

MASTER PLAN

For the 25th Street Pedestrian/Bike Bridge



Presented by:

High Plains Architects, P.C.
Randy Hafer, A.I.A.
Billings, Montana

September 2001

25th Street Pedestrian/Bike Bridge



**City of Billings
Billings, Montana**

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25th Street Pedestrian/Bike Bridge



City of Billings

Billings, Montana

A. PROJECT HISTORY AND DESCRIPTION

25th Street Pedestrian/Bike Bridge



City of Billings Billings, Montana

1. PROJECT HISTORY

In December 1997 the Downtown Billings Framework Plan was unanimously adopted by the Billings City Council and the Yellowstone County Commissioners. The plan was designed to be "an action plan for the future of downtown Billings" and to help guide decisions about its growth and development. Part of the framework plan identified six distinct downtown districts with one linking, transportation corridor.

In 1999, the Urban Design Committee of the Downtown Billings Partnership undertook a project to develop urban design guidelines for the various downtown districts identified in the Framework Plan. The project to develop design guidelines resulted in a 120-page sketchbook entitled "Urban Design Sketchbook". The sketchbook was presented at a public Open House in February of 2000 and was well received. The Urban Design Sketchbook documents existing conditions and provides unique recommendations for each of the districts. The recommendations for each district address, among other things, greenways, parking, circulation, connections and land use.

The historic Old Town district, located along both sides of the BNSF railroad tracks, contains the original commercial heart of Billings and the largest collection of remaining historic buildings in the city. The depot area of the district is experiencing a significant and exciting renewal with many formerly underutilized or abandoned historic buildings being redeveloped into new office, retail and commercial uses. One of the most important recommendations in the "Urban Design Sketch Book" for the Old Town district is to create a pair of pedestrian bridges over the tracks, one to be located at 25th Street and one at the other end of the district at 30th Street. New parking areas can be developed at each bridge location. In addition, the two bridges together create a pedestrian loop through the historic heart of the Old Town district as well as providing significant additional linkages across the tracks. Because of the redevelopment activity at the historic Depot, the bridge at 25th has been designated as a top priority. A pedestrian/bike bridge and greenway at this location provides connections to many ongoing planning and redevelopment efforts underway in the area. Those projects include:

- a. Bike Net – A significant segment of the Bike Net, bicycle trail system is being developed to connect downtown to the Yellowstone River. The route from the river extends north on South 25th Street to Minnesota

25th Street Pedestrian/Bike Bridge



City of Billings Billings, Montana

Avenue. At Minnesota, there is presently no way to cross the tracks so the trail will have to detour several blocks to the east to an existing vehicular underpass and return several blocks to the Depot. With a bridge at 25th Street, the trail can proceed directly to the Depot as planned.

- b. Parking – A large parcel of vacant land exists on the Minnesota Street side of the tracks at the proposed location of the bridge. A pedestrian bridge will provide access to parking for visitors and workers in the Depot area. The asphalt-paved lot will provide approximately 76 new parking spaces, including required handicap accessible spaces. In addition, the City of Billings is currently building a parking lot between 26th and 27th on Minnesota Avenue. The bridge will extend the areas of downtown that can be serviced by both of these lots. An additional 50 to 70 on-street parking spaces along Minnesota Avenue will also become available for general use.
- c. Oversize Vehicle Parking – The Framework Plan identified the need for oversize vehicle parking near downtown to allow out-of-town visitors traveling in motor homes a place to park to visit downtown. Currently no downtown parking facilities capable of accommodating large vehicles exist. The proposed parking lot on Minnesota Avenue will be designed to accommodate large vehicles and provide immediate access to the exciting Depot area via the bridge.
- d. Skate Board Park – A plan has been developed and fundraising is underway to develop a community park including a large skate boarding facility between 26th and 27th Streets along 1st Avenue South. This park will be located approximately one block southwest of the proposed bridge site.
- e. Minnesota Avenue Streetscape Plan – Work has begun on a project to develop a streetscape improvement plan for Minnesota Avenue from 25th Street to 30th Street. The boundaries of this planning effort were specifically set to include the proposed bridge accesses at each end. The ample greenway areas and path running through the proposed parking lots will serve as a connection to the Minnesota Streetscape Plan and to the improvements already in place on Montana Avenue.
- f. Gateway Triangle Redevelopment – The neighborhood immediately south of the proposed bridge site is beginning to study the possibilities of redeveloping the area into an urban industrial park. This property is adjacent to south 25th Street and access to other parts of downtown would be greatly facilitated by the addition of a pedestrian bridge at 25th Street.

25th Street Pedestrian/Bike Bridge



City of Billings Billings, Montana

The proposed 25th Street Pedestrian/Bike Bridge concept has been presented to city officials, the downtown parking committee, the Downtown Billings Partnership, the Big Sky Economic Development Authority, the Montana Avenue Property Owners, the downtown property owners committee and many other interested groups. The concept has been greeted with widespread enthusiasm. An ad-hoc committee of interested and supportive community leaders has been meeting to further the project. As of this date, we have: 1) identified a bridge and a willing seller, 2) received a bid to move the bridge from Joliet and set it in Billings, 3) contacted the railroad and have received sample leases for the proposed parking lot and an easement to cross the tracks, 4) received a commitment from local steel fabricators to contribute steel and fabrication time and 5) received a commitment from a local business owner to assist with the costs of developing the parking lot.

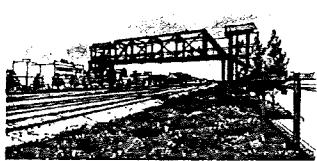
2. 25th STREET BRIDGE and SITE DESCRIPTION

The proposed bridge structure is an existing 18 feet wide, 111 feet long, 20 feet high riveted steel Warren truss style bridge built in 1901 that was originally used as a horse and buggy bridge across Rock Creek near Joliet in Carbon County. The bridge was removed from service and moved to a storage site in 1988. It is in good condition and will easily accommodate design loads necessary for people and bicycles. New decking will be installed to ensure safe and usable year round service. Fencing will be installed on the sides of the bridge to prevent climbing or throwing of objects onto the tracks but still allow an unobstructed view of the trains and railroad tracks.

The two structures supporting the bridge will be constructed of steel with concrete foundations. Each of the two supporting structures will house an elevator and stair for access to the bridge by pedestrians, bicyclists and persons with disabilities. The elevators will be sized to accommodate three bikes at a time and the staircases are wide enough to easily walk up with a bike. The bridge, circulation towers and surrounding site will meet all ADA accessibility requirements.

The bridge and connecting greenway will serve as a visual and physical link between Montana Avenue and Minnesota Avenue. The greenway lends itself to the opportunity for artistic expression that would further attract interest to the area. Plans for the approach and entrance areas to the bridge propose the greenway be used to display sculpture and other outdoor art attractions. The space will be developed as a small urban park and provide benches for seating and viewing artwork.

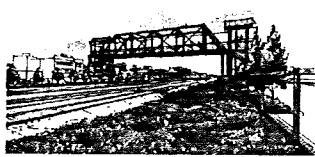
25th Street Pedestrian/Bike Bridge



**City of Billings
Billings, Montana**

B. PRELIMINARY COST ESTIMATE

25th Street Pedestrian/Bike Bridge



**City of Billings
Billings, Montana**

PRELIMINARY COST ESTIMATE

September 2001

CONSTRUCTION COSTS

Bridge purchase (lump sum)	\$ 25,000
Bridge move and set (lump sum)	\$ 22,000
Bridge repair (lump sum)	\$ 20,000
Deck (lump sum)	\$ 20,000
Excavate/foundation (2 @ \$5000 each)	\$ 10,000
Towers (2 @ \$40,000 each)	\$ 80,000
Elevators & hoist ways (2 @ \$60,000 each)	\$ 120,000
Stairs (2 @ \$10,000 each)	\$ 20,000
Parking lot	\$ 48,000
Landscaping & irrigation	\$ 12,000
Fence	\$ 20,000
Lighting (bridge, parking lot, path)	\$ 38,000
Curb & gutter	\$ 7,000
Sidewalk	<u>\$ 20,000</u>

SUBTOTAL \$462,000

Construction Contingency 15% \$ 69,300

CONSTRUCTION TOTAL \$531,300

PROFESSIONAL DESIGN FEES

Master Plan Development	\$ 9,000
Construction Documents	<u>\$ 38,000</u>

PROFESSIONAL DESIGN FEE TOTAL \$ 47,000

DESIGN AND CONTRUCTION GRAND TOTAL \$578,300

NOTE: The estimate does not include the purchase or installation of artwork or decorative cross walks in public streets.

OSTERMILLER HOUSE MOVING
5415 RUSTIC AVENUE
BILLINGS MONTANA 59106
652-2375 CELLS 698-4837 670-5218

PROPOSAL

August 12, 2001

High Plains Architects
At: Susan Belser
1 South Broadway
Billings MT 59101

Ms. Belser,

To move an overhead steel bridge, measuring 18'4" wide, 111' long and 20' high, the loaded height will be about 25' high, located now at Charles Ringer Gallery in Joliet, MT. to South 25th St. and the railroad tracks in Billings, MT. Remove the bridge from the moving equipment by crane, place the bridge on the supporting structure that it will rest on that you will have constructed. When the bridge is placed on its support and safely secured by people other than Ostermiller House Moving, OHM's work is finished.

It will be your responsibility to clear everything with the City of Billings and the railroad that they may require that is different from ordinary moves.

OHM will furnish the Montana Highway permit, any county permit, if required. City of Billings moving permit, if the city considers this as an ordinary move, this should be checked out with them because they tend to change things now and then.

OHM will schedule the move with all utilities and the Railroad, but it is your responsibility to pay wire raising charges and railroad crossing expense

OSTERMILLER HOUSE MOVING will be responsible for the bridge while loading, transporting and setting up on the supporting structure except for normal moving damage and vandalism.

OSTERMILLER HOUSE MOVING's liability for this bridge and its' attachments is limited to \$50,000. and is subject to \$2500. deductible. This can be increased, if desired, with an additional charge.

This move will have to be scheduled with several things in mind, such as traffic and road construction. The best time to move would be early spring or late fall due to having to cross a fair sized irrigation ditch which runs full all summer long.

The route we have picked out now looks good considering everything, but that could change over time

As things look today, to move the bridge and place it on piers across the tracks in Billings as stated above----- \$21,820.00

If this project is delayed past late fall 2001 the price is subject to an increase due to time and elements.

OSTERMILLER HOSE MOVING

25th Street Pedestrian/Bike Bridge



**City of Billings
Billings, Montana**

C. ANNUAL OPERATING COSTS

25th Street Pedestrian/Bike Bridge



City of Billings
Billings, Montana

ANNUAL OPERATING COSTS

September 2001

ELEVATORS (2)

Annual Elevator Service contract- 2 @ 120/month	\$2880
Phone line for security phones - 2 @ \$34/month	\$ 816
Answering service for elevator phone - 2 @ 12.50/month	\$ 300

CLEANING SERVICE

Bridge, stairs, elevators, windows	\$6000
Windows Exterior	\$ 400
Pressure wash stairs	\$ 200

SECURITY PATROL

Random walk through	
Daily, late night	\$5000

LIGHTING

\$2000

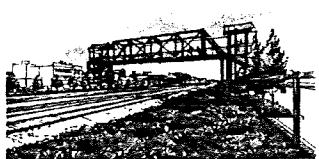
MRL LAND LEASE ESTIMATE

To be negotiated with MRL	\$8000
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ANNUAL ESTIMATED OPERATION COSTS

\$25,596

25th Street Pedestrian/Bike Bridge



**City of Billings
Billings, Montana**

D. LETTERS OF SUPPORT

DOWNTOWN BILLINGS PROPERTY OWNERS' COMMITTEE
2906 THIRD AVENUE NORTH
BILLINGS, MT 59101

October 1, 2001

The Honorable Chuck Tooley and
Members of the Billings City Council
P.O. Box 1178
Billings, Montana 59103-1178

Re: Proposed Downtown Railroad Bridge

Dear Mayor:

At their meeting on September 12, 2001, the Downtown Billings Property Owners' Committee voted to express their enthusiastic support for the bridge over the railroad at North 25th Street, which has been proposed by a group led by Terry Lee and the folks from High Plains Architects. The proposed bridge would link the awakening community on Minnesota Avenue with the lively activities already taking place on Montana Avenue and would provide additional parking in that area.

In addition, the project would be useful in completing the Bikenet and it would also improve ease of access for the young people who will be using the Skate Park planned for the corner of South 27th Street and First Avenue South and the patrons of the parking lot the City is already working on at the corner of Minnesota and South 27th Street. And what an opportunity to create a unique artistic expression and a relatively inexpensive attraction for Downtown.

For all these reasons, the Property Owners support this project and ask that you consider it as an important project for our community. Thank you for your kind attention to this matter and your continuing efforts on behalf of Downtown Billings.

Sincerely yours,


Ken Nicholson, Chairman
Downtown Billings Property
Owners' Committee

Cc: Taylor, Keefe, Mattix

Krivonen Associates



725 Grand Ave ♦ Billings, MT 59101
Phone (406) 259-1184 ♦ Fax (406) 256-1659
Krivonen@aol.com

February 20, 2001

*Big Sky Economic Authority
Granite Tower
222 N 32nd St
Billings, MT 59101
Attn: Casey Joyce*

RE: Carbon County Steel Bridge

Dear Casey,

Several months ago, Randy Hafer and I looked at the old 1901 Carbon county steel bridge sitting in Charlie Ringer's side yard. We found the bridge to be in reasonably good condition. All of the essential components necessary to make the bridge function properly appeared to be in place. There were several bent components that were likely bent during takedown and transport to Charlie Ringer's place. At least two of the end support connections were badly corroded and rusted. As a result, some serious structural retrofit will be required at those locations before the final pickup and assembly.

The old Warren style bridge sitting in Charlie Ringer's yard is an excellent example of bygone years. Designed as a vehicle bridge, with the appropriate decking, this bridge will accommodate people and bicycle code design loads in future years.

Please let us know of concerns or questions relative to the bridge assembly. Thank you for your inquiry.

Respectfully,

Wes Krivonen, P.E.



February 21, 2001

City of Billings
25th Street Pedestrian Bridge
Billings MT 59101

Dear Sir:

Computers Unlimited will give \$50,000 to the Bridge Project for paving the parking area on the South side of the bridge. In return, Computers Unlimited will have all the parking rights to the area for a period of at least three years after completion of the project. Computers Unlimited will be responsible for cleaning, snow removal, and lease payments to MRL. Computers Unlimited will have the sole right to sublease parking spots. The City of Billings after three years can at any time take over responsibility of the parking area by refunding to Computers Unlimited the original amount interest free. This arrangement is similar to the Depot Parking lease.

Sincerely yours,

Michael Schaer
Michael Schaer
President, Computers Unlimited

CORPORATE
2407 Montana Ave.
Billings, MT 59101-2336
PHONE (406) 255-9500
FAX (406) 255-9595

PORTLAND
9540 S.W. Tualatin-Sherwood Rd.
Tualatin, OR 97062
PHONE (503) 692-7256
FAX (503) 691-2435

www.cu.net

PHOENIX
1555 W. University Dr., Ste. 108
Tempe, AZ 85281
PHONE (602) 968-6333
FAX (602) 967-6685

sales@cu.net

NEW YORK
138 E. 30th St.
New York, NY 10016
PHONE (212) 679-1030
FAX (212) 679-1030

TORONTO
1200 Markham Rd., Ste.425
Scarborough, Ontario M1H 3C3
CANADA
PHONE(416) 410-0204



February 26, 2001

Mr. Casey Joyce
B.S.E.D.A.
222 North 32nd St.
Billings, MT 59101

Dear Mr. Casey,

Please let this letter serve as my affirmation of financial commitment to the pedestrian bridge across the railroad track project.

I believe this project is very worthwhile and should be executed in a timely manner.

As a strong show of support for this project, WMK will extend it's best efforts to furnishing all the steel necessary for the entire project on a donated basis if not a substantial portion by all of the members of our local industry.

I believe the steel industry will wholeheartedly support this project and believe my commitment will encourage other industries to step forward with in-kind donations as well.

This project will give us all something to be proud of for generations to come.

Sincerely,

A handwritten signature in black ink, appearing to read 'Duane Anderson'.

Duane Anderson
President

Yellowstone
City-County
Health
Department

Phone: (406) 247-3200 • Fax: (406) 247-3202
123 South 27th St. • P.O. Box 35033 • Billings, MT 59107

July 25, 2001

Sample Foundation
PO Box 279
Billings, MT 59103

FILE # 84-003
AUG -1 2001
W. C. BROWN
CITY OF BILLINGS
2001-06-26

Dear Foundation Members:

I am writing this letter in support of the Sample Foundation grant application to fund placement of a pedestrian and bicycle bridge over Montana Rail Link in line with 25th Street. As a provider of health care services to predominately low-income community members on the south side of Billings, it has always been difficult to access our facility by people walking to the clinic if they have to cross the railroad tracks. I understand the proposal also includes a parking lot which would be a welcome addition since parking is at a premium for our increasing clientele.

I believe a project of this nature reflects the true community spirit of improving access to essential service areas of our town that are frequently limited due to the location of the railroad tracks. A pedestrian and bicycle bridge is a good first step in addressing these access concerns.

Thank you for the opportunity to offer my support for this needed addition to our community for the residents and businesses in this area of town.

Sincerely,

Lil Anderson

Lil Anderson
Chief Executive Officer

cc: Darline Tussing



July 31, 2001

Ms. Darlene Tussing, Alternate Modes Coordinator
BikeNet
Planning Office, 4th Floor Library Building
510 North Broadway
Billings, MT 59101

RE: 25th Street Bike path Bridge

Dear Ms. Tussing:

I am pleased to inform you that on July 24, 2001, the Homer A. and Mildred S. Scott Foundation approved a matching grant of \$5,000.00 to BikeNet. This grant is being made in response to your request of May 30, 2001. This is to be used specifically toward the 25th Street Bridge section of the path. This grant requires a 3:1 match of our funds. When you have received donations in the amount of \$15,000 our funds will be available for the project. You will have two years to raise the matching funds.

As part of the grant agreement, we will need a final report upon completion of the project or by December 31, 2001. The report should include a financial report that shows revenues and expenses for both the project and the organization in the fiscal year(s) during which the grant funds were spent. It should clearly show the amount granted by the Homer A. and Mildred S. Scott Foundation and how these funds were expended. The report should also include a narrative summary of your activities highlighting your goals and how they were achieved.

You should feel free to announce this grant when it would most benefit your project or fundraising campaign. We only ask that you send us copies of any news articles.

Under United States Law, the Homer A. and Mildred S. Scott Foundation grant funds may be expended only for charitable, scientific, literary, or educational purposes. This grant is made only for the purposes stated in this letter and the documents referenced above, and it is understood that these grant funds will be used for such purposes. Any grant funds not expended or committed for the purposes of the grant will be returned to the Homer A. and Mildred S. Scott Foundation. The undersigned agrees not to use any grant funds:

- (a) To carry on propaganda, or otherwise attempt to influence legislation within the meaning of section 4945(d)(1), IRC of 1954;
- (b) To influence the outcome of any specific public election or to carry on directly or indirectly, any voter registration drive within the meaning to section 4945(d)(2), IRC of 1954;

- (c) To make any grant which does not comply with the requirements of section 4945(d)(3) or (4), IRC of 1954; or
- (d) To undertake any activity for any purpose other than one specified in section 170(c)(2)(B), IRC of 1954.

If this letter correctly sets forth your understanding of the terms of this grant, will you please indicate your organization's agreement to such terms by having this letter countersigned by an appropriate officer of your organization and return it to the Homer A. and Mildred S. Scott Foundation. The copy is for your records. It is also understood that by countersigning this letter your organization confirms that there has been no change in its qualifications as an organization exempt from income taxation pursuant to Section 501 (c) (3) of the Internal Revenue Code or its classification as not a private foundation. If any change occurs, please notify the Foundation.

Darlene, I really enjoyed the tour and seeing a whole new part of Billings! We extend our best wishes to you for continued success and look forward to hearing about your accomplishments during the year.

Sincerely,



Jo Verley Scott
Executive Director

ACCEPTED AND AGREED:

BikeNet

By: _____
(Signature)

Name: _____
(Print)

Title: _____

Date: _____

Payment check should be directed to: (Please Print)

(Organization Name)

(Address)

(City/State)



COPY

Billings Gazette
Attn: Evelyn Noennig
PO Box 36300
Billings, MT 59107

July 27, 2001

Dear Evelyn,

I am writing in support of the pedestrian bridge at 25th and Montana Avenue. This bridge would be a fantastic enhancement to the Montana Avenue Historic District. In addition, it would be a significant tourist attraction and we need to expand this area in order to keep the dollars from Montana's second largest revenue source within our city.

The bridge would provide a direct link to a vast parking area on the south side of the MRL tracks. In order for Montana Avenue to keep its growth moving forward, parking is a critical area that must be addressed. Computers Unlimited has committed to \$50,000 for the parking area on the south side of the MRL tracks.

This bridge will also provide the last link of the bike trail to the downtown district of Billings. This would have the effect of bringing more people downtown.

Your help in this project would be greatly appreciated.

Very truly yours,

A handwritten signature in cursive script that reads "Michael Schaer".

Michael Schaer
President

CORPORATE
2407 Montana Ave.
Billings, MT 59101-2336
PHONE (406) 255-9500
FAX (406) 255-9595

PORTLAND
9540 S.W. Tualatin-Sherwood Rd.
Tualatin, OR 97062
PHONE (503) 692-7256
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PHOENIX
1555 W. University Dr., Ste. 108
Tempe, AZ 85281
PHONE (602) 968-6333
FAX (602) 967-3685

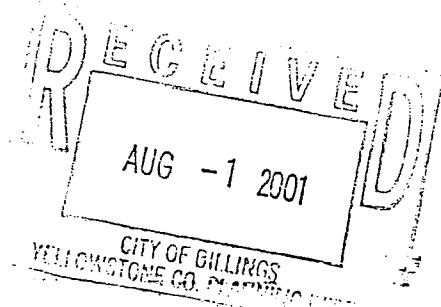
Yellowstone
City-County
Health
Department

Phone: (406) 247-3200 • Fax: (406) 247-3202
123 South 27th St. • P.O. Box 35033 • Billings, MT 59107

COPY

July 25, 2001

Sample Foundation
PO Box 279
Billings, MT 59103



Dear Foundation Members:

I am writing this letter in support of the Sample Foundation grant application to fund placement of a pedestrian and bicycle bridge over Montana Rail Link in line with 25th Street. As a provider of health care services to predominately low-income community members on the south side of Billings, it has always been difficult to access our facility by people walking to the clinic if they have to cross the railroad tracks. I understand the proposal also includes a parking lot which would be a welcome addition since parking is at a premium for our increasing clientele.

I believe a project of this nature reflects the true community spirit of improving access to essential service areas of our town that are frequently limited due to the location of the railroad tracks. A pedestrian and bicycle bridge is a good first step in addressing these access concerns.

Thank you for the opportunity to offer my support for this needed addition to our community for the residents and businesses in this area of town.

Sincerely,

Lil Anderson

Lil Anderson
Chief Executive Officer

cc: Darline Tussing



July 25, 2001

Darlene Tussing
Alternate Modes Coordinator
BikeNet
4th Floor, Library Building
501 North Broadway
Billings, MT 59101

COPY

Dear Darlene,

I am pleased to write in support of the BikeNet application and funding request to the Travel Montana – Tourism Infrastructure Investment Program (TIIP).

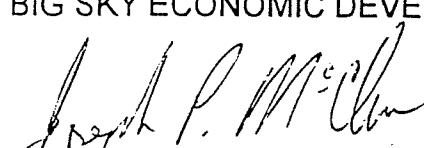
I strongly support a pedestrian and bicycle bridge across the Montana Rail Link railroad tracks on North 25th Street in downtown Billings. The addition of a bike-pedestrian bridge and the existing multi-use trail system will provide residents and visitors increased opportunity for touring cultural and historic attractions along the trail, more direct connections to the distinctive "Rimrocks" or natural areas around Billings, offers better access from the downtown hotels, convention centers, and the Downtown Business District.

This bike-pedestrian walkway and the proposed bridge facilitates not only creates a transition from pure recreation, but also promotes a community enhancement as viable, economic tool enabling the community population to move about without total dependence on motorized vehicular infrastructure—with commensurate costs in infrastructure, maintenance, and pollution. For the first time in Montana's largest city, the public will be able to appreciate what non-motorized transportation offers. This pedestrian and bicycle bridge on North 25th Street in downtown Billings becomes a critical connection to allow commuters, recreational folk, surrounding residents, and visitors to access downtown jobs, shopping, medical facilities, historic or cultural sites, and other recreational opportunities.

BikeNet is a creditable recipient for the Travel Montana – TIIP funds, so I encourage a most favorable review of their application.

Sincerely,

BIG SKY ECONOMIC DEVELOPMENT AUTHORITY


Joseph P. McClure
Executive Director

Letters of Support - 1

BikeNet's 25th Street Bike/Pedestrian Bridge – "Downtown Connection" • Billings • TIIP 2001

August 10, 2001

The Sample Foundation
Joseph and Miriam Sample
P.O. Box 279
Billings, MT 59103

COPY

Dear Joe and Miriam:

I write on behalf of the Yellowstone River Parks Association and our desire to see the following request considered.

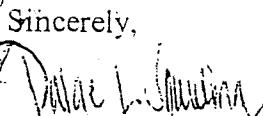
This letter is in support of the Billings BikeNet application for funding assistance from the Sample Foundation. BikeNet is our sister organization in supporting and developing trails. Whereas we concentrate mainly on trails along our beautiful Yellowstone River, BikeNet focuses on the needs of the greater community area, which also is inclusive of the natural areas along the Rimrocks and the Yellowstone River.

A very important part of this work is the development of a trail-bikeway from the existing Greenway and Dutcher Trail complex to the downtown area and a continuation of the trail towards Riverfront Park. This plan also includes the 25th Street Bridge that would provide the necessary connection to link the bike trail from the river into the historic district along Montana Avenue. Such a connection, currently being planned, is critical to allow commuters, recreational folk and visitors to use non-vehicular means to access downtown jobs, shopping, and recreation. For the first time in Montana's largest city, the public will be able to appreciate the opportunity non-motorized transportation can offer. Bikeways and trails with the 25th Street bridge connection will transition from pure recreation and community enhancement to an economic dynamic enabling the greater Billings residents and visitors to explore without total dependence on motorized vehicular infrastructure—and the commensurate costs in infrastructure, maintenance, and pollution.

It is so vital that we preserve the natural areas for future trail corridors and the bridge over the railroad will provide the link to connect the south area of Billings with the north.

We very strongly support this application for assistance and appreciate your time and consideration.

Sincerely,


Paige L. Spalding
President

Go with the flow.

YELLOWSTONE RIVER PARKS ASSOCIATION

2825 3rd Avenue North
P.O. Box 2040
Billings, Montana 59103

Montana

July 20, 2001

Avenue

Billings Gazette
Attn: Evelyn Noennig
PO Box 36300
Billings, MT 59107

Billings

Dear Selection Committee,

Montana

I am pleased to write this letter of support for the request from BikeNet. As a regional history museum interpreting and reflecting Yellowstone River Valley life, the Center has been working in partnership with many other cultural, historic and natural resource sites and organizations. The bike trails developed in the City of Billings and Yellowstone County provide a valuable recreation and educational experience for our youth, families, and adults of all ages. The bike trails link many of the historical places in the Billings landscape such as Two Moon Park, the Metra Park Fairgrounds and soon, with the placement of the 25th St. Bridge over Montana Rail Link, the historic Montana Avenue of downtown Billings.



Phone

Within the broader context of the economy and amenities in Yellowstone County, the bike trail with the bridge is an important component of cultural tourism and the bridge with it's historical and artistic enhancements will create a monument and tourist attraction. As "quality of life" activities, bike trails provide a focus on issues of green space and public lands. BikeNet is doing an excellent job addressing the need for recreation, the importance of open space and a holistic approach to understanding the relationships between natural resources and cultural and historic sites.

(406) 256-6809

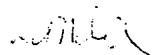
The Western Heritage Center will be working in partnership with BikeNet to develop an interpretive signage program, bicycle tours for our "Museum Without Walls" programs and maps featuring trails and walking tours of downtown Billings.

FAX

I encourage you to give serious consideration of the grant request submitted by BikeNet.

(406) 256-6850

Sincerely,



E-mail

Lynda Bourque Moss
Director

COPY



Special Opportunities for Special People

COPY

OFFICERS: July 23, 2001

President

Tim Leuthold

Vice-President

Eric Hoffman

Secretary/Treasurer

Dr. Dan Yazak

Past President

Dr. Dave Movius

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Bill Huppert

Wayne Kimmel

Julie Lovell

Duncan Peete

Greg Ryan

Dave Shannon

Mark Wakai

ADMINISTRATOR:

Mendi Johnson

Executive Director

Billings Gazette
Attn: Evelyn Noennig
PO Box 36300
Billings, MT 59107

Dear Selection Committee,

I would like to write a letter of support for the Billings Bike Trails on behalf of Eagle Mount Billings. Our mission is to provide comprehensive quality recreation therapy to the disabled of all ages.

The adaptive recreation programs we currently offer include ski, golf, swim, field and stream and biking. We started our adaptive biking program several years ago and in the time the number of participants that have been interested has nearly tripled, and the program has much more potential. For our beginning riders, one of our challenges is finding a safe environment to teach them how to ride and give them practice experience. We've conducted teaching sessions in the parking lot of a local high school, which is a great environment to teach but doesn't give a lot of room to just ride. In the past few years, we ventured our bikers onto the Billings Bike Trails and they were perfect! They provide a well-groomed area that doesn't cross a lot of high traffic streets. Our adaptive bicyclists gained good experience using the bike trails and we continue to use them for our program.

We support the efforts of the city to maintain and expand the bike trails and are also very excited to see the 25th St. Bridge connection over Montana Rail Link that will also provide an elevator to accommodate those folks in wheelchairs or adaptive bikes. This bridge will provide a link to the trail system and the Yellowstone River and provide a safe connection between north and south without the inconvenience of waiting for train traffic. We look forward to growing our biking program and are pleased with the use of the bike trails in this endeavor. If I can offer any additional information, please contact me at 406-245-5422.

Sincerely,

Charlie Pett

Interim Executive Director

www.eaglemountbillings.org

2822 3rd Avenue North, Suite No. 203 • Billings, Montana 59101-1934 • (406) 245-5422
...They shall mount up with wings as eagles. ISAIAH 40:31



CITY OF BILLINGS

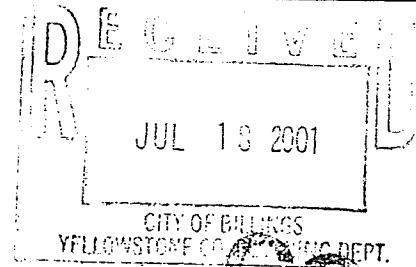
CHARLES F. TOOLEY, MAYOR

P.O. BOX 1178
BILLINGS, MONTANA 59103
(406) 657-8296
FAX (406) 657-8390



July 20, 2001

Billings Gazette
Attn: Evelyn Noennig
PO Box 36300
Billings, MT 59107

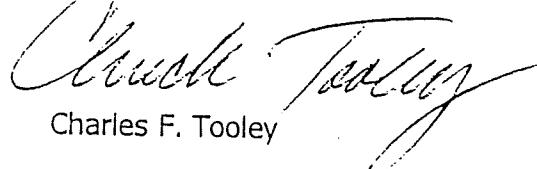


Dear Selection Committee:

The trail network has provided a positive amenity to the City of Billings. Although we only have approximately 4 miles of paved trail completed, we already see what it's potential can mean for this community. The downtown has been challenged to change its focus, with some larger retail businesses moving to mall locations. However our downtown is still vibrant with City government, banks and businesses, restaurants, Western Heritage Museum, the Parmly Library, Yellowstone Art Center and the Alberta Bair Theatre being housed in this area. We also have a regional medical corridor (servicing Montana, Wyoming, South Dakota, and North Dakota) within walking distance of the downtown community that provides two large hospitals and several medical facilities and clinics. There has been increased focus on rejuvenating the old historic district along Montana Ave. and several businesses that have located there have experienced a strong sense of community pride and history. With all of these facilities in a concentrated area, you can see why the downtown trail link and the 25th Street Bike/Pedestrian Bridge is a high priority. We see the bridge and trail providing a stimulus to upgrade and create a green space in the industrial district that lies between the Yellowstone River and the Downtown area. The bridge and trail will provide an alternative mode of transportation for commuters as well as an opportunity for visitors to experience the beauty of our natural environment with the Rimrocks on the northern edge and the Yellowstone River on the southern boundary.

Eventually as the trail network grows we see it connecting homes, parks, schools, business centers and more of our community as well as a corridor along the Rims and the River. Our citizens are excited to see this network develop. In fact, we hear, "when can we get the trail into my area so I don't need to put my bike in the car and drive to enjoy it". As you know, resources are limited and the city contributed some of the matching dollars with the last trail project, but in order to reach our goals, we will need to look to other avenues for these resources. We hope you will look favorably on this grant request as Billings has viewed the trail system as a strong priority already back in the early nineties. We look forward to hearing back from you. Thank you for your time and consideration of this application.

Sincerely,


Charles F. Tooley

Yellowstone County



COMMISSIONERS

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

July 24, 2001

P.O. Box 35000
Billings, MT 59107-5000

COPY

Travel Montana
Attn: Victor Bjornberg
Department of Commerce
1424 9th Ave.
PO Box 200533
Helena, MT 59620-0533

Dear Selection Committee Members,

The Board of County Commissioners is excited to see the continuation of the trails system in the Billings community. Currently, Yellowstone County has a little over 4 miles of paved trails, of which half are in the city limits. The next link, with the bike/pedestrian bridge over Montana Rail Link, will bring the trail into downtown Billings from the Yellowstone River, and provide many opportunities for this community. It will be an access for visitors as well as citizens to have a direct link to several of our natural areas with the Rimrocks and the Yellowstone River already a part of the network. This connection will offer an opportunity for using the trail system as a transportation corridor. Commuters will be able to access downtown businesses and the Billings Heights, as well as the various businesses close to the river corridor such as the Conoco and Exxon Refineries, Montana Power, and the City Public Utilities and Water Treatment Plant.

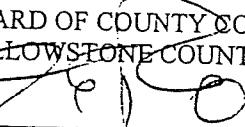
Yellowstone County currently owns and operates the MetraPark Exposition Complex, which is the entertainment and activities center for this entire region. This complex is on the existing trail network and the 25th St. Bridge with the downtown link will provide another opportunity for people to access this facility. Our constituents are anxious to see this network expand.

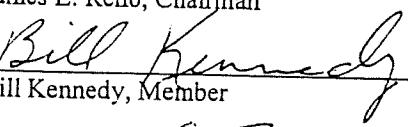
Yellowstone County was able to put some bridge fund money into the last trail project. However, with limited public funds from our property tax dollars, it will be difficult for us to repeat that support and so we look to foundations like yours for help to reach our goals.

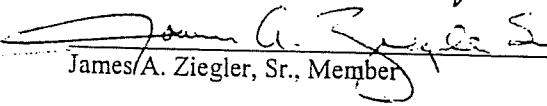
We hope you will look favorably on this request. Thank you for your time and consideration of this proposal.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA


James E. Reno, Chairman


Bill Kennedy, Member


James A. Ziegler, Sr., Member

BOCC/pt

Letters of Support - 2

BikeNet's 25th Street Bike/Pedestrian Bridge - "Downtown Connection" • Billings • TIIP 2001



CITY OF BILLINGS

CHARLES F. TOOLEY, MAYOR

P.O. BOX 1178
BILLINGS, MONTANA 59103
(406) 657-8296
FAX (406) 657-8390



July 20, 2001

Travel Montana
Victor Bjornberg
Department of Commerce
1424 9th Ave.
PO Box 200533
Helena, MT 59620-0533

JUL 13 2001
COPY

Dear Selection Committee Members,

The trail network has provided a positive amenity to the City of Billings. Although we only have approximately 4 miles of paved trail completed, we already see what it's potential can mean for this community. The downtown has been challenged to change its focus, with some larger retail businesses moving to mall locations. However our downtown is still vibrant with City government, banks and businesses, restaurants, Western Heritage Museum, the Parmly Library, Yellowstone Art Center and the Alberta Bair Theatre being housed in this area. We also have a regional medical corridor (servicing Montana, Wyoming, South Dakota, and North Dakota) within walking distance of the downtown community that provides two large hospitals and several medical facilities and clinics. There has been increased focus on rejuvenating the old historic district along Montana Ave. and several businesses that have located there have experienced a strong sense of community pride and history. With all of these facilities in a concentrated area, you can see why the downtown trail link and the 25th Street Bike/Pedestrian Bridge is a high priority. We see the bridge and trail providing a stimulus to upgrade and create a green space in the industrial district that lies between the Yellowstone River and the Downtown area. The bridge and trail will provide an alternative mode of transportation for commuters as well as an opportunity for visitors to experience the beauty of our natural environment with the Rimrocks on the northern edge and the Yellowstone River on the southern boundary.

Eventually as the trail network grows we see it connecting homes, parks, schools, business centers and more of our community as well as a corridor along the Rims and the River. Our citizens are excited to see this network develop. In fact, we hear, "when can we get the trail into my area so I don't need to put my bike in the car and drive to enjoy it". As you know, resources are limited and the city contributed some of the matching dollars with the last trail project, but in order to reach our goals, we will need to look to other avenues for these resources. We hope you will look favorably on this grant request as Billings has seen the trail system as a strong priority already back in the early nineties. We look forward to hearing back from you. Thank you for your time and consideration of this application.

Sincerely,

Chuck Tooley

Charles F. Tooley

Letters of Support - 7

July 20, 2001

Montana

Travel Montana
 Victor Bjornberg
 Department of Commerce
 1424 9th Ave.
 PO Box 200533
 Helena, MT 59620-0533

Avenue

Billings

Montana

59101

COPY

Dear Selection Committee,

I am pleased to write this letter of support for the request from BikeNet. As a regional history museum interpreting and reflecting Yellowstone River Valley life, the Center has been working in partnership with many other cultural, historic and natural resource sites and organizations. The bike trails developed in the City of Billings and Yellowstone County provide a valuable recreation and educational experience for our youth, families, and adults of all ages. The bike trails link many of the historical places in the Billings landscape such as Two Moon Park, the Metra Park Fairgrounds and soon, with the placement of the 25th St. Bridge over Montana Rail Link, the historic Montana Avenue of downtown Billings.



Phone

(406) 256-6809

Within the broader context of the economy and amenities in Yellowstone County, the bike trail with the bridge is an important component of cultural tourism and the bridge with its historical and artistic enhancements will create a monument and tourist attraction. As "quality of life" activities, bike trails provide a focus on issues of green space and public lands. BikeNet is doing an excellent job addressing the need for recreation, the importance of open space and a holistic approach to understanding the relationships between natural resources and cultural and historic sites.

The Western Heritage Center will be working in partnership with BikeNet to develop an interpretive signage program, bicycle tours for our "Museum Without Walls" programs and maps featuring trails and walking tours of downtown Billings.

FAX

I encourage you to give serious consideration of the grant request submitted by BikeNet.

(406) 256-6850

Sincerely,

E-mail

Lynda Bourque Moss
 Director

Letters of Support - 8



1910 Broadwater Avenue
Billings, Montana 59102
(406) 656-8342

July 20, 2001

Travel Montana
Victor Bjornberg
Department of Commerce
1424 9th Ave.
PO Box 200533
Helena, MT 59620-0533

COPY

Dear Selection Committee Members,

The Spoke Shop is thrilled to see the evolution of trails in the Billings community. The BikeNet plan was adopted in 1994 and it's exciting to see those plans finally becoming a reality. The Spoke Shop played an active role in the planning and implementation of the Grand Opening of the MetraPark link and we're anxious to see that next connection to the downtown district.

We have already noticed an influx of business due to the new trail link opening. Several customers who live near the trail have come in to buy bikes for their wives or themselves and have commented that there is finally a decent place to ride bikes in Billings. Others who don't live as close to the existing trail are elated to hear that the downtown connection is next and of course can hardly wait until it connects to their neighborhood. People have been very impressed with the trail as it meanders along the Rimrock bench which overlooks the city, river and Two Moon Park and then drops down along Alkali Creek and along the Yellowstone River. The trail with the 25th St. Bridge will be such a wonderful opportunity to link people and the community with our natural wonders as well as giving them the chance to use their bikes for commuting instead of depending on their vehicles. Billings is ready, which was evidenced when they passed a bond issue for trails in November 1999, and we're elated to be a part of it. It just can't happen fast enough, but we hope that your foundation will help us reach out and connect our trails network.

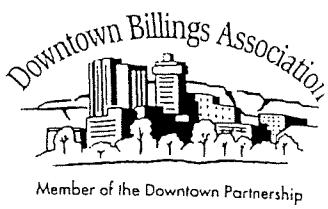
Thank you for taking the time and energy to review this application and if we can be of any help, please feel free to give us a call.

Best Regards,

Jim Downs

Jim Downs
Owner of the Spoke Shop

Letters of Support - 9



July 18, 2001

Travel Montana
Victor Bjornberg
Department of Commerce
1424 9th Ave.
PO Box 200533
Helena, MT 59620-0533

Downtown Billings Association, Inc.
2906 3rd Ave. North • Billings, MT 59101
Phone: 259-5454 • Fax: 294-5061
Email: dba@downtownbillings.com

COPY

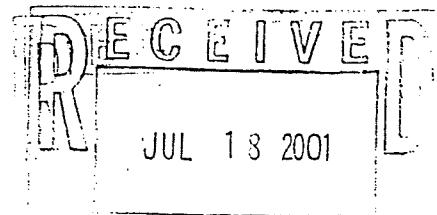
Dear Selection Committee Members,

The Downtown Billings Association would like to offer its strong support for the local BikeNet project. We like to think of Downtown Billings in terms of being "Everyone's Neighborhood." And, we cannot think of a neighborhood that would not welcome bicycles. As we struggle to convert our Downtown from a system of automobile passages to a network that is friendly to pedestrian and alternate transportation system, we look forward to the day that we can be connected to the Billings bike trails.

We would like to congratulate the Billings people who have worked so hard to put into place the wonderful trails that we currently enjoy. Further, we support and anxiously await the continuation and expansion of that trail system and also the 25th St. Bridge that will link the trail over Montana Rail Link. It is not only a wonderful addition for our citizens, but also provides another opportunity to bring visitors into our community and for them to be able to access our natural areas. Keep up the great work!

Sincerely,

Greg A. Krueger
Executive Director



Letters of Support - 5



Sheraton Billings

H O T E L

EXECUTIVE OFFICES

July 21, 2001

Victor Bjornberg
Travel Montana
Department of Commerce
1424 9th Ave
P.O. Box 200533
Helena, MT 59620-0533

COPY

To Whom It May Concern:

The Sheraton Billings Hotel and myself are proud to have this opportunity to support the trails and bridge project for the TIIP program.

The Trails Corridor and 25th Street Bridge project will be an impeccable asset to the improvements and growth in our downtown community. With these facilities, we will be fortunate to offer another mode of exploration to our city's natural and historical resources for our guests and local citizens such as the rimrocks and the Yellowstone River.

The Sheraton Billings Hotel had the opportunity to host the State Trails Conference last spring. Trail advocates came from across the state and were treated to educational workshops on trail development as well as the opportunity to view our existing trail system and this proposed link.

Thank you for your consideration, and if I can be of any further assistance please do not hesitate to contact me at (800)588-7666, ext. 7210.

Best regards,

A handwritten signature in cursive ink that reads "Linda Stevens".

Linda Stevens
Director of Sales

Letters of Support - 3

BikeNet's 25th Street Bike/Pedestrian Bridge - "Downtown Connection" • Billings • TIIP 2001



CITY-COUNTY PLANNING DEPARTMENT

4TH FLOOR, PARMLY LIBRARY • 510 NORTH BROADWAY • BILLINGS, MONTANA 59101
PHONE: (406) 657-8246 • FAX: (406) 657-8252

July 19, 2001

Billings Gazette
Attn: Evelyn Noennig
PO Box 36300
Billings, MT 59107

Dear Selection Committee,

As part of the transportation plan for the City of Billings, we have adopted the BikeNet Plan, which provides an opportunity for an alternate mode of transportation. We only have a little more than 4 miles completed in this network, but have already seen the effects of incorporating this type of transportation system. As the trail increases in length we have experienced increased usage of the bike racks on our bus transit system. We recently conducted a traffic count on the trail and although the ridership was greatest on the weekend, we also saw considerable use during the week as a corridor for commuters. The existing trail begins in the Billings Heights area, which experiences a natural barrier from the rest of the Billings community due to the Rimrocks. Because of this barrier, there is only one main road that allows downtown access from the Heights. From a transportation standpoint, we see this next connection of the trail to the heart of downtown being such a crucial link, as it will provide that alternate corridor for commuter traffic. I dare say that at rush hour, those folks choosing to use a bike on the bike trail will be able to commute much faster than their counterparts in vehicular traffic.

The Downtown connection with the 25th Street Bridge over Montana Rail Link will also give our visitors and citizens an easy access to the Yellowstone River and the Rims without having to use a motorized vehicle. The bridge will provide a safe connection over MRL without the inconvenience of waiting for train traffic and help ease the parking shortage experienced in the downtown area. Our two largest hotels and conference centers in the downtown area would be readily available to the bridge and trail system. With the MetraPark complex already on the existing trail, this connection would provide another opportunity for people to access this regional entertainment and convention area.

There are also numerous businesses along the riverfront including City Water & Utilities, the City Waste Treatment Plant, Exxon and Conoco Refineries and Pennsylvania Power and Light. Employees of these facilities are already using the trail for commuting. The

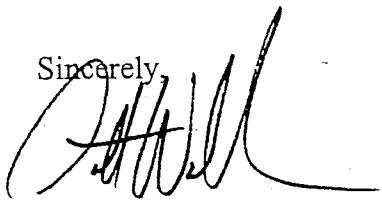
COPY

next connection will avail itself to even more opportunities for workers as there are numerous businesses along the downtown corridor.

As you can see the bridge and trail plays an important role in "quality of life" issues, creating a more desirable atmosphere for all of us to live, work and play. Many cities that have preserved a greenway and provided a corridor connection are viewed as vibrant, progressive communities that value their environment and surroundings. These become strong drawing cards for individuals and businesses to move into the area.

Billings is the largest community in the state of Montana and as a transportation planner, I feel it is important to address alternate modes of transportation. We also feel the need to keep our downtown community strong and not let it deteriorate like so many other towns have. Several years ago the Community Transportation Enhancement Program put money into restoring the roof on the old railroad depot. The Billings Depot also received \$750,000 from the HUD urban renewal money and have used that funding to redo the infrastructure and parking area around the Depot. The commitment is there for enhancing the area and the bridge and trail will help cement the revitalization in this old historic district. If you have any questions or concerns that I can address, please feel free to call me. We hope you will look favorably on this grant request.

Sincerely,



Scott Walker
Transportation Planner



CITY-COUNTY PLANNING DEPARTMENT

4TH FLOOR, PARMLY LIBRARY • 510 NORTH BROADWAY • BILLINGS, MONTANA 59101
PHONE: (406) 657-8246 • FAX: (406) 657-8252

July 19, 2001

COPY

Travel Montana
Victor Bjornberg
Department of Commerce
1424 9th Ave.
PO Box 200533
Helena, MT 59620-0533

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There are also numerous businesses along the riverfront including City Water & Utilities, the City Waste Treatment Plant, Exxon and Conoco Refineries and Pennsylvania Power

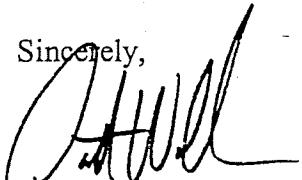
Letters of Support - 10

and Light. Employees of these facilities are already using the trail for commuting. The next connection will avail itself to even more opportunities for workers as there are numerous businesses along the downtown corridor.

As you can see the bridge and trail plays an important role in "quality of life" issues, creating a more desirable atmosphere for all of us to live, work and play. Many cities that have preserved a greenway and provided a corridor connection are viewed as vibrant, progressive communities that value their environment and surroundings. These become strong drawing cards for individuals and businesses to move into the area.

Billings is the largest community in the state of Montana and as a transportation planner, I feel it is important to address alternate modes of transportation. We also feel the need to keep our downtown community strong and not let it deteriorate like so many other towns have. Several years ago the Community Transportation Enhancement Program put money into restoring the roof on the old railroad depot. The Billings Depot also received \$750,000 from the HUD urban renewal money and have used that funding to redo the infrastructure and parking area around the Depot. The commitment is there for enhancing the area and the bridge and trail will help cement the revitalization in this old historic district. If you have any questions or concerns that I can address, please feel free to call me. We hope you will look favorably on this grant request.

Sincerely,



Scott Walker
Transportation Planner

Letters of Support – 10.2

25th Street Pedestrian/Bike Bridge



City of Billings

Billings, Montana

E. MONTANA RAIL LINK LEASE AND EASEMENT

APPLICATIONS



HIGH PLAINS ARCHITECTS, P.C.

RANDY HAFER, A.I.A.

September 11, 2001

Joe Gentry
Lease Administrator
Montana Rail Link, Inc.
Property Management Division
101 International Way
P.O.Box 16630
Missoula, Montana 59808

Dear Joe,

Subject: 25th Street Pedestrian/Bike Bridge

Thank you for your help in answering my questions about the railroad easement and lease restrictions for the proposed pedestrian/bike bridge in Billings. Enclosed you will find a preliminary site plan showing the bridge, stair/elevator towers, and parking lot locations. I have shown key dimensions on the plan indicating distances from the rails to the towers and parking lot.

Please let me know if you need any other information to process the application. We look forward to hearing from you soon. Thank you.

Sincerely,
High Plains Architects, P.C.

Suzanne Belser, A.I.A.
Managing Architect
Enclosure (1)

One South Broadway • Billings, Montana 59101 • P.O. Box 2203 • Billings, Montana 59103

(406) 896-0250 • Fax (406) 896-0255 • email: rhafer@highplainsarchitects.com

"When we build, let us think that we build forever. Let it not be for present delight, nor for present use alone; let it be such work as our descendants will thank us for..." —John Ruskin



February 20, 2001

Montana Rail Link, Inc
Joe Gentri
Lease Administrator
Property Management Division
101 International Way PO Box 16630
Missoula, MT 59808

Dear Joe,

In reference to our telephone conversation on Monday, I am faxing an application for two leases for the proposed pedestrian Bridge in Billings Montana. This project will eventually belong to the City of Billings. In order to get it moving, Computers Unlimited is taking the responsibility for the initial lease arrangements. The funding for the project will come from Federal DOT Grant dollars.

The first lease is for a right-of-way for the actual bridge across the tracks at approximately 25th Street and Montana/Minnesota Avenue. This location was chosen since it is in the path of the Yellowstone Bike trail to downtown Billings and access to a significant parking area on the South Side of the MRL tracks. The Pedestrian Bridge is an existing bridge from Carbon County that will be moved to Billings. The supports for the bridge, stairs, and elevators will be new construction. The North end of the bridge will come down in the existing City of Billings Depot parking area. The South end of the bridge will come down in the proposed new lease area.

The second lease is for a parking area on the South side of the MRL tracks. We are proposing an initial area of 76ft x 125ft. In addition, we would like an option on the remainder of the 325ft area that is currently available. We believe that over a three year period, we will be able to rent out the entire parking area. You suggested a lease rate of \$0.20-\$0.25 per square foot. We would like you to consider some financial consideration for the paved parking area we will put into the leased area.

We will mail the two \$100.00 application fees by the end of February. We should know if the funding has received final approval by that time.

Thank you for your consideration

Sincerely yours,

A handwritten signature in black ink that reads "Michael Schaer".

Michael Schaer
President, Computers Unlimited

CORPORATE
2107 Montana Ave
Billings, MT 59101-4236
PHONE (406) 255-9500
FAX (406) 255-9595

FOORTLAID
9340 S.W. Tuiaatin-Sherwood Rd.
Tuiaatin, OR 97052
PHONE (503) 322-7251
FAX (503) 321-2136

www.cu.net

PHOENIX
1556 W. University Dr., Ste. 168
Tempe, AZ 85281
PHONE (602) 968-6333
FAX (602) 967-6665

sales@cu.net

NEW YORK
108 E. 30th St
New York, NY 10015
PHONE (212) 679-1030
FAX (212) 679-1050

TORONTO
1200 Markham Rd., Ste. 426
Scarborough, Ontario M1H 3C3
CANADA
PHONE (416) 412-0204



Site Lease Application No. _____
Date _____

There is a NonRefundable _____ application fee for review of this application

Name _____

Phone/Fax No. _____

Contact Address _____

Billing Address (if different from above) _____

Corporation _____ State in which incorporated? _____

If not a corporation list name(s) of individual(s), partner(s), and/or name of business conducted _____

Location: (Attach copy of Railroad right of way map with area requested outlined)

Distance from nearest town on Railroad _____, County _____ State _____

Legal location Section _____, Township _____, Range _____

Distance and direction from nearest Railroad milepost _____

What will site be used for? _____
materials? Y _____ N _____ Will use of the site involve use of any hazard? _____

What buildings or structures will be placed on site? _____

Will any buildings or structures be placed on site? Y _____ N _____ If yes, list buildings/structures to be placed on site and include the estimated cost. _____

Will 3rd party financing be involved? Y _____ N _____

If yes, please indicate the length of term you are requesting _____

Do you have any other property at this location under lease? Y _____ N _____

Do you own the land adjoining the area you are interested in leasing? Y _____ N _____

Do you need access across railroad tracks? Y _____ N _____ If yes, have you received written permission from Railroad? _____
access across its tracks? Y _____ N _____ If yes, Permit No. _____

To expedite this request, please submit a photograph of the site and/or structures requested under this application.

Comments _____

If the Railroad is willing to lease the site to Applicant, the pertinent lease agreement must be carefully and executed prior to the occupancy of the site. Further, Applicant agrees to submit all fees, taxes, evidence of insurance, etc. as required by the terms of the lease agreement.

Applicant's Signature _____

Date _____