram	\$7.68	\$3,162.94	\$1,297.28	\$9,653.91
Coram to West Glacier Entrance	\$15.36	\$6,721.26	\$2,594.56	\$20,595.01
<b>Kalispell Division Totals</b>	<b>\$107,160.68</b>	<b>\$47,849.53</b>	<b>\$19,540.28</b>	<b>\$153,014.47</b>
Dillon North	\$1.44	\$593.05	\$243.24	\$1,930.78
Twin Bridges	\$2,520.96	\$395.37	\$162.16	\$1,287.19
Montana City Interchange	\$1,191.68	\$642.47	\$283.78	\$2,252.58
Capital I Ped Tunnel	\$1.68	\$691.89	\$283.78	\$2,252.58
Days Inn to Walmart	\$2.16	\$889.58	\$364.86	\$2,252.58
East Helena to Helena	\$6.24	\$2,471.05	\$1,054.04	\$8,366.72
Custer Ave	\$7,803.12	\$1,284.95	\$527.02	\$4,183.36
Valley Forge Rd to Gun Club	\$2.64	\$1,087.26	\$445.94	\$3,539.77
Lincoln Road West	\$902.16	\$889.58	\$364.86	\$2,896.17
<b>Butte Division Totals</b>	<b>\$12,432.08</b>	<b>\$8,945.20</b>	<b>\$3,729.68</b>	<b>\$28,961.73</b>
Townsend North	\$1,083.84	\$1,581.47	\$648.64	\$1,287.19
MT 2 - Jefferson River to Front Rd	\$2,161.92	\$790.74	\$324.32	\$2,574.38
Three Forks Rodeo Grounds to I-90	\$0.72	\$296.53	\$121.62	\$965.39

<b>Path Name</b>	<b>To Protect our Current Investment Total Costs</b>	<b>Annual Cost of Snow Removal</b>	<b>Annual Cost of General Maintenance</b>	<b>Annual Cost of Pavement Preservation</b>
Headwaters Golf Course	\$3,302.64	\$1,087.26	\$445.94	\$3,539.77
Three Forks East	\$6.24	\$2,569.89	\$1,054.04	\$7,401.33
Three Forks - Hickory St	\$810.72	\$296.68	\$121.62	\$965.39
Trident	\$4,805.04	\$2,075.68	\$851.34	\$5,148.75
Manhattan North	\$4,594.08	\$1,680.31	\$689.18	\$5,470.55
Valley Center Road	\$3,460.32	\$4,250.21	\$1,743.22	\$11,102.00
Four Corners North on Jackrabbit Ln	\$10.08	\$4,151.36	\$1,702.68	\$13,193.68
Zoo Way to Four Corners	\$501.20	\$494.24	\$202.70	\$1,608.99
Four Corners West	\$1,872.64	\$1,087.26	\$445.94	\$3,539.77
Cobb Hill to Four Corners	\$10,714.08	\$1,680.31	\$689.18	\$5,470.55
Four Corners South	\$18,011.28	\$1,680.31	\$1,905.38	\$9,653.91
Huffine Lane	\$1,532.16	\$889.58	\$364.86	\$2,896.17
Old Yellowstone Trail Road to East River Rd	\$2.16	\$889.58	\$364.86	\$2,896.17
East River Rd to Merrill Ln	\$16,386.24	\$2,569.89	\$1,054.04	\$8,366.72
Merrill Ln to Rogers Ln	\$208.01	\$642.47	\$283.78	\$0.00
Rogers Ln to Elkhorn Ln	\$1,890.72	\$296.53	\$121.62	\$965.39
I-90 Business Loop Old Main	\$29,200.96	\$395.37	\$162.16	\$1,287.19
Big Sky Spur Rd	\$8,106.72	\$2,767.58	\$1,135.12	\$8,688.52
Opher to MT 64	\$7,506.24	\$2,569.89	\$1,054.04	\$8,044.93
Ennis West to Rodeo Ground	\$300.72	\$296.53	\$121.62	\$965.39
<b>Bozeman Division Totals</b>	<b>\$116,468.73</b>	<b>\$35,039.67</b>	<b>\$15,607.90</b>	<b>\$106,032.11</b>
Cascade - Old Highway 91	\$4.80	\$1,976.84	\$810.80	\$6,435.94

<b>Path Name</b>	<b>To Protect our Current Investment Total Costs</b>	<b>Annual Cost of Snow Removal</b>	<b>Annual Cost of General Maintenance</b>	<b>Annual Cost of Pavement Preservation</b>
Whitetail Ln to Lake St	\$11,974.56	\$1,878.00	\$770.26	\$6,114.14
Vaughn - 4th St to 12th St	\$1,201.44	\$889.58	\$243.24	\$1,930.78
Great Falls	\$59,249.28	\$12,058.72	\$4,945.88	\$30,248.92
<b>Great Falls Division Totals</b>	<b>\$72,430.08</b>	<b>\$16,803.14</b>	<b>\$6,770.18</b>	<b>\$44,729.78</b>
Shelby North	\$4,053.60	\$1,482.63	\$608.10	\$4,826.96
East of Havre	\$2.40	\$988.42	\$405.40	\$3,217.97
West of Chinook	\$2,340.72	\$296.53	\$121.62	\$965.39
Fort Belknap South	\$12,004.80	\$1,976.84	\$810.80	\$6,435.94
<b>Havre Division Totals</b>	<b>\$18,401.52</b>	<b>\$4,744.42</b>	<b>\$1,945.92</b>	<b>\$15,446.26</b>
Poplar	\$3,466.68	\$988.42	\$283.78	\$1,769.88
<b>Wolf Point Division Totals</b>	<b>\$3,466.68</b>	<b>\$988.42</b>	<b>\$283.78</b>	<b>\$1,769.88</b>
Miles City	\$851.20	\$494.21	\$202.70	\$1,608.99
Broadus	\$11,703.60	\$1,482.63	\$608.10	\$4,826.96
<b>Miles City Division Totals</b>	<b>\$12,554.80</b>	<b>\$1,976.84</b>	<b>\$810.80</b>	<b>\$6,435.94</b>
27th to Airport Rd	\$0.96	\$395.37	\$162.16	\$1,287.19
Main St to Alkali Creek	\$0.96	\$395.37	\$162.16	\$0.00
<b>Billings Division Totals</b>	<b>\$1.92</b>	<b>\$790.74</b>	<b>\$324.32</b>	<b>\$1,287.19</b>
US87	\$4.56	\$1878.00	\$770.26	\$6,114.14
<b>Lewistown Division Totals</b>	<b>\$4.56</b>	<b>\$1878.00</b>	<b>\$770.26</b>	<b>\$6,114.14</b>
<b>Grand Totals</b>	<b>\$533,570.21</b>	<b>\$197,091.27</b>	<b>\$196,527.37</b>	<b>\$643,515.53</b>

Table Four below describes the total costs for each path by category, broken out by responsible party.

**Table Four: Protect MDT's Investment, General Maintenance and Annual Pavement Preservation costs by Party.**

<b>Path Name</b>	<b>MDT's Current Cost to Protect Investment</b>	<b>Others Current Cost to Protect Investment</b>	<b>MDT's Annual Costs of General Maintenance</b>	<b>Others Annual Costs of General Maintenance</b>	<b>MDT's Annual Costs of Pavement Preservation</b>	<b>Others Annual Costs of Pavement Preservation</b>
Mullan Rd West	N/A	\$6.00	N/A	\$3,484.55	N/A	\$8,044.93
Reserve St	N/A	\$44,701.44	N/A	\$836.29	N/A	\$1,930.78
Seely Urban	N/A	\$4,189.08	N/A	\$689.18	N/A	\$4,987.85
Bonner East	N/A	\$13,507.44	N/A	\$4,222.00	N/A	\$8,688.52
Rustic Road	N/A	\$6.72	N/A	\$3,899.70	N/A	\$1,287.19
Missoula to Lolo	N/A	\$16.56	N/A	\$9,617.36	\$22,203.99	N/A
US 93 North to Jct 12	\$5,102.16	N/A	\$364.86	\$840.16	\$2,735.27	N/A
Jct 12 and 93 West on 12	N/A	\$3.60	N/A	\$2,090.73	N/A	\$4,826.96
Florence to Jct 12 and US 93	N/A	\$48,024.48	N/A	\$14,216.96	\$30,892.51	N/A
Florence South	N/A	\$3,915.52	N/A	\$3,205.79	N/A	\$7,401.33
North Kootenai Rd to Florence	\$11,065.60	N/A	\$2,635.10	\$6,424.73	\$20,916.81	N/A
McCalla Creek Bridge to North Kootenai Rd	\$4,864.32	N/A	\$729.72	\$1,779.16	\$5,792.35	N/A
US 93 to Stevensville	N/A	\$3,602.88	N/A	\$1,672.58	N/A	\$3,861.56
Bell Crossing W to Macalla Creek Bridge	\$8,171.52	N/A	\$1,945.92	\$4,744.42	\$15,446.26	N/A
Sweathouse Creek Bridge to Bell Crossing W	\$3.36	N/A	\$567.56	\$1,383.79	\$4,183.36	N/A
Victor Transfer Station to Sweathouse Creek Bridge	\$3.84	N/A	\$648.64	\$1,581.47	\$3,217.97	N/A
Jim Ellis Auction Yard to Victor Transfer Station	\$10.80	N/A	\$1,824.30	\$4,447.89	\$14,480.87	N/A

Path Name	MDT's Current Cost to Protect Investment	Others Current Cost to Protect Investment	MDT's Annual Costs of General Maintenance	Others Annual Costs of General Maintenance	MDT's Annual Costs of Pavement Preservation	Others Annual Costs of Pavement Preservation
Hamilton North to Jim Ellis Auction Yard	\$10.56	N/A	\$1,783.76	\$4,349.05	\$10,619.30	N/A
US 93 to Corvallis	N/A	\$1,603.84	N/A	\$2,230.11	N/A	\$5,148.75
Anglers Roost Bridge to South End of Hamilton	\$6.24	N/A	\$1,054.04	\$2,569.88	\$8,366.72	N/A
Jocko Rd to Coldwater Ln	N/A	\$3.60	N/A	\$2,090.73	N/A	\$4,826.96
Dirty Corner to Arlee	N/A	\$1.92	N/A	\$1,115.06	N/A	\$2,574.38
Combs Ln to Arlee	N/A	\$3.12	N/A	\$1,811.97	N/A	\$4,183.36
RXR Tracks West	N/A	\$10,204.08	N/A	\$2,320.07	N/A	\$5,470.55
North of Ronan to Polson	\$31,618.80	N/A	\$16,725.84	N/A	\$37,650.25	N/A
St. Regis - Hwy135	N/A	\$1.68	N/A	\$965.79	N/A	\$2,252.58
<b>Missoula Division Totals</b>	<b>\$60,857.20</b>	<b>\$129,791.96</b>	<b>\$28,279.74</b>	<b>\$73,357.40</b>	<b>\$176,505.65</b>	<b>\$65,485.69</b>
MT 35 East of Polson	\$13,805.76	N/A	\$972.96	\$2,372.21	\$7,401.33	N/A
US 93 – Polson	\$9,680.52	N/A	\$932.42	\$2,273.37	\$6,918.64	N/A
Kerr Dam Rd Southwest of Polson	N/A	\$5,041.92	N/A	\$1,115.06	N/A	\$2,574.38
Rocky Point	N/A	\$11,974.56	N/A	\$2,648.26	N/A	\$6,114.14
Big Arm	N/A	\$1.68	N/A	\$975.67	N/A	\$2,252.58
Somers	N/A	\$13,235.04	N/A	\$2,927.02	N/A	\$6,757.74
MT 82 To Ashley Creek Bridge	\$8,410.08	N/A	\$5,854.04	N/A	\$13,515.47	N/A
Ashley Creek Bridge to Alt 93	N/A	\$902.16	N/A	\$1,254.44	N/A	\$2,896.17
Alternate 93	\$4,110.08	N/A	\$5,854.04	N/A	\$13,193.68	N/A
Alternate 93 - North Half	\$11.52	N/A	\$6,690.34	N/A	\$15,124.46	N/A



<b>Path Name</b>	<b>MDT's Current Cost to Protect Investment</b>	<b>Others Current Cost to Protect Investment</b>	<b>MDT's Annual Costs of General Maintenance</b>	<b>Others Annual Costs of General Maintenance</b>	<b>MDT's Annual Costs of Pavement Preservation</b>	<b>Others Annual Costs of Pavement Preservation</b>
US 2 to Alt 93	N/A	\$3,575.04	N/A	\$2,729.34	N/A	\$6,757.74
Kila to W Spring creek Rd	N/A	\$17,565.60	N/A	\$9,059.83	N/A	\$20,916.81
Willow Glen	N/A	\$2.40	N/A	\$1,393.82	N/A	\$3,217.97
N Meridian Rd to W Reserve Dr	N/A	\$10,714.08	N/A	\$2,369.49	N/A	\$5,470.55
West Valley School to Rhodes Draw	N/A	\$2,432.16	N/A	\$1,254.44	N/A	\$2,896.17
Railway St to Big Mountain Rd	N/A	\$5,675.04	N/A	\$2,927.02	N/A	\$6,757.74
Hungry Horse to Coram	\$7.68	N/A	\$4,460.22	N/A	\$9,653.91	N/A
Coram to West Glacier Entrance	N/A	\$15.36	N/A	\$9,315.82	N/A	\$20,595.01
<b>Kalispell Division Totals</b>	<b>\$36,025.64</b>	<b>\$71,135.04</b>	<b>\$24,764.02</b>	<b>\$42,615.79</b>	<b>\$65,807.49</b>	<b>\$87,206.99</b>
Dillon North	N/A	\$1.44	N/A	\$836.29	\$1,675.78	\$255.00
Twin Bridges	N/A	\$2,520.96	N/A	\$557.53	\$1,117.19	\$170.00
Montana City Interchange	N/A	\$1,191.68	N/A	\$926.25	N/A	\$2,252.58
Capital I Ped Tunnel	\$1.68	N/A	\$691.89	N/A	\$2,252.58	N/A
Days Inn to Walmart	\$2.16	N/A	\$1,254.44	N/A	\$2,252.58	N/A
East Helena to Helena	\$6.24	N/A	\$2,471.05	N/A	\$8,366.72	N/A
Custer Ave	N/A	\$7,803.12	N/A	\$1,811.97	N/A	\$4,183.36
Valley Forge Rd to Gun Club	\$2.64	N/A	\$1,533.20	N/A	\$3,539.77	N/A
Lincoln Road West	N/A	\$902.16	N/A	\$1,264.44	N/A	\$2,896.17
<b>Butte Division Totals</b>	<b>\$12.72</b>	<b>\$12,419.36</b>	<b>\$5,950.58</b>	<b>\$5,396.48</b>	<b>\$19,204.62</b>	<b>\$9,757.11</b>

<b>Path Name</b>	<b>MDT's Current Cost to Protect Investment</b>	<b>Others Current Cost to Protect Investment</b>	<b>MDT's Annual Costs of General Maintenance</b>	<b>Others Annual Costs of General Maintenance</b>	<b>MDT's Annual Costs of Pavement Preservation</b>	<b>Others Annual Costs of Pavement Preservation</b>
Townsend North	N/A	\$1,083.84	N/A	\$2,230.11	N/A	\$1,287.19
MT 2 - Jefferson River to Front Rd	N/A	\$2,161.92	N/A	\$1,115.06	N/A	\$2,574.38
Three Forks Rodeo Grounds to I-90	N/A	\$0.72	N/A	\$418.15	\$837.89	\$127.50
Headwaters Golf Course	N/A	\$3,302.64	N/A	\$1,533.20	N/A	\$3,539.77
Three Forks East	N/A	\$6.24	N/A	\$3,623.93	\$6,423.83	\$977.50
Three Forks - Hickory St	\$300.00	\$510.72	N/A	\$418.30	\$837.89	\$127.50
Trident	N/A	\$4,805.04	N/A	\$2,927.12	N/A	\$5,148.75
Manhattan North	\$1,700.00	\$2,894.08	N/A	\$2,369.49	\$4,756.55	\$714.00
Valley Center Road	\$3,460.32	N/A	N/A	\$5,993.43	\$9,635.75	\$1,466.25
Four Corners North on Jackrabbit Ln	\$10.08	N/A	N/A	\$5,854.04	\$11,451.18	\$1,742.50
Zoo Way to Four Corners	\$501.20	N/A	N/A	\$696.94	\$1,396.49	\$212.50
Four Corners West	\$1,872.64	N/A	\$1,533.20	N/A	\$3,539.77	N/A
Cobb Hill to Four Corners	\$10,714.08	N/A	\$2,369.49	N/A	\$5,470.55	N/A
Four Corners South	N/A	\$18,011.28	N/A	\$3,585.69	N/A	\$9,653.91
Huffine Lane	N/A	\$1,532.16	N/A	\$1,254.44	N/A	\$2,896.17
Old Yellowstone Trail Road to East River Rd	N/A	\$2.16	N/A	\$1,254.44	N/A	\$2,896.17
East River Rd to Merrill Ln	N/A	\$16,386.24	N/A	\$3,623.93	N/A	\$8,366.72
Merrill Ln to Rogers Ln	N/A	\$208.01	N/A	\$926.25	N/A	N/A
Rogers Ln to Elkhorn Ln	N/A	\$1,890.72	N/A	\$418.15	N/A	\$965.39
I-90 Business Loop Old Main	N/A	\$29,200.96	N/A	\$557.53	N/A	\$1,287.19

Path Name	MDT's Current Cost to Protect Investment	Others Current Cost to Protect Investment	MDT's Annual Costs of General Maintenance	Others Annual Costs of General Maintenance	MDT's Annual Costs of Pavement Preservation	Others Annual Costs of Pavement Preservation
Big Sky Spur Rd	N/A	\$8,106.72	N/A	\$3,902.70	N/A	\$8,688.52
Opher to MT 64	N/A	\$7,506.24	N/A	\$3,623.93	N/A	\$8,044.93
Ennis West to Rodeo Ground	N/A	\$300.72	N/A	\$418.15	N/A	\$965.39
<b>Bozeman Division Totals</b>	<b>\$18,558.32</b>	<b>\$97,910.41</b>	<b>\$3,902.69</b>	<b>\$44,514.87</b>	<b>\$44,349.90</b>	<b>\$61,682.23</b>
Cascade - Old Highway 91	N/A	\$4.80	N/A	\$2,787.64	\$5,585.94	\$850.00
Whitetail Ln to Lake St	\$1,900.00	\$10,074.56	N/A	\$2,648.26	\$5,306.64	\$807.50
Vaughn - 4th St to 12th St	\$1,201.44	N/A	\$1,132.82	N/A	\$1,930.78	N/A
Great Falls	N/A	\$59,249.28	N/A	\$16,904.60	N/A	\$30,248.92
<b>Great Falls Division Totals</b>	<b>\$3,101.44</b>	<b>\$69,328.64</b>	<b>\$1,132.82</b>	<b>\$22,340.50</b>	<b>\$12,823.36</b>	<b>\$31,906.42</b>
Shelby North	N/A	\$4,053.60	N/A	\$2,090.73	N/A	\$4,826.96
East of Havre	\$2.40	N/A	\$1,393.82	N/A	\$3,217.97	N/A
West of Chinook	N/A	\$2,340.72	N/A	\$418.15	N/A	\$965.39
Fort Belknap South	\$2,000.00	\$10,004.80	N/A	\$2,787.64	\$5,585.94	\$850.00
<b>Havre Division Totals</b>	<b>\$2,002.40</b>	<b>\$16,399.12</b>	<b>\$1,393.82</b>	<b>\$5,296.52</b>	<b>\$8,803.91</b>	<b>\$6,642.35</b>
Poplar	N/A	\$3,466.68	N/A	\$1,272.20	N/A	\$1,769.88
<b>Wolf Point Division Totals</b>	<b>\$0.00</b>	<b>\$3,466.68</b>	<b>\$0.00</b>	<b>\$1,272.20</b>	<b>\$0.00</b>	<b>\$1,769.88</b>
Miles City	N/A	\$851.20	N/A	\$696.91	N/A	\$1,608.99
Broadus	N/A	\$11,703.60	N/A	\$2,090.73	N/A	\$4,826.96
<b>Miles City Division Totals</b>	<b>\$0.00</b>	<b>\$12,554.80</b>	<b>\$0.00</b>	<b>\$2,787.64</b>	<b>\$0.00</b>	<b>\$6,435.94</b>
27th to Airport Rd	N/A	\$0.96	N/A	\$557.53	N/A	\$1,287.19
Main St to Alkali Creek	N/A	\$0.96	N/A	\$557.53	N/A	N/A
<b>Billings Division Totals</b>	<b>\$0.00</b>	<b>\$1.92</b>	<b>\$0.00</b>	<b>\$1,115.06</b>	<b>\$0.00</b>	<b>\$1,287.19</b>

Path Name	MDT's Current Cost to Protect Investment	Others Current Cost to Protect Investment	MDT's Annual Costs of General Maintenance	Others Annual Costs of General Maintenance	MDT's Annual Costs of Pavement Preservation	Others Annual Costs of Pavement Preservation
US87	N/A	\$4.56	N/A	\$2,648.26	N/A	\$6,114.14
<b>Lewistown Division Totals</b>	<b>\$0.00</b>	<b>\$4.56</b>	<b>\$0.00</b>	<b>\$2,648.26</b>	<b>\$0.00</b>	<b>\$6,114.14</b>
<b>Grand Totals</b>	<b>\$120,557.72</b>	<b>\$413,012.49</b>	<b>\$137,390.45</b>	<b>\$256,228.12</b>	<b>\$363,127.81</b>	<b>\$280,387.71</b>

Table Five below shows the length in miles of each path and the responsible entity or a combination of responsibility.

**Table Five: Maintenance Responsibility Miles of Path**

Path Name	Solely MDT Maintained	Combination of Maintenance	Other Local Agency Maintained
Mullan Rd West			2.5
Reserve St			0.6
Seely Urban			1.7
Bonner East			3
Rustic Road			2.8
Missoula to Lolo		6.9	
US 93 North to Jct 12		0.85	
Jct 12 and 93 West on 12			1.5
Florence to Jct 12 and US 93		10.2	
Florence South			2.3
North Kootenai Rd to Florence		6.5	
McCalla Creek Bridge to North Kootenai Rd		1.8	
US 93 to Stevensville			1.2
Bell Crossing W to Macalla Creek Bridge		4.8	

<b>Path Name</b>	<b>Solely MDT Maintained</b>	<b>Combination of Maintenance</b>	<b>Other Local Agency Maintained</b>
Sweathouse Creek Bridge to Bell Crossing W		1.4	
Victor Transfer Station to Sweathouse Creek Bridge		1.6	
Jim Ellis Auction Yard to Victor Transfer Station		4.5	
Hamilton North to Jim Ellis Auction Yard		4.4	
US 93 to Corvallis			1.6
Anglers Roost Bridge to South End of Hamilton		2.6	
Jocko Rd to Coldwater Ln			1.5
Dirty Corner to Arlee			0.8
Combs Ln to Arlee			1.3
RXR Tracks West			1.65
North of Ronan to Polson	12		
St. Regis - Hwy135		0.69	
Missoula Division Totals			
MT 35 East of Polson		2.4	
US 93 – Polson		2.3	
Kerr Dam Rd Southwest of Polson			0.8
Rocky Point			1.9
Big Arm			0.7
Somers			2.1
MT 82 To Ashley Creek Bridge	4.2		
Ashley Creek Bridge to Alt 93			0.9
Alternate 93	4.2		

<b>Path Name</b>	<b>Solely MDT Maintained</b>	<b>Combination of Maintenance</b>	<b>Other Local Agency Maintained</b>
Alternate 93 - North Half	4.8		
US 2 to Alt 93			1.9
Kila to W Spring creek Rd			6.5
Willow Glen			1
N Meridian Rd to W Reserve Dr			1.7
West Valley School To Rhodes Draw			0.9
Railway St to Big Mountain Rd			2.1
Hungry Horse to Coram	3.2		
Coram to West Glacier Entrance			6.8
Kalispell Division Totals			
Dillon North			0.6
Twin Bridges			0.4
Montana City Interchange			0.65
Capital I Ped Tunnel	0.7		
Days Inn to Walmart	0.9		
East Helena to Helena	2.5		
Custer Ave			1.3
Valley Forge Rd to Gun Club	1.1		
Lincoln Road West			0.9
Butte Division Totals			
Townsend North			1.6
MT 2 - Jefferson River to Front Rd			0.8
Three Forks Rodeo Grounds to I-90			0.3
Headwaters Golf Course			1.1
Three Forks East		2.6	

<b>Path Name</b>	<b>Solely MDT Maintained</b>	<b>Combination of Maintenance</b>	<b>Other Local Agency Maintained</b>
Three Forks - Hickory St		0.3	
Trident			2.1
Manhattan North		1.7	
Valley Center Road		4.3	
Four Corners North on Jackrabbit Ln		4.2	
Zoo Way to Four Corners		0.5	
Four Corners West	1.1		
Cobb Hill to Four Corners	1.7		
Four Corners South			1.7
Huffine Lane			0.9
Old Yellowstone Trail Road to East River Rd			0.9
East River Rd to Merrill Ln			2.6
Merrill Ln to Rogers Ln			0.65
Rogers Ln to Elkhorn Ln			0.3
I-90 Business Loop Old Main			0.4
Big Sky Spur Rd			2.8
Opher to MT 64			2.6
Ennis West to Rodeo Ground			0.3
Bozeman Division Totals			
Cascade - Old Highway 91		2	
Whitetail Ln to Lake St		1.9	
Vaughn - 4th St to 12th St	0.9		
Great Falls			12.2
Great Falls Division Totals			

<b>Path Name</b>	<b>Solely MDT Maintained</b>	<b>Combination of Maintenance</b>	<b>Other Local Agency Maintained</b>
Shelby North			1.5
East of Havre	1		
West of Chinook			0.3
Fort Belknap South		2	
Havre Division Totals			
Poplar			1
Wolf Point Division Totals			
Miles City			0.5
Broadus			1.5
Miles City Division Totals			
27th to Airport Rd			0.4
Main St to Alkali Creek			0.4
Billings Division Totals			
US87			1.9
Lewistown Division Totals			
<b>Grand Totals</b>	<b>38.3</b>	<b>70.44</b>	<b>92.35</b>



Table Six shows the current condition rating and the previous condition rating for each individual path.

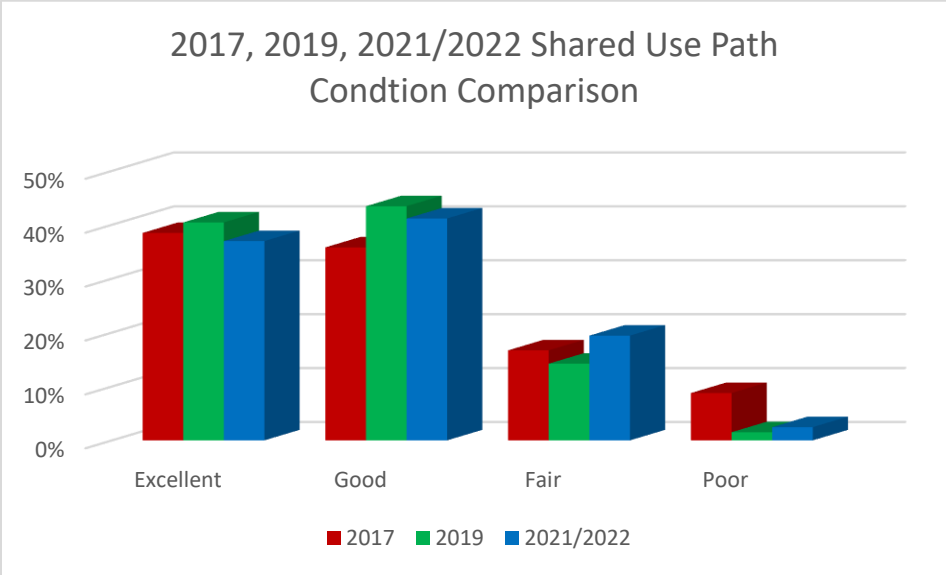
**Table Six Current Rating of Each Path**

<b>Path Name</b>	<b>2017</b>	<b>2019 Rating</b>	<b>2021-2022 Rating</b>	<b>Miles</b>
Reserve St	Poor	Poor	Poor	0.6
Mullen Rd West	Excellent	Excellent	Excellent	2.5
Seeley Urban	Good	Good	Good	1.7
Bonner East	Excellent	Excellent	Excellent	3
Rustic Rd	Excellent	Excellent	Excellent	2.8
Jct of 12 and 93 West on 12	Excellent	Excellent	Excellent	1.5
North Kootenai Rd to Florence	Good	Good	Good	6.5
Florence to Jct of 12 and US 93	Fair	Fair	Fair	10.2
Missoula to Lolo	Excellent	Excellent	Excellent	6.9
US 93 North of Jct 12	Fair	Fair	Fair	0.85
Florence South	Good	Good	Good	2.3
US 93 to Stevensville	Good	Good	Good	1.2
Anglers Roost bridge to South end of Hamilton	Excellent	Excellent	Excellent	2.6
Hamilton North to Jim Ellis Auction Yard	Excellent	Excellent	Excellent	4.4
Jim Ellis Auction Yard to Victor Transfer Station	Excellent	Excellent	Excellent	4.5
Victor Transfer Station to Sweathouse Creek Bridge	Excellent	Excellent	Excellent	1.6
Sweathouse Creek bridge to Bell Crossing W	Excellent	Excellent	Excellent	1.4
Bell Crossing W to McCalla Creek bridge	Excellent	Excellent	Excellent	4.8
McCalla Creek bridge to North Kootenai Rd	Excellent	Excellent	Good	1.8
US 93 to Corvallis	Good	Good	Good	1.6
Jocko Rd to Coldwater Ln	Excellent	Excellent	Excellent	1.5
Dirty Corner to Arlee	Excellent	Excellent	Excellent	0.8
Combs Ln to Arlee	Excellent	Excellent	Excellent	1.3
North of Ronan to Polson	Good	Good	Good	12
RXR tracks West	Good	Good	Good	1.65
St. Regis - Hwy 135	None	Excellent	Excellent	0.69
Kila to Springcreek Rd	Good	Good	Good	6.5
US 2 to Alt 93	Good	Good	Good	1.9
MT 82 to Ashley Creek bridge	Fair	Fair	Fair	4.2
Ashley Creek bridge to Alt 93	Good	Good	Good	0.9
N Meridian Rd to W Reserve Dr	Fair	Fair	Fair	1.7
Alternate 93	Good	Good	Good	4.2
Alternate 93 - North Half	Excellent	Excellent	Excellent	4.8
Willow Glen	Excellent	Excellent	Excellent	1
West Valley School to Rhodes Draw	Fair	Fair	Fair	0.9

<b>Path Name</b>	<b>2017</b>	<b>2019 Rating</b>	<b>2021-2022 Rating</b>	<b>Miles</b>
Hungry Horse to Coram	Excellent	Excellent	Excellent	3.2
Coram to West Glacier Entrance	Excellent	Excellent	Excellent	6.8
US 93 - Polson	Fair	Fair	Fair	2.3
Big Arm	Excellent	Excellent	Excellent	0.7
MT 35 East of Polson	Good	Good	Fair	2.4
Kerr Dam Rd Southwest of Polson	Good	Good	Fair	0.8
Rocky Point	Poor	Poor	Poor	1.9
Somers	Fair	Fair	Fair	2.1
Railway St to Big Mountain Rd	Good	Good	Good	2.1
Days Inn to Walmart	Excellent	Excellent	Excellent	0.9
East Helena to Helena	Excellent	Good	Good	2.5
Capital I Ped Tunnel	Excellent	Excellent	Excellent	0.7
Lincoln Road West	Good	Good	Good	0.9
Montana City Interchange	Good	Good	Good	0.65
Custer Ave	Fair	Fair	Fair	1.3
Valley Forge to Gun Club	Excellent	Excellent	Excellent	1.1
Twin Bridges	Excellent	Excellent	Fair	0.4
Dillon North	Excellent	Excellent	Excellent	0.6
Cobb Hill to Four Corners	Fair	Good	Fair	1.7
Huffine Lane - Ferguson to College	Good	Good	Good	0.9
Four Corners West	Fair	Good	Good	1.1
Zoot Way to Four Corners	Good	Good	Good	0.5
Four Corners North on Jackrabbit Ln	Excellent	Excellent	Excellent	4.2
Valley Center Rd	Good	Good	Good	4.3
Old Yellowstone Trail Road to East River Rd	Excellent	Excellent	Excellent	0.9
East River Rd to Merrill Ln	Poor	Good	Fair	2.6
Merrill Ln to Rogers Ln	Excellent	Excellent	Excellent	0.65
Rogers Ln to Elkhorn Ln	Poor	Poor	Poor	0.3
I-90 Business Loop Old Maint	Fair	Fair	Fair	0.4
Opher to MT 64	Good	Good	Good	2.6
Four Corners South	Fair	Fair	Fair	4.7
Big Sky Spur Rd	Good	Good	Good	2.8
Ennis West to Rodeo Ground	Good	Good	Good	0.3
MT 2 - Jefferson River to Front Rd	Good	Good	Good	0.8
Three Forks Rodeo grounds to I-90	Excellent	Excellent	Excellent	0.3
Headwaters Golf Course	Fair	Good	Fair	1.1
Three Forks East	Excellent	Excellent	Excellent	2.6
Trident	Good	Good	Good	2.1
Three Forks - Hickory St	Good	Good	Good	0.3

Path Name	2017	2019 Rating	2021-2022 Rating	Miles
Manhattan North	Good	Excellent	Good	1.7
Townsend North	Good	Good	Good	1.6
Great Falls	Poor	Good	Good	12.2
Cascade - Old US Hwy 91	Excellent	Excellent	Excellent	2
Whitetail Ln to Lake St	Good	Good	Poor	1.9
Vaughn-4th St to 12th St	Good	Good	Good	0.9
East of Havre	Excellent	Excellent	Excellent	1
West of Chinook	Poor	Poor	Poor	0.3
Ft Belknap South	Good	Excellent	Good	2
Shelby North	Good	Excellent	Good	1.5
Poplar	Fair	Excellent	Excellent	1
Miles City	Fair	Fair	Fair	0.5
Broadus	Good	Good	Fair	1.5
Main St to Alkali Creek	Excellent	Excellent	Excellent	0.4
27th to Airport Rd	Excellent	Excellent	Excellent	0.4
US 87	Excellent	Excellent	Excellent	1.9

The graph below shows the comparison of the paths condition per year.



## **SUMMARY**

The State has over 203 miles of shared use paths which includes asphalt paths, gravel paths, and some striped bike lanes connecting two separated paths. The current maintenance needs of the paths total around \$535,000.00. The annual costs to maintain the shared use paths are approximately \$1,570,000.00.

Regular maintenance needs, which are primarily pavement preservation activities, include crack sealing every four years, fog sealing every eight years, and pavement overlay every 25 years.

## Appendix One: Detailed Description of Shared Use Paths by Division

The information below is a detailed description of each path, the current condition and the maintenance responsibility.

### 11– MISSOULA (25 Paths)

- **Mullen Rd West (Mullan Rd, MP 0.8 to 3.5) Excellent:** This is an asphalt separated path built in 2010 that is **2.5 miles** long and **8 feet** wide. This path has minor oxidation. There is an area with a minor longitudinal cracking. This path only needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Missoula) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Reserve St (US 93, MP 0.1 to 0.7) Poor:** This is an asphalt separated path that is **0.6 miles** long and **7 feet** wide. This path has major oxidation, transverse cracking, potholes and edge raveling, and root infiltration. This path needs major crack sealing, machine patching, and fog sealing. The root infiltration needs to be addressed at some point. This is a good candidate for an overlay. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Missoula) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Seeley Urban (MT 83, MP 13.1 to 14.8) Good:** This path is **1.7 miles** long and **8 feet** wide and built in 2001. There is **0.25 miles** of asphalt striped bike lane **8 feet** wide, **0.15 miles** of gravel separated path **6 feet** wide, leaving the remaining **1.3 miles** asphalt separated path **8 feet** wide. There is a 1 structure. This path has major oxidation. It also has minor transverse and longitudinal cracking, edge raveling, and drainage issues. This path needs minor crack sealing and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Missoula County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted. Removal of snow is not performed. Paths are used as snowmobile paths during the winter season.
- **Bonner East (Route 210, MP 0.0 to 3.1) Excellent:** This path is **3.0 miles** long and **8 feet** wide and built in 2008. There is **0.1 miles** of asphalt striped bike lane **6.5 feet** wide, **0.4 miles** of concrete separated path **8 feet** wide, leaving the remaining **2.5 miles** asphalt separated path **8 feet** wide. There is 1 structure. This path has minor oxidation, longitudinal and transverse cracking, and edge raveling. This path only needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Missoula County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Rustic Rd (Rustic Rd, MP 0.0 to 0.2) Excellent:** This path is **2.8 miles** long and **3 feet** wide and built in 2008. There is **2.2 miles** of gravel separated path **3 feet** wide, **0.2 miles** of concrete separated path **9 feet** wide, leaving the remaining **0.4 miles** asphalt separated path **9 feet** wide. The asphalt portion of this path has minor oxidation. Both the gravel portion and asphalt portion of this path only needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Missoula County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Missoula to Lolo (US 93, MP 83.4 To 90.3) Built in 2016 - Excellent:** This is an asphalt separated path that is **6.9 miles** long and **10 feet** wide. This path was newly constructed and completed in July of 2016. This path has no issues and needs monitoring. There is a

maintenance agreement in place. Missoula County assumes responsibility for general maintenance and snow removal. MDT assumes responsibility for pavement preservation.

- **US 93 North of Jct 12 (US 12/US 93, MP 83.4 to 83.9) Fair:** This path is **0.85 miles** long and **9 feet** wide. There is **0.05 miles** of concrete separated path greater than **12 feet** wide, leaving the remaining **0.8 miles** asphalt separated path **9 feet** wide. This path has major oxidation and some major transverse cracking. It also has minor transverse cracking and edge raveling. This path needs major crack sealing and a fog seal. There is a maintenance agreement in place. Missoula County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Jct of 12 and 93 West on 12 (US 12, MP 31.6 to 32.6) Excellent:** This is an asphalt separated path that is **1.5 miles** long and **8 feet** wide and built in 2011. It has minor oxidation, longitudinal and transverse cracking, and some minor edge raveling. The path only needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Missoula County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Florence to Jct of 12 and US 93 (US 93, MP 74.2 to 83.4) Fair:** This path is **10.2 miles** long and **11 feet** wide and built in 2000. There is **0.6 miles** of concrete separated path **10 feet** wide, leaving the remaining **9.6 miles** asphalt separated path **11 feet** wide. There are 3 structures. This path has major transverse cracking and some alligator cracking. It has minor oxidation, longitudinal cracking, and edge raveling. The path needs major crack sealing. There is a maintenance agreement in place. The City of Florence assumes responsibility for routine maintenance including snow removal and sweeping. MDT assumes responsibility for pavement preservation.
- **Florence South (Route 203, MP 10.2 to 11.3) Good:** This is an asphalt separated path that is **2.3 miles** long and **12 feet** wide and built in 2014. There are 3 structures. This path has minor oxidation, longitudinal and transverse cracking. The path needs minor crack sealing. This project was constructed in the CTEP program. In all CTEP projects, the entities (Ravalli County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **North Kootenai Rd to Florence (US 93, MP 68.3 to 74.2) Good:** This is an asphalt separated path that is **6.5 miles** long and **10 feet** wide and built in 2006. There are 4 structures. This path has minor oxidation, transverse and longitudinal cracking, and some drainage issues. The path needs minor crack sealing. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **McCalla Creek bridge to North Kootenai Rd (US 93, MP 65.8 to 68.3) Good:** This is an asphalt separated path that is **1.8 miles** long and **10 feet** wide and built in 2010. There are 3 structures. This path has minor oxidation, very minor transverse, and longitudinal cracking as well as some drainage issues. This path needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **US 93 to Stevensville (Route 269, MP 20.0 to 21.3) Good:** This is an asphalt separated path that is **1.2 miles** long and **10 feet** wide and built in 1995. There are 2 structures. This path has major oxidation and edge raveling. It also has minor alligator, transverse and longitudinal

cracking. This path needs crack sealing and a fog seal. It may also need some patching. This project was constructed in the CTEP program. In all CTEP projects, the entities (Ravalli County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

- **Bell Crossing W to McCalla Creek bridge (US 93, MP 61.9 to 65.8) Excellent:** This is an asphalt separated path that is **4.8 miles** long and **10 feet** wide and built in 2011. There are 2 structures. This path has minor oxidation and very minor transverse cracking. The path needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Sweathouse Creek bridge to Bell Crossing W (US 93, MP 60.1 to 61.9) Excellent:** This path is **1.4 miles** long and **10 feet** wide and built in 2011. There is **0.1 miles** of concrete separated path **10 feet** wide, leaving the remaining **1.3 miles** asphalt separated path **10 feet** wide. This path has no issues and needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Victor Transfer Station to Sweathouse Creek bridge (US 93, MP 58.7 to 60.1) Excellent:** This path is **1.6 miles** long and **10 feet** wide and built in 2012. There is **0.6 miles** of concrete separated path **10 feet** wide, leaving the remaining **1.0 miles** asphalt separated path **10 feet** wide. There are 2 structures. This path has no issues and needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Jim Ellis Auction Yard to Victor Transfer Station (US 93, MP 53.4 to 58.7) Excellent:** This is an asphalt separated path that is **4.5 miles** long and **10 feet** wide and built in 2012. There are 3 structures. This path has no issues and needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Hamilton North to Jim Ellis Auction Yard (US 93, MP 49.1 to 53.4) Excellent:** This path is **4.4 miles** long and **10 feet** wide and built in 2010. There is **1.1 miles** of concrete separated path **10 feet** wide, leaving the remaining **3.3 miles** asphalt separated path **10 feet** wide. There are 2 structures. This path has minor drainage issue and needs monitoring. There is a maintenance agreement in place. Ravalli County assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **US 93 to Corvallis (Route 373, MP 0.0 to 0.2) Good:** This is an asphalt separated path that is **1.6 miles** long and **10 feet** wide and built in 2003. This path has major oxidation and transverse cracking. This path needs minor crack sealing and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Ravalli County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Anglers Roost bridge to South end of Hamilton (US 93, MP 43.8 to 46.6) Excellent:** This is an asphalt separated path that is **2.6 miles** long and **7 feet** wide and was built in 1984 (overlay in 2014). There is 1 structure. This path has no issues and needs monitoring. There is a maintenance agreement in place. The City of Hamilton assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **Jocko Rd to Coldwater Ln (US 93/MT 200, MP 15.1 to 16.6) Excellent:** This is an asphalt separated path that is **1.5 miles** long and **8.5 feet** wide and was built in 2014. This path has no issues and needs monitoring. This project was constructed in the CTEP program. In all

CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

- **Dirty Corner to Arlee (US 93/MT 200, MP 15.1 to 17.5) Excellent:** This is an asphalt separated path that is **0.8 miles** long and **8.5 feet** wide and built in 2013. This path has minor oxidation and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Combs Ln to Arlee (US 93/MT 200, MP 15.9 to 17.2) Excellent:** This is a gravel separated path that is **1.3 miles** long and **6 feet** wide and was built in 2011. This path has no issues and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **RXR tracks West (Route 211, MP 1.0 to 1.7) Good:** This is an asphalt separated path that is **1.65 miles** long and **8.5 feet** wide and built in 2008. This path has major oxidation and some transverse cracking. This path needs minor crack sealing and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **North of Ronan to Polson (US 93, MP 48.0 to 57.9) Good:** This path is **12.0 miles** long and **10.5 feet** wide and built in 2009. There is **0.3 miles** of concrete separated path **10 feet** wide, leaving the remaining **11.7 miles** asphalt separated path **10.5 feet** wide. There are 5 structures. This path has major oxidation and very minor potholes. There is a portion of the path with some major and minor transverse and longitudinal cracking and some edge raveling. The path needs minor crack sealing and a fog seal. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **St. Regis – Hwy 135 (MT135, MP 0.16 to 0.85) Excellent:** This path is an asphalt separated path that is 0.69 miles long and 6 feet wide and built in 2018. This path has minor oxidation and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Mineral County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

## 12– KALISPELL (18 Paths)

- **MT 35 East of Polson (MT 35, MP 0.0 to 2.6) Fair:** This path is **2.4 miles** long and **11 feet** wide. There is **0.1 miles** of concrete separated path **11 feet** wide, leaving the remaining **2.3 miles** asphalt separated path **11 feet** wide. This path has major oxidation and some major longitudinal cracking. It has minor alligator and transverse cracking, potholes, and edge raveling. It needs minor crack sealing and a fog seal. There is a maintenance agreement in place. The City of Polson assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.
- **US 93 – Polson (US 93, MP 56.6 to 60.3) Fair:** This path is **2.3 miles** long and **6 feet** wide. There is **2.1 miles** of asphalt striped bike lane **6 feet** wide, **0.15 miles** of concrete separated path **6 feet** wide, leaving the remaining **0.05 miles** asphalt separated path **6 feet** wide. This bike lane has major oxidation and longitudinal cracking. The separated path has major alligator cracking, minor transverse cracking, potholes, and edge raveling. The bike lane conditions will be included in roadway treatments. The separated path needs minor crack sealing, machine patching, and a fog seal. There is a maintenance agreement in place. The City of Polson assumes responsibility for snow removal. MDT assumes responsibility for general maintenance and pavement preservation.



- **Kerr Dam Rd Southwest of Polson (Route 354, MP 1.1 to 1.9) Fair:** This is an asphalt separated path that is **0.8 miles** long and **9 feet** wide. This path has major oxidation and very minor transverse cracking and edge raveling. It needs a fog seal and should consider a crack seal prior to fogging. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Rocky Point (Rocky Point Dr, MP 0.0 to 2.0) Poor:** This is an asphalt separated path that is **1.9 miles** long and **6.5 feet** wide. This path has major oxidation, longitudinal and transverse cracking, alligating, edge raveling, and potholes. This path needs major cracks sealing, minor hand patching, and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Big Arm (US 93, MP 73.7 to 74.4) Excellent:** This is an asphalt separated path that is **0.7 miles** long and **8 feet** wide. This path was fog sealed in 2017 by a contractor. This path currently has no issues and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Lake County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Somers (US 93, MP 102.1 to 104.3) Fair:** This is an asphalt separated path that is **2.1 miles** long and **8 feet** wide. This path has major oxidation, transverse and longitudinal cracking. There are a few areas that would require patching. This path needs major cracks sealing, hand patching, and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **MT 82 to Ashley Creek bridge (US 93, MP 104.3 to 108.5) Fair:** This is an asphalt separated path that is **4.2 miles** long and **10 feet** wide. There is 1 structure. This path has some major and minor potholes, transverse cracking, and drainage issues. It has very minor longitudinal cracking. This path needs minor crack sealing and hand patching. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Ashley Creek bridge to Alt 93 (US 93, MP 108.5 to 109.2) Good:** This is an asphalt separated path that is **0.9 miles** long and **10 feet** wide. This path has major oxidation and needs a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Alternate 93 (US 93 Alt, MP 0.0 to 3.9) Good:** This path is **4.2 miles** long and **11 feet** wide. There is **0.1 miles** of concrete separated path **10 feet** wide, leaving the remaining **4.1 miles** asphalt separated path **11 feet** wide. There are 2 structures. This path has major oxidation and needs a fog seal. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Alternate 93 – North Half (US 93 Alt, MP 3.9 to 7.6) Excellent:** This path is **4.8 miles** long and **11 feet** wide. There is **0.1 miles** of concrete separated path **6 feet** wide, leaving the remaining **4.7 miles** asphalt separated path **8 feet** wide. There is 1 structure. This path was newly constructed and completed in 2017. This path has no issues and needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.

- **US 2 to Alt 93 (US 2, MP 118.1 to 119.6) Good:** This is an asphalt separated path that is **1.9 miles** long and **11 feet** wide. This path has minor oxidation and transverse cracking which have been previously sealed. This path needs minor crack sealing. There is a maintenance agreement in place. The Rails to Trails Group assumes responsibility for all path maintenance.
- **Kila to W Springcreek Rd (US 2, MP 111.9 to 118.1) Good:** This is an asphalt separated path that is **6.5 miles** long and **10 feet** wide. There are 2 structures. This path has some major oxidation in places. Most of the path has minor oxidation, transverse cracking, and very minor potholes, edge raveling, and root infiltration. The path needs at minimum a fog seal. There is a maintenance agreement in place. The Rails to Trails Group assumes responsibility for all path maintenance.
- **Willow Glen (Route 317, MP 0.5 to 1.5) Excellent:** This is an asphalt separated path that is **1.0 miles** long and **8 feet** wide. This path has a minor oxidation and only needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **N Meridian Rd to W Reserve Dr (US 93, MP 114.7 to 116.0) Fair:** This is an asphalt separated path that is **1.7 miles** long and **11 feet** wide. There is 1 structure. This path has major oxidation, transverse and longitudinal cracking. There are minor potholes and drainage issues. This path needs major crack sealing, hand patching and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **West Valley School to Rhodes Draw (Route 424, MP 5.2 to 6.2) Fair:** This is an asphalt separated path that is **0.9 miles** long and **11 feet** wide. This path has major oxidation, some transverse cracking, as well as root infiltration. This path needs minor crack sealing and a fog seal. At some time, the root infiltration will need to be addressed. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Railway St to Big Mountain Rd (Route 487, MP 0.3 to 1.3) Good:** This is an asphalt separated path that is **2.1 miles** long and **10 feet** wide. There is 1 structure. This path has major oxidation and some root infiltration. There is also very minor transverse cracking and edge raveling. This path needs minor crack sealing and a fog seal. At some time, the root infiltration will need to be addressed. There is a maintenance agreement in place. The City of Whitefish assumes responsibility for all path maintenance.
- **Hungry Horse to Coram (US 2, MP 142.4 to 146.2) Excellent:** This path is **3.2 miles** long and **8 feet** wide. There is **0.2 miles** of concrete separated path **8 feet** wide, leaving the remaining **3.0 miles** asphalt separated path **8 feet** wide. This path has no issues and needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Coram to West Glacier Entrance (US 2, 146.4 to 153.2) Excellent:** This is an asphalt separated path that is **6.8 miles** long and **8.5 feet** wide. This path was newly constructed and completed in 2017. This path has no issues and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Flathead County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
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## 21 – BUTTE (9 Paths)

- **Dillon North (MT 41, MP 0.9 to 1.6) Excellent:** This is an asphalt separated path that is **0.6 miles** long and **10 feet** wide. This path has no issues and needs monitoring. The cost for current maintenance needs is \$1.38. There is a maintenance agreement in place. The City of Dillon assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Twin Bridges (MT 41, MP 27.2 to 27.4) Fair:** This is an asphalt separated path that is **0.4 miles** long and greater than **12 feet** wide. There is 1 structure. This path has minor oxidation, alligator cracking, transverse and longitudinal cracking, minor potholes, edge raveling, some drainage issues and root infiltration. The path needs a minimum of monitoring. There is a maintenance agreement in place. The City of Twin Bridges assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Montana City Interchange (Route 518, MP 0.1 to 0.6) Good:** This is an asphalt separated path that is **0.65 miles** long and **10 feet** wide. There is 1 structure. This path has minor oxidation and transverse cracking. It needs minor cracks sealed. This project was constructed in the CTEP program. In all CTEP projects, the entities (Jefferson County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Capital I Ped Tunnel (E Broadway St/I-15/18<sup>th</sup> St, MP 191.6 to 0.0) Excellent:** This is an asphalt separated path that is **0.7 miles** long and **11 feet** wide. There is 1 structure. This path has no issues and only needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Days Inn to Walmart (US 12/US 287, MP 45.2 to 46.0) Excellent:** This path is **0.9 miles** long and **11 feet** wide. There is **0.2 miles** of concrete separated path **11 feet** wide, leaving the remaining **0.7 miles** asphalt separated path **8 feet** wide. There is 1 structure. This path has minor oxidation and needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **East Helena to Helena (US 12/US 287, MP 46.8 to 49.6) Good:** This is an asphalt separated path that is **2.5 miles** long and **9 feet** wide. There is 1 structure. This path has minor oxidation, transverse and longitudinal cracking as well as some drainage issues. This path needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Custer Ave (W Custer Ave, MP 0.0 to 1.4) Fair:** This is an asphalt separated path that is **1.3 miles** long and **9 feet** wide. This path has major transverse cracking, and minor oxidation and longitudinal cracking. It needs crack sealing. This path is a good candidate for a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Helena) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Valley Forge Rd to Gun Club (N Montana Ave, MP 2.9 to 4.1) Excellent:** This is an asphalt separated path that is **1.1 miles** long and **5 feet** wide. This path currently has no issues and needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.

- **Lincoln Rd West (Route 279, MP 0.1 to 0.9) Good:** This is an asphalt separated path that is **0.9 miles** long and greater than **10 feet** wide. There is 1 structure. This path has major oxidation. This path was crack sealed in 2017. This path currently needs a fog seal and monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Helena School District #1) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

## 22 – BOZEMAN (23 Paths)

- **Townsend North (US 287, MP 94.0 to 94.3) Good:** This path is **1.6 miles** long and **9 feet** wide. There is **1.2 miles** of gravel separated path **9 feet** wide, leaving the remaining **0.4 miles** asphalt separated path **9 feet** wide. This path has major oxidation, and minor transverse cracking and edge raveling. This path needs minor crack sealing and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Broadwater County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **MT 2 – Jefferson River to Front Rd (MT 2, MP 93.6 to 94.3) Good:** This is an asphalt separated path that is **0.8 miles** long and **8 feet** wide. This path has major oxidation, and minor transverse and longitudinal cracking, edge raveling, and root infiltration. This path needs minor crack sealing and a fog seal. At some time, the root infiltration needs to be addressed. This project was constructed in the CTEP program. In all CTEP projects, the entities (Gallatin County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Three Forks Rodeo Grounds to I-90 (MT 2, MP 96.1 to 96.4) Excellent:** This is an asphalt separated path that is **0.3 miles** long and **11 feet** wide. This path has minor oxidation and needs monitoring. There is a maintenance agreement in place. The City of Three Forks assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Headwaters Golf Course (MT 2, MP 96.7 to 97.6) Fair:** This is an asphalt separated path that is **1.1 miles** long and **8 feet** wide. This path has major oxidation and edge raveling. There is minor longitudinal and transverse cracking, alligatoring, and potholes. MDT fog sealed 211 feet of this path. This path needs minor crack sealing, hand patching and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Gallatin County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Three Forks East (Route 205, MP 1.2 to 3.0) Excellent:** This path is **2.6 miles** long and **9 feet** wide. There is **0.3 miles** of gravel separated path **9 feet** wide, leaving the remaining **2.3 miles** asphalt separated path **9 feet** wide. There are 2 structures. This path currently has no issues and needs monitoring. There is a maintenance agreement in place. The City of Three Forks assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.

- **Three Forks - Hickory St (US 287, MP 0.2 to 0.5) Good:** This is an asphalt separated path that is **0.3 miles** long and **8 feet** wide. This path has minor oxidation, transverse and longitudinal cracking. The path needs crack sealing and a fog seal. There is a maintenance agreement in place. The City of Three Forks assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Trident (Route 286, MP 1.0 to 2.8) Good:** This path is **2.1 miles** long and **9 feet** wide. There is **0.5 miles** of gravel separated path **7 feet** wide, leaving the remaining **1.6 miles** asphalt separated path **9 feet** wide. This path has major oxidation, and some edge raveling. It has minor transverse and longitudinal cracking. This path needs minor crack sealing, hand patching and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Gallatin County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Manhattan North (Route 346, MP 1.0 to 2.8) Good:** This is an asphalt separated path that is **1.7 miles** long and **8 feet** wide. There are 2 structures. This path has major oxidation and minor edge raveling, transverse cracking, and potholes. This path needs minor crack sealing and a fog seal. There is a maintenance agreement in place. Gallatin County and the City of Manhattan assume responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Valley Center Rd (Route 235, MP 0.0 to 5.3) Good:** This path is **4.3 miles** long and **9 feet** wide. There is **0.85 miles** of concrete separated path **8 feet** wide, leaving the remaining **3.45 miles** asphalt separated path **9 feet** wide. There is 1 structure. This path has major oxidation and minor edge raveling. It needs a fog seal. There is a maintenance agreement in place. Gallatin County assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Four Corners North on Jackrabbit Ln (MT 85, MP 0.0 to 4.2) Excellent:** This path is **4.2 miles** long and **10 feet** wide. There is **0.1 miles** of concrete separated path **10 feet** wide, leaving the remaining **4.1 miles** asphalt separated path **10 feet** wide. There is 1 structure. This path has minor oxidation, potholes, edge raveling, and drainage issues. This path needs monitoring. There is a maintenance agreement in place. Gallatin County assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Zoot Way to Four Corners (MT 84, MP 28.5 to 29.0) Good:** This is an asphalt separated path that is **0.5 miles** long and **9 feet** wide. This path has some major oxidation and minor potholes. It needs a fog seal. There is a maintenance agreement in place. Gallatin County assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Four Corners West (MT 84, MP 27.9 to 29.0) Good:** This is an asphalt separated path that is **1.1 miles** long and **6 feet** wide. This path has minor raveling and transverse cracking. The path needs crack sealing. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.

- **Cobb Hill to Four Corners (US 191, MP 81.9 to 82.9) Fair:** This is an asphalt separated path that is **1.7 miles** long and **6 feet** wide. There are 3 structures. This path has major oxidation, transverse cracking, potholes, drainage issues, and some root infiltration. There is minor longitudinal cracking, and path edge raveling. This path needs major crack sealing, minor hand patching, and a fog seal. At some time, the drainage issues will need to be addressed. This path may be a possible candidate for an overlay. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Four Corners South (US 191, MP 77.2 to 81.9) Fair:** This path is **4.7 miles** long and **9 feet** wide. There is **1.7 miles** of gravel separated path **5 feet** wide, leaving the remaining **3.0 miles** asphalt separated path **9 feet** wide. There are 3 structures. This path has major oxidation, transverse cracking, and edge raveling. It has minor potholes. It needs major crack sealing and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Gallatin County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Huffine Lane - Ferguson to College (US 191, MP 86.2 to 87.1) Good:** This is an asphalt separated path that is **0.9 miles** long and **8 feet** wide. This path currently has minor transverse cracking. The path needs crack sealing. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Bozeman) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Old Yellowstone Trail Road to East River Rd (US 89, MP 48.9 to 49.8) Excellent:** This is an asphalt separated path that is **0.9 miles** long and **10 feet** wide. There is 1 structure. This path was newly constructed and completed in 2017. This path has no issues and needs monitoring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Park County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **East River Rd to Merrill Ln (US 89, MP 49.8 to 52.4) Fair:** This is an asphalt separated path that is **2.6 miles** long and **8 feet** wide. This path has major oxidation, transverse cracking, edge raveling, and potholes. There is minor alligating, longitudinal cracking, and drainage issues. This path needs minor crack sealing, minor hand patching, and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Park County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Merrill Ln to Rogers Ln (US 89, MP 52.4 to 53.2) Excellent:** This is a concrete separated path that is **0.65 miles** long and **9 feet** wide. This path is primarily concrete and has raveling occurring. This project was constructed in the CTEP program. In all CTEP projects, the entities (Park County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Rogers Ln to Elkhorn Ln (US 89, MP 53.2 to 53.4) Poor:** This is an asphalt separated path that is **0.3 miles** long and **9 feet** wide. This path has major oxidation, transverse and longitudinal cracking, alligating, edge raveling, and potholes. This path needs major crack sealing, minor hand patching, and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Park County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

- **I-90 Business Loop Old Maint (I-90 Business Loop/W Park St, MP 0.0 to 0.2) Fair:** This is an asphalt separated path that is **0.4 miles** long and **9 feet** wide. This path has major oxidation and longitudinal cracking. It has minor transverse cracking, some potholes, and some root infiltration. It needs major crack sealing, hand patching, and a fog seal. This path may be a good candidate for an overlay. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Livingston) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Big Sky Spur Rd (MT 64, MP 0.0 to 2.9) Good:** This path is **2.8 miles** long and **8 feet** wide. There is **0.1 miles** of concrete separated path **5 feet** wide, leaving the remaining **2.7 miles** asphalt separated path **8 feet** wide. There is 1 structure. This path has major oxidation and minor transverse and longitudinal cracking, potholes, and edge raveling. It needs minor crack sealing, hand patching and a fog seal. There is a maintenance agreement in place and Big Sky Community Corporation (BSCC) assumes responsibility for all path maintenance.
- **Opher to MT 64 (US 191, MP 45.3 to 47.9) Good:** This path is **2.6 miles** long and **10 feet** wide. There is **0.1 miles** of gravel separated path **8 feet** wide, leaving the remaining **2.5 miles** asphalt separated path **10 feet** wide. There is 1 structure. This path has major oxidation and drainage issues. It has minor potholes and edge raveling. It needs hand patching and a fog seal. At some time, the drainage issues will need to be addressed. There is a maintenance agreement in place and Big Sky Community Corporation (BSCC) assumes responsibility for all path maintenance.
- **Ennis West to Rodeo Ground (MT 287/Golf Course Dr, MP 0.2 to 0.4) Good:** This is an asphalt separated path that is **0.3 miles** long and **9 feet** wide. This path has major oxidation and needs a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Madison County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

### 31 – GREAT FALLS (4 Paths)

- **Cascade – Old US Hwy 91 (Old US 91, MP 1.7 to 3.0) Excellent:** This is an asphalt separated path that is **2.0 miles** long and **11 feet** wide. This path currently has no issues and needs monitoring. There is a maintenance agreement in place. Joe's Trail, Inc. assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Whitetail Ln to Lake St (Old US 91, MP 11.3 to 13.2) Poor:** This is an asphalt separated path that is **1.9 miles** long and **9 feet** wide. There is 1 structure. This path has major potholes and edge raveling. This path needs minor hand patching. There is a maintenance agreement in place. Joe's Trail, Inc. assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.
- **Vaughn - 4<sup>th</sup> St to 12<sup>th</sup> St (US 89, MP 2.2 to 2.8) Good:** This is an asphalt separated path that is **0.9 miles** long and **8 feet** wide. This path currently has minor transverse cracking. The path needs crack sealing. The cost for current maintenance needs is \$1,442.07. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **Great Falls (River Dr N/US 87 Bypass/57<sup>th</sup> St, MP 0.0 to 20.3) Good:** This path is **12.2 miles** long and **11 feet** wide. There is **1.7 miles** of asphalt striped bike lane **9 feet** wide, **1.9**

**miles** of concrete striped bike lane **9 feet** wide, **0.9 miles** of concrete separated path **11 feet** wide, leaving the remaining **7.7 miles** asphalt separated path **11 feet** wide. There are 10 structures. This path has major oxidation, alligating, and transverse and longitudinal cracking, potholes, edge raveling, and drainage issues. This path needs major crack sealing, minor hand patching, and a fog seal. Portions of the path are a good candidate for an overlay. There is a maintenance agreement in place and Great Falls Park & Recreation Department, PPL Montana, and Montana State Parks assumes responsibility for all path maintenance.

## 32 – HAVRE (4 Paths)

- **Shelby North (MT 67, MP 0.4 to 1.4) Good:** This path is **1.5 miles** long and **8 feet** wide. There is **1.0 miles** of asphalt striped bike lane **5 feet** wide, leaving the remaining **0.5 miles** asphalt separated path **8 feet** wide. This path has major oxidation and minor transverse cracking. It needs minor cracks sealed and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (City of Shelby) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **East of Havre (US 2, MP 383.8 to 384.8) Excellent:** This path is **1.0 miles** long and **8 feet** wide. There is **0.4 miles** of asphalt striped bike lane **8 feet** wide, leaving the remaining **0.6 miles** asphalt separated path **8 feet** wide. This path has no issues and needs monitoring. There is no maintenance agreement in place and MDT assumes responsibility for all path maintenance.
- **West of Chinook (US 2, MP 402.2 to 402.5) Poor:** This is an asphalt separated path that is **0.3 miles** long and **7 feet** wide. This path has major oxidation, transverse cracking, potholes, and edge raveling. It needs major crack sealing, machine patching and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Blaine County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.
- **Fort Belknap South (MT 66, MP 48.2 to 50.0) Good:** This is an asphalt separated path that is **2.0 miles** long and **7 feet** wide. This path has minor oxidation, alligating, transverse cracking, and edge raveling. This path has major longitudinal cracking. This path needs major crack sealing and a fog seal. There is no maintenance agreement in place. The Fort Belknap Tribe assumes responsibility for general maintenance including crack sealing and hand patching. MDT assumes responsibility for pavement preservation including machine patching, fog sealing, and overlays.

## 42 – WOLF POINT (1 Path)

- **Poplar (US 2, MP 611.9 to 613.0) Excellent:** This path is **1.0 miles** long and **8 feet** wide. There is **0.15 miles** of concrete separated path **6 feet** wide, leaving the remaining **0.85 miles** asphalt separated path **8 feet** wide. This path has major oxidation and transverse cracking, minor alligator and longitudinal cracking, potholes, path edge raveling and some drainage issues and root infiltration. . There is a maintenance agreement in place and Bureau of Indian Affairs (BIA) assumes responsibility for all path maintenance.



## 43 – MILES CITY (2 Paths)

- **Miles City (Main St/I-94 Business Route, MP 1.9 to 2.3) Fair:** This is an asphalt separated path that is **0.5 miles** long and **6.5 feet** wide. There is 1 structure. This path has major transverse cracking, minor oxidation, longitudinal cracking, path edge raveling, and some root infiltration. It needs crack sealing. At some time, the root infiltration will need to be addressed. The cost for current maintenance needs is \$2,401.15. There is a maintenance agreement in place and Custer County assumes responsibility for all path maintenance.
- **Broadus (US 212/MT 59, MP 78.7 to 79.8) Fair:** This is an asphalt separated path that is **1.5 miles** long and **8 feet** wide. This path has major oxidation and potholes, and minor alligator, transverse and longitudinal cracking. It needs minor crack sealing, machine patching, and a fog seal. This project was constructed in the CTEP program. In all CTEP projects, the entities (Powder River County) will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.

## 51 – BILLINGS (2 Paths)

- **27<sup>th</sup> to Airport Rd (MT 3, MP 3.1 to 3.1) Excellent:** This is an asphalt separated path that is **0.4 miles** long and **11 feet** wide. There is 1 structure, a tunnel. There is minor oxidation and needs monitoring. There is a maintenance agreement in place and the City of Billings assumes responsibility for all path maintenance.
- **Main St to Alkali Creek (US 87/US 312, MP 2.0 to 2.0) Excellent:** This is a concrete separated path that is **0.4 miles** long and **10 feet** wide. There is 1 structure, a tunnel. It has no issues and only needs monitoring. There is a maintenance agreement in place and the City of Billings assumes responsibility for all path maintenance.

## 53 – LEWISTOWN (1 Path)

- **US 87 (US 87, MP 79.35 To 81.25) Excellent:** This is an asphalt separated path that is **1.9 miles** long and **8 feet** wide. This path was newly constructed and completed in 2018. This path has no issues and needs monitoring. There is a maintenance agreement in place. City of Lewistown assumes responsibility for general maintenance and snow removal. In the City of Lewistown Construction Agreement, the City of Lewistown will maintain or cause the maintenance of these paths for the life of these paths, unless otherwise noted.