

**MINUTES
CITY OF LAUREL
CITY COUNCIL WORKSHOP
TUESDAY, AUGUST 03, 2021**

A Council Workshop was held in Council Chambers and called to order by Mayor Tom Nelson at 6:31 p.m. on August 3, 2021.

COUNCIL MEMBERS PRESENT:

<input checked="" type="checkbox"/> Emelie Eaton	<input checked="" type="checkbox"/> Heidi Sparks
<input checked="" type="checkbox"/> Bruce McGee	<input type="checkbox"/> Richard Herr
<input checked="" type="checkbox"/> Scot Stokes	<input checked="" type="checkbox"/> Irv Wilke (6:39 p.m.)
<input checked="" type="checkbox"/> Richard Klose	<input checked="" type="checkbox"/> Don Nelson

OTHERS PRESENT:

Kurt Markegard, Public Works Director
Matt Smith, KLJ
Jean Kerr, Judge
Sherri Phillips, Court Clerk
Monica Salo, Court Clerk

Public Input:

There were none.

General Items

Executive Review

1. Resolution - A Resolution Of The City Council Approving Change Order #1 To The Contract Between The City Of Laurel And Hardrives Construction Authorizing Additional Work And Additional Costs For The 2021 Pavement Maintenance Project.

Kurt Markegard, Public Works Director, stated this is a change order to add crack and chip sealing W. 14th Street from 4th Ave to the west end of the street. This project was held over from last year. He has spoken with Tim Miller at the County about overlaying the County's portion. The County did their portion; now, the City needs to do theirs. There are two options. Option one is for \$71,582, which is a 2-inch overlay. Option two is for \$162,000 and will chip seal with a 1.5-inch overlay. KLJ has recommended option one. They will mill the asphalt down and lay fabric. The fabric will keep those cracks from coming to the surface.

It was questioned if the County did option one for their portion of the project. It was clarified that the City spoke with the County last year. The County already had Hardrives on contract to pave their portion. There is an MOU with the County regarding this work.

It was questioned since this is a holdover project from last year if it will be paid out of last year's budget or this year's budget. It was clarified that there is money left over from last. Street

Maintenance carries over any unspent funds from the previous year. The City spent \$400,000 for this years Pavement Maintenance; we assessed \$900,000

2. Resolution - A Resolution Of The City Council Approving Change Order #2 To The Contract Between The City Of Laurel And Hardrives Construction Authorizing Additional Work And Additional Costs For The 2021 Pavement Maintenance Project.

Kurt Markegard, Public Works Director, stated this is a change order to resurface the pool parking lot. The description of the project states the parking lot is located north of the High School. Its actual location is south of the High School. That description will be updated before next week's meeting.

The pool parking lot used to be gravel. The City had previously dug out the gravel and put in 12 inches of millings down. They then chip sealed it. It lasted approximately 14 years. It was noticed over the 4th of July how uneven that area had become. The cost is to fix the north end of the lot as well as chip and fog seal the entire lot. The cost is \$9,890. There is funding available.

3. Resolution - A Resolution Of The City Council Approving Change Order #3 To The Contract Between The City Of Laurel And Hardrives Construction Authorizing Additional Work And Additional Costs For The 2021 Pavement Maintenance Project.

Kurt Markegard, Public Works Director, stated this change order is for the parking lot next to the stadium. City crews had put down millings. This lot would be chip and fog sealed. The cost to do this parking lot is \$14,344.80. The work is currently scheduled to begin next week, pending Council approval. All change orders do not have mobilization included because they are already here doing work for the City.

4. Resolution - A Resolution Of The City Council Approving A Task Order Between The City Of Laurel And KLJ Engineering Inc. To Authorize Service For The 2022 Pavement Maintenance Project.

Kurt Markegard, Public Works Director, stated that he brought forward this resolution at the last Workshop, but the costs were not broken out by fund as requested by Council.

Matt Smith, KLJ, briefly reviewed the attached break out of anticipated costs.

It was clarified that the City is still waiting for the numbers to come back from Bond Counsel regarding the TIF District and W. Railroad. Those figures will be brought forward at the next Workshop. This item will not be on next week's agenda for a vote.

Council Issues

5. TIF District Discussion

The TIF District boundary was requested to be included in the next Workshop as it was not included in the PowerPoint. Further, discuss at the next Workshop

A Council Member noted that they had recently done a personal deep dive into the TIF District, that information is available. They feel comfortable in how it works.

6. W. Railroad/S. 4th Street Scenario Presentation

Matt Smith, KLJ, briefly reviewed the attached PowerPoint.

The City has requested an update from the State regarding the estimate to complete W. Railroad. The State is still working on that updated estimate.

If Council were to choose to do both S. 4th Street and W. Railroad simultaneously, the projects would not physically be done at the same time. W. Railroad will take longer to finish the design stage. As time goes on, the gap the City needs to fund may grow if S. 4th Street is done before W. Railroad, the City has a road that can withstand the traffic while W. Railroad is reconstructed.

It was questioned if there is a deadline on deciding on moving forward with W. Railroad. It was further questioned what that deadline is and what is required from the City to make it official. It was clarified the Council would need to pass a resolution. The project was authorized to be the next priority, but the project will not move forward without the City paying for the gap. The City's Urban Route Funds gain approximately \$200k each year. The State may choose to design W. Railroad in-house, or they may hire out the design work.

It was questioned if the County could use those funds. It was clarified that the County could use those funds within the City limits.

It was clarified that while the City does receive \$200k in Urban Route Funds each year, the costs to complete the work may erode the additional funds coming in. The longer the City waits, the more of a gap the City may have to pay. Right now, they see a 10% increase in construction materials.

It was questioned if there is a water line under S. 4th Street. It was clarified there are two lines on the south side. There is a line that goes up part of 5th Avenue and feeds downhill. They need to make sure they create a loop with at least an 8-inch water main and put fire hydrants on a 6-inch water main to bring the area up to fire code.

It was questioned if updating the water lines on S. 4th will all the water lines on the southside go down. It was clarified they had had issues in the past. Isolation valves would need to be installed. There are already hydraulic issues in the area. This work will increase flow. There is a high possibility S. 4th Street would be a gravel road for the winter. It was reiterated that the waterlines in this area of town are 100 years old. There will be leaks until the problem is fixed.

Council noted that the southside should be focused on. It was clarified there are no more crack and chip sealing projects. That moves the City into the reconstruction projects. When doing any reconstruction projects on the southside, they will need to dig out the area and bring in gravel. There is no gravel currently down there. The stormwater drainage needs to be addressed to keep the streets in good condition. KLJ is finishing up on the Storm Water Drainage Master Plan.

Council questioned if there would still be funding set aside to fill potholes each year. It was clarified that the City will still do minor repairs such as potholes and patching.

It was questioned if there would be a resolution at the next Workshop having Council sign off on the gap funding for W. Railroad. It was further questioned if Council could get the State estimate and the gap estimate to make that decision. It was clarified that discussion would come sometime in September. A State DOT representative will be asked to attend the meeting as well. Council noted that they have made it clear they want this project to move forward.

Council thanked Matt Smith with KLJ for the PowerPoint presentation. They noted that it was nice to see not only that the Pacer Study was done but that it was used as a guide to get forward movement in Street Maintenance.

There are a lot of factors that contribute to being able to move forward with these projects. The City paid off some debt services in both Water and Sewer this year, the SED Basins are completed, the Water and Sewer PER's are being completed, and the Pacer Study. All contribute to the ability to move forward with these projects.

7. Ambulance PayScale Discussion

A Council Member stated that this came to the Emergency Services Committee that the pay scale is set via resolution. Council would like to look at that resolution and formulate a new resolution raising the pay scale for our volunteers. It was noted this discussion would be continued at the next Workshop. Council would like to see what the City is currently paying. Look at a few scenarios and what it does to the budget.

8. Ex Parte Communication Discussion

Council noted that some of them have the understanding that they could not speak to Staff to gain clarification on agenda items. There was also confusion on if Council could discuss amongst themselves. Those conversations would be ex parte communication; they asked for clarification on what is and what is not ex parte communication.

Mayor Nelson clarified that typically Staff is present at Council meetings to answer Council's questions. It is not often that Council would need to ask Staff a question after a meeting. Conversations amongst Council Members is conversation. Ex parte communication typically applies if someone is applying for a variance. There is a presentation, and Council may approach this individual and ask if they are doing that, and they might say, well, once I get this variance, I am planning on doing this and adding that that down the road. This would be ex parte communication by knowing information never disclosed during a Workshop or a public hearing that will affect your decision.

Other Items

There were none.

Review of Draft Council Agendas

9. Draft City Council Agenda for August 10, 2021.

The 2022 Pavement Maintenance Resolution has been pulled from next week's agenda.

Attendance at Upcoming Council Meeting

All present will be in attendance at next week's meeting.

Announcements

A Council Member asked to be provided the paperwork filled out for the 2021 LURA Large Grant applications. They asked for further discussion on what's acceptable and what's not at a future Workshop. Mayor Nelson clarified that he is trying to get a TIF District expert to present to Council. It was clarified that LURA and the City Planner sift through the requests and determine what is and is not allowable. It is not for Council to determine what is or is not allowable.

A Council Member asked for a report on the Prosecutor. How many cases she has done, how many cases she has pleaded down, or plea-bargained, convictions, and attendance at hearings.

A Council Member noted that they agreed the LURA Large Grants needed to be brought forward because of his understanding. They voted how they felt they needed to. Mayor Nelson asked if that was the question before Council. He further questioned if the question was to provide the funding for the grant that was before Council. It has already gone through the process if it was allowed or not, but that was not the question. The question was if Council would provide the funding for the grants before them.

Council asked for a discussion on who made the decision to have the lines painted on 3rd Avenue. The City did not paint those lines; approximately a month ago, there was a discussion. The Police Chief and Fire Chief both stated 3rd Avenue is a primary route to respond to calls. The street is narrow.

Council is invited to the groundbreaking ceremony at 10:00 a.m. tomorrow for Lions Fishing Dock. Construction will begin next week. It should be complete in approximately three weeks.

A Park Board meeting is scheduled for Thursday, August 5, 2021, at 5:30 p.m. in Council Conference Room.

The council workshop adjourned at 8:27 p.m.

Respectfully submitted,



Brittney Moorman
Administrative Assistant

NOTE: This meeting is open to the public. This meeting is for information and discussion of the Council for the listed workshop agenda items.



ENGINEER'S OPINION OF COST
2022 Pavement Maintenance Project
S. 4TH ST FROM WEST AVE. TO HWY 212
 City of Laurel, MT
 June 14, 2021



(PRELIMINARY)

ITEM	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE
	Schedule 1 - Street Improvements				
101	Mobilization	LS	1	\$165,000.00	\$165,000.00
102	Taxes, Insurance and Bonds	LS	1	\$80,000.00	\$80,000.00
103	Traffic Control	LS	1	\$20,000.00	\$20,000.00
104	Stormwater Management and Erosion Control	LS	1	\$30,000.00	\$30,000.00
105	Unclassified Excavation	CY	6150	\$25.50	\$156,825.00
106	Concrete Curb & Gutter Removal	LF	4550	\$14.98	\$68,174.17
107	Concrete Flatwork Removal	SY	2500	\$38.33	\$95,833.33
108	Non-Woven Geotextile Fabric	SY	6150	\$2.95	\$18,142.50
109	Geogrid	SY	6150	\$3.65	\$22,447.50
110	3" Minus Sub-base Course	CY	2050	\$41.17	\$84,391.67
111	1-1/2" Crushed Base Course	CY	1400	\$41.67	\$58,333.33
112	Asphalt Concrete Pavement Patch (Match Ex or 4"/8")	SY	6150	\$44.17	\$271,625.00
113	Adjust Manhole	EA	5	\$989.50	\$4,947.50
115	Gravel Alley Surface Repair	SY	450	\$37.83	\$17,025.00
116	Concrete Curb & Gutter	LF	4550	\$67.00	\$304,850.00
117	Concrete Valley Gutter	SF	2340	\$19.50	\$45,630.00
118	Concrete Sidewalk (4-inch Thick)	SF	22750	\$19.33	\$439,833.33
119	Asphalt Mill (1-1/2" @ 2%)	SY	7650	\$4.55	\$34,807.50
120	Sign Remove & Reset	EA	12	\$371.00	\$4,452.00
121	Landscape Restoration (Seeding)	SY	2500	\$7.85	\$19,625.00
Construction Subtotal					\$1,941,942.83
Engineering (18%)					\$349,549.71
Contingency (20%)					\$388,388.57
Schedule 1 Subtotal					\$2,679,881.11
	Schedule 2 - Water System Improvements				
201	Mobilization	LS	1	\$95,000.00	\$95,000.00
202	Taxes, Insurance and Bonds	LS	1	\$50,000.00	\$50,000.00
203	Traffic Control	LS	1	\$30,000.00	\$30,000.00
204	Stormwater Management and Erosion Control	LS	1	\$25,000.00	\$25,000.00
205	Temporary Water System,	LS	1	\$50,000.00	\$50,000.00
206	Unclassified Excavation	CY	3600	\$25.50	\$91,800.00
207	Non-Woven Geotextile Fabric	SY	3600	\$2.95	\$10,620.00
208	Geogrid	SY	3600	\$3.65	\$13,140.00
209	3" Minus Sub-base Course	CY	1200	\$41.17	\$49,400.00
210	1-1/2" Crushed Base Course	CY	800	\$41.67	\$33,333.33
211	Asphalt Concrete Pavement Patch (Match Ex or 4")	SY	3600	\$44.17	\$159,000.00
212	Asbestos Inspection	LS	1	\$10,128.00	\$10,128.00
213	Remove Existing Water Main	LF	2000	\$30.75	\$61,500.00
214	Remove Existing Valve	EA	8	\$1,008.17	\$8,065.33
215	Connect to Ex. Water Main	EA	10	\$2,986.67	\$29,866.67
216	8" C900 PVC Water Main	LF	2000	\$83.50	\$167,000.00
217	6" C900 PVC Water Main	LF	200	\$60.17	\$12,033.33
218	8" Gate Valve & Box	EA	20	\$2,287.50	\$45,750.00
219	6" Gate Valve & Box	EA	4	\$1,847.50	\$7,390.00

220	8" Tee	EA	6	\$1,250.00	\$7,500.00
221	8" X 6" Reducer	EA	9	\$1,094.00	\$9,846.00
222	Fire Hydrant Assembly	EA	8	\$6,489.50	\$51,916.00
223	Install 1" Curb Stop w/Curb Box.)	EA	27	\$881.00	\$23,787.00
224	Water Service Reconnection at Main Incl. new saddle and corp. stop (≤1" Dia)	EA	27	\$1,601.50	\$43,240.50
225	Type 2 Pipe Bedding	CY	1250	\$44.50	\$55,625.00
226	Imported Trench Backfill	CY	1250	\$44.50	\$55,625.00
227	Trench Plugs	EA	12	\$999.17	\$11,990.00
228	Exploratory Excavation	HR	16	\$359.67	\$5,754.67
Construction Subtotal					\$1,214,310.83
Engineering (18%)					\$218,575.95
Contingency (20%)					\$242,862.17
Schedule 2 Subtotal					\$1,675,748.95
Schedule 3 - Waste Water System Improvements					
301	Mobilization	LS	1	\$12,500.00	\$12,500.00
302	Taxes, Insurance and Bonds	LS	1	\$6,000.00	\$6,000.00
303	Traffic Control	LS	1	\$6,000.00	\$6,000.00
304	Stormwater Management and Erosion Control	LS	1	\$6,000.00	\$6,000.00
305	Unclassified Excavation	CY	470	\$25.50	\$11,985.00
306	Non-Woven Geotextile Fabric	SY	470	\$2.95	\$1,386.50
307	Geogrid	SY	470	\$3.65	\$1,715.50
308	3" Minus Sub-base Course	CY	160	\$41.17	\$6,586.67
309	1-1/2" Crushed Base Course	CY	105	\$41.67	\$4,375.00
310	Asphalt Concrete Pavement Patch (Match Ex or 4")	SY	470	\$44.17	\$20,758.33
311	48" Sanitary Sewer Manhole	EA	5	\$6,250.67	\$31,253.33
312	8" PVC Sanitary Sewer Main	LF	300	\$83.33	\$25,000.00
313	Sanitary Sewer Service Replacement	LF	20	\$66.83	\$1,336.67
314	Type 2 Pipe Bedding	CY	175	\$44.50	\$7,787.50
315	Imported Trench Backfill	CY	175	\$44.50	\$7,787.50
316	Exploratory Excavation	HR	8	\$359.67	\$2,877.33
Construction Subtotal					\$153,349.33
Engineering (18%)					\$27,602.88
Contingency (20%)					\$30,669.87
Schedule 3 Subtotal					\$211,622.08
* Prices are based upon the average bid prices for the 5th Ave. Waterline Reroute Project which was constructed in summer of 2021.				Schedule 1	\$2,679,881.11
				Schedule 2	\$1,675,748.95
				Schedule 3	\$211,622.08

TOTAL PROJECT COST \$4,567,252.14

City of Laurel

2022 Pavement Maintenance



ENGINEERING, REIMAGINED

Paser Study

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4" - 1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")



ENGINEERING, REIMAGINED

Paser Study

5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2").
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.



ENGINEERING, REIMAGINED

Paser Study

PASER Rating 1:

Three routes within the designated project area scored as a 1. It is recommended the City determines whether full reconstruction is needed or if the routes are to remain gravel. If the City elects that the routes should remain gravel, maintenance can be conducted as appropriate for gravel.

PASER Rating 2:

Roadways with a PASER rating of 2 are severely deteriorated, generally requiring reconstruction with extensive base repair. In lieu of that determination, the City could elect to pulverize any remaining asphalt and maintain the route as a gravel road. The plan to pulverize should be thoroughly scrutinized and should not be considered if there is no aggregate base below the pavement.

PASER Rating 3:

Roadways with a PASER rating of 3 require patching and repair prior to any major structural overlay (greater than 2-inches). Many of the locations with a PASER rating of 3 in the area will also need some spot base repairs (dig-outs) prior to overlaying the street. Milling and removing the deteriorated area will extend the life of the overlay; however, prior to milling, a geotechnical investigation should be completed to determine the depth of the existing pavement and verify the condition of the soil below it.

PASER Rating 4:

Roadways with a PASER rating of 4 show significant signs of aging, requiring a structural overlay (greater than 2-inches). Many of the locations with a PASER rating of 4 in the area will also need some spot base repairs (dig-outs) prior to overlaying the street. Milling and removing the deteriorated area will extend the life of the overlay; however, prior to milling, a geotechnical investigation should be completed to determine the depth of the existing pavement and verify the condition of the soil below it.



ENGINEERING, REIMAGINED

Paser Study

PASER Rating 5:

Roadways with a PASER rating of 5 primarily consist of aging asphalt but exhibit sound structural conditions. These roadways would benefit from patching where necessary, followed by a non-structural overlay (less than 2-inches).

PASER Rating 6:

Roadways with a PASER rating of 6 show only light signs of aging. Roadway life can be extended with routine crack sealing and a sealcoat.

PASER Rating 7:

Roadways with a PASER rating of 7 show very few signs of aging and can be maintained with routine crack filling.

PASER Rating 8 and 9:

Roadways with PASER ratings of either 8 or 9 require no immediate maintenance. Routine crack filling and maintenance should be performed over time to continue to extend the life of the roadway.

PASER Rating 10:

Roadways with a PASER rating of 10 are generally newly constructed and require no maintenance.



ENGINEERING, REIMAGINED

Previous Project 2019-2021

Proposed Crack and Chip Seal Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
Alder Avenue	E. Main Street	Roundhouse Drive	8	9.9	\$158,400
Golden Spike Circle	Santa Fe Drive	Cul de sac	8	0.4	\$6,400
W. Beartooth Drive	W. 12th Street	W. 14th Street	8	4.0	\$64,000
Meadow Circle	W. 13th Street	Cul de sac	8	0.8	\$12,800
W. 8th Street	3rd Avenue	1st Avenue	8	2.1	\$33,600
E. 8th Street*	1st Avenue	Pennsylvania Avenue	8	3.7	Completed
E. 8th Street	Pennsylvania Avenue	Wyoming Avenue	8	1.1	\$17,600
W. 7th Street	5th Avenue	3rd Avenue	8	2.3	\$36,800
W. 1st Street	3rd Avenue	1st Avenue	8	2.4	\$38,400
E. 1st Street	1st Avenue	Wyoming Avenue	8	4.8	Completed
SE. 4th Street	S. 1st Avenue (Washington)	Bernhardt Road	8	7.8	Completed
Bernhardt Road	SE. 4th Street	E. Railroad Street	8	3.2	Completed
S. Washington Street*	SE. 4th Street	E. Railroad Street	8	3.1	Completed
E. Railroad Street**	S. 1st Avenue	Bernhardt Road	8	8.1	\$129,600
3rd Avenue	W. 7th Street	W. 9th Street	8	2.3	\$36,800
5th Avenue	W. Railroad Street	W. Main Street	8	1.8	\$28,800
5th Avenue*	W. Main Street	W. 2nd Street	8	2.2	Completed
7th Avenue	W. 7th Street	W. 12th Street	8	8.0	\$128,000
9th Avenue	W. Maryland Lane	W. 12th Street	8	3.0	Completed



ENGINEERING, REIMAGINED

Previous Project 2019-2021

Proposed Crack and Chip Seal Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
NW. Maryland Lane	East End	West End	8	2.7	\$43,200
Montana Avenue	E. Main Street	E. 1 st Street	8	0.9	\$14,400
Wyoming Avenue	E. Main Street	E. 1 st Street	8	0.9	\$14,400
Pennsylvania Avenue*	E. 8 th Street	E. Maryland Lane	8	2.2	Completed
Montana Avenue	E. Maryland Lane	W. 12th St	7	2.1	Completed
Yard Office Road**	E. Main St	E. Maryland Lane	7	3.3	\$52,800
Reading Circle	Topeka Circle	Cul de sac	7	0.3	Completed
Penn Circle	Topeka Circle	Cul de sac	7	0.5	Completed
Pawnee Place	West End	Els Drive	7	2.3	Completed
Briar Circle	W. Beartooth Drive	Cul de sac	7	0.4	Completed
Nez Pierce Drive	W. 13th Street	Cul de sac	7	0.9	Completed
Beartooth Circle	W. Beartooth Drive	Cul de sac	7	0.4	Completed
Laurmac Lane	4th Avenue	2nd Avenue	7	2.1	Completed
W. 11th Street	8th Avenue	6th Avenue	7	2.2	Completed
E. 11th Street	1st Avenue	East End	7	1.4	Completed
W. 8th Street	8th Avenue	7th Avenue	7	1.1	Completed
E. 8th Street	Alder Avenue	Juniper Avenue	7	8.0	Completed
W. 7th Street	8th Avenue	7th Avenue	7	1.0	Completed
W. 6th Street	2nd Avenue	1st Avenue	7	1.0	Completed
W. Main Street**	8th Avenue	Golf Course	7	15.8	\$252,800
E. Railroad Street**	Bernhardt Road	Strauch Road	7	19.0	\$304,000
Shannon Road**	Strauch Road	Old U.S 10	7	24.8	\$396,800



ENGINEERING, REIMAGINED

Previous Project 2019-2021

Proposed Crack and Chip Seal Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
1st Avenue**	W. 1 st Street	Airport Rd	7	30.2	\$483,200
W. Maryland Lane**	8th Avenue	1st Avenue	7	8.0	\$128,000
E. Maryland Lane**	1st Avenue	Yard Office Road	7	29.2	\$467,200
2nd Avenue	Mountain View Lane	Laurmac Lane	7	1.0	Completed
5th Avenue	W. 13th Street	W. 14th Street	7	1.4	Completed
6th Avenue	W. 4th Street	W. 5th Street	7	1.2	Completed
6th Avenue	W. 11th Street	W. 12th Street	7	1.9	Completed
8th Avenue**	W. Main Street	W. 12th Street	7	15.8	\$252,800
Foundation Avenue	South End	W. 4th Street	7	2.0	Completed
Casa Linda Circle	W. 9th Street	End	7	1.5	Completed
10th Avenue	W. 9th Street	Cul-de-Sac	7	2.5	Completed
10th Avenue	W. Maryland Lane	W. 12th Street	7	2.7	Completed
11th Avenue	W. Maryland Lane	W. 12th Street	7	2.9	Completed
13th Avenue	W. Maryland Lane	W. 12th Street	7	2.9	Completed
Anns Place	W. Maryland Lane	Cul-de-Sac	7	1.5	Completed
Betty Avenue	W. Maryland Lane	Cherry Hills Drive	7	1.1	Completed
Cherry Hills Drive	End	W. 12th Street	7	2.8	Completed
Els Drive	NW. Maryland Lane	Duval Drive	7	2.6	Completed
Davis Circle	Els Drive	Cul-de-Sac	7	2.5	Completed
Duval Drive	NW. Maryland Lane	Davis Circle	7	5.5	Completed



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Previous Project 2019-2021

Proposed Crack and Chip Seal Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
Colorado Avenue	E. Main Street	E. 1 st Street	7	0.9	Completed
Pennsylvania Avenue	E. Main Street	E. 1 st Street	7	0.9	Completed
S. 8 th Avenue	City Limits	W. Railroad Street	7	4.6	Completed
12th Avenue	W. 9th Street	W. 12th Street	6.5	6.0	Completed
5th Avenue	W. 3rd Street	W. 11th Street	6.4	10.6	Completed
Washington Avenue	E. 4th Street	E. 6th Street	6	2.0	Completed
Fir Avenue	Sunhaven Drive	E. 8th Street	6	1.1	Completed
Santa Fe Circle	Santa Fe Drive	Cul de sac	6	0.3	Completed
Great Northern Road	E. Maryland Lane	Roundhouse Drive	6	1.6	Completed
W. 14th Street	West End	4th Avenue	6	4.4	Completed
W. 12th Street Circle	W. 12th Street	Cul de sac	6	0.3	Completed
W. 12th Street	West End	8th Avenue	6	5.5	Completed
W. 12th Street**	8th Avenue	7th Avenue	6	1.2	\$19,200
W. 12th Street**	7th Avenue	W. Beartooth Drive	6	0.3	\$4,800
W. 12th Street**	6th Avenue	Ditch Crossing	6	1.4	\$22,400
W. 12th Street**	4th Avenue	Valley Drive	6	2.0	Completed
W. 11th Street	5th Avenue	2nd Avenue	6	3.5	Completed
Roundhouse Drive	Great Northern Road	Alder Avenue	6	4.3	Completed



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Previous Project 2019-2021

Proposed Crack and Chip Seal Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
W. 9th Street	West End	6th Avenue	6	4.9	Completed
W. 9th Street	5th Avenue	4th Avenue	6	1.2	Completed
E. 5th Street	Cottonwood Avenue	Date Avenue	6	1.2	Completed
W. Railroad Street**	S. 8th Avenue	Shay Road	6	17.1	\$273,600
Atchison Drive	E. Maryland Lane	Topeka Drive	6	6.3	Completed
Lackawanna Lane	E. Maryland Lane	Milwaukee Road	6	4.6	Completed
Shay Road**	Frank Road	W. Railroad Street	6	7.0	\$112,000
W. Maryland Lane	West End	13th Avenue	6	3.0	Completed
W. Maryland Lane	12th Avenue	8th Avenue	6	3.4	Completed
3rd Avenue	W. Main Street	W. 1st Street	6	1.0	Completed
Cedar Avenue	S. 4th Street	End	6	2.2	Completed
S. 4th Street	S. 8th Avenue	West Avenue	6	1.1	Completed
Total Crack and Chip Seal Project Costs					\$2,841,600
Total within in MDT Urban Route					\$2,208,000

* Indicates the project will be completed in the 2019 Pavement Maintenance project.

**MDT Urban Route



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Previous Project 2019-2021

Table 3: Proposed Curb Seal and Chip Seal Projects

Route	Proposed Non-Structural Overlay Projects				Estimated Construction Cost
	Beginning Block	Ending Block	Average PASEP Rating	Length (Blocks)	
3rd Avenue	W. 4th Street	W. 7th Street	5	3.5	\$297,500
4th Avenue	W. 11th Street	W. 12th Street	5	1.7	\$144,500
5th Avenue	W. 2nd Street	W. 3rd Street	5	1.2	\$102,000
6th Avenue	W. Main Street	W. 1st Street	5	1.0	\$85,000
2nd Avenue	W. 4th Street	W. 7th Street	5	3.5	\$297,500
2nd Avenue	W. 8th Street	Mountain View Lane	5	4.4	\$374,000
Wyoming Avenue	E. 7th Street	E. 8th Street	5	1.2	\$102,000
Hazel Avenue	E. Main Street	E. 6th Street	5	0.7	\$59,500
Milwaukee Road	Lackawanna Lane	Cul de sac	5	1.8	\$153,000
W. Maryland Lane	13th Avenue	12th Avenue	5	0.9	\$76,500
Laurmac Lane	6th Avenue	4th Avenue	5	2.4	\$204,000
W. 9th Street	4th Avenue	2nd Avenue	5	2.3	\$195,500
W. 5th Street	3rd Avenue	2nd Avenue	5	1.1	\$93,500
E. 5th Street	Idaho Avenue	Birch Avenue	5	2.3	\$195,500
E. 5th Street	Date Avenue	Elm Avenue	5	1.0	\$85,000
W. 4th Street	West End	8th Avenue	5	2.8	\$238,000
W. 1st Street	6th Avenue	4th Avenue	5	2.3	\$195,500
Total Non-Structural Overlay Project Costs					\$2,898,500

**MDT Urban Route



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Previous Project 2019-2021

Proposed Structural Overlay Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
3rd Avenue	W. 9th Street	Mountain View Lane	4	3.1	\$356,500
4th Avenue	W. 2nd Street	Mountain View Lane	4	11.1	\$1,276,500
5th Avenue	4th Avenue	W. 13th Street	4	3.0	\$345,000
2nd Avenue	W. 1st Street	W. 4th Street	4	2.6	\$299,000
Wyoming Ave	E. 8th St	E. Maryland Lane	4	2.3	\$264,500
Hazel Avenue	E. 6th Street	Cul de sac	4	1.0	\$115,000
Milwaukee Road	E. Main Street	Lackawanna Lane	4	0.7	\$80,500
Golden Spike Drive	E. Maryland Lane	Roundhouse Drive	4	1.8	\$207,000
W. 12th Street**	W. Beartooth Drive	6th Avenue	4	0.8	\$92,000
W. 12th Street**	Ditch Crossing	4th Avenue	4	1.2	\$138,000
W. 12th Street**	Valley Drive	1st Avenue	4	1.1	\$126,500
Santa Fe Drive	Great Northern Road	Golden Spike Drive	4	2.3	\$264,500
W. 9th Street	6th Avenue	5th Avenue	4	1.1	\$126,500
W. 9th Street	2nd Avenue	1st Avenue	4	1.0	\$115,000
W. 8th Street	7th Avenue	4th Avenue	4	3.3	\$379,500
W. 6th Street	8th Avenue	7th Avenue	4	1.0	\$115,000
W. 6th Street	3rd Avenue	2nd Avenue	4	1.2	\$138,000
W. 5th Street	7th Avenue	6th Avenue	4	1.1	\$126,500



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Previous Project 2019-2021

Proposed Structural Overlay Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
W. 5th Street	2nd Avenue	1st Avenue	4	1.1	\$126,500
E. 5th Street	Montana Avenue	Colorado Avenue	4	1.2	\$138,000
E. 5th Street	Wyoming Avenue	Washington Avenue	4	1.2	\$138,000
E. 5th Street	Birch Avenue	Cottonwood Avenue	4	1.1	\$126,500
E. 4th Street	Montana Avenue	Pennsylvania Avenue	4	2.3	\$264,500
E. 4th Street	Wyoming Avenue	W. 1st Street	4	1.6	\$184,000
W. 2nd Street	3rd Avenue	2nd Avenue	4	1.0	\$115,000
W. 1st Street	7th Avenue	6th Avenue	4	1.1	\$126,500
W. 1st Street	4th Avenue	3rd Avenue	4	1.2	\$138,000
E. 1st Street	Idaho Avenue	Alder Avenue	4	1.1	\$126,500
Topeka Drive	E Maryland Lane	Milwaukee Road	4	4.0	\$460,000
Cottonwood Avenue	Ditch Crossing	E. 8th Street	4	1.1	\$126,500
6th Avenue	W. 1st Street	W. 4th Street	3	3.5	\$402,500
6th Avenue	W. 5th Street	W. 11th Street	3	8.3	\$954,500
7th Avenue	W. Main Street	W. 7th Street	3	8.0	\$920,000
2nd Avenue	W. 7th Street	W. 8th Street	3	1.2	\$138,000
Montana Avenue	E. 1st Street	E. 6th Street	3	4.0	\$460,000
Colorado Avenue	E. 1st Street	E. 6th Street	3	3.6	\$414,000
Wyoming Avenue	E. 1st Street	E. 7th Street	3	4.5	\$517,500
Washington Avenue	E. 1st Street	E. 4th Street	3	0.4	\$46,000
Washington Avenue	E. 6th Street	E. Maryland Lane	3	5.3	\$609,500



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Previous Project 2019-2021

Proposed Structural Overlay Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
Birch Avenue	E. Main Street	Cul de sac	3	3.8	\$437,000
Date Avenue	E. Main Street	Sunhaven Drive	3	2.9	\$333,500
Elm Avenue	E. Main Street	E. 8th Street	3	3.7	\$425,500
Fir Avenue	E. Main Street	Sunhaven Drive	3	2.1	\$241,500
Juniper Avenue	E. Main Street	E. 8th Street	3	2.5	\$287,500
Locomotive Circle	Topeka Circle	Cul de sac	3	0.5	\$57,500
W. 11th Street	6th Avenue	5th Avenue	3	1.1	\$126,500
E. 9th Street	West End	Washington Avenue	3	2.7	\$310,500
E. 8th Street	Wyoming Ave	Washington Avenue	3	1.2	\$138,000
W. 7th Street	7th Avenue	5th Avenue	3	2.3	\$264,500
W. 7th Street	3rd Avenue	1st Avenue	3	2.2	\$253,000
E. 6th Street	Alder Avenue	Juniper Avenue	3	7.8	\$897,000
W. 5th Street	8th Avenue	5th Avenue	3	2.1	\$115,000
W. 5th Street	4th Avenue	3rd Avenue	3	1.2	\$138,000
E. 5th Street	1st Avenue	Montana Avenue	3	1.1	\$126,500
E. 5th Street	Colorado Avenue	Wyoming Avenue	3	2.3	\$264,500
E. 5th Street	Washington Avenue	Idaho Avenue	3	1.1	\$126,500
W. 4th Street	6th Avenue	5th Avenue	3	1.3	\$149,500
W. 4th Street	4th Avenue	3rd Avenue	3	1.2	\$138,000
W. 4th Street	2nd Avenue	1st Avenue	3	1.1	\$126,500



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Previous Project 2019-2021

Proposed Structural Overlay Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
E. 4th Street	1st Avenue	Montana Avenue	3	1.1	\$126,500
W. 3rd Street	2nd Avenue	1st Avenue	3	1.2	\$138,000
E. 3rd Street	Montana Avenue	W. 1st Street	3	2.0	\$230,000
W. 2nd Street	6th Avenue	5th Avenue	3	1.2	\$138,000
W. 1st Street	8th Avenue	7th Avenue	3	1.1	\$126,500
E. 1st Street	Wyoming Avenue	Idaho Avenue	3	2.4	\$276,000
West Avenue	S. 4th Street	W. Railroad Street	3	2.3	\$264,500
Total Structural Overlay Project Costs					\$17,480,000

**MDT Urban Route



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Previous Project 2019-2021

Proposed Reconstruction Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
3rd Avenue	W. 1st Street	W. 4th Street	2	3.0	\$1,140,000
Pennsylvania Avenue	E. 1st Street	E. 6th Street	2	3.1	\$1,178,000
Idaho Avenue	E. Main Street	E. 6th Street	2	2.9	\$1,102,000
W. 6th Street	7th Avenue	5th Avenue	2	2.3	\$874,000
W. 6th Street	4th Avenue	3rd Avenue	2	1.2	\$456,000
W. 5th Street	5th Avenue	4th Avenue	2	1.1	\$418,000
W. 4th Street	5th Avenue	4th Avenue	2	1.1	\$418,000
W. 4th Street	3rd Avenue	2nd Avenue	2	1.1	\$418,000
E. 4th Street	Pennsylvania Avenue	Wyoming Avenue	2	1.1	\$418,000
W. 3rd Street	8th Avenue	2nd Avenue	2	6.8	\$2,584,000
E. 3rd Street	1st Avenue	Montana Avenue	2	1.1	\$418,000
W. 2nd Street	7th Avenue	6th Avenue	2	1.1	\$418,000
W. 2nd Street	5th Avenue	3rd Avenue	2	2.3	\$874,000
E. 6th Street***	1st Avenue	Wyoming Avenue	2	4.0	\$1,520,000
E. 6th Street	Wyoming Avenue	Alder Avenue	2	4.0	\$1,520,000
West Avenue	S. 4th Street	S. 5th Street	2	1.0	\$380,000
Forrest Avenue	S. 5th Street	W. Railroad Street	2	3.7	\$1,406,000
Durland Avenue	S. 5th Street	W. Railroad Street	2	4.0	\$1,520,000
Yellowstone Avenue	S. 5th Street	W. Railroad Street	2	4.3	\$1,634,000
Woodland Avenue	S. 5th Street	W. Railroad Street	2	4.7	\$1,786,000
Cedar Avenue	S. 5th Street	S. 4th Street	2	1.0	\$380,000
Maple Avenue	S. 5th Street	S. 4th Street	2	1.1	\$418,000
S. 1st Avenue	S. 5th Street	End	2	1.0	\$380,000
S. 4th Street	S. 8th Avenue	S. 1st Avenue	2	6.9	\$2,622,000



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Previous Project 2019-2021

Proposed Reconstruction Projects					
Route	Beginning Block	Ending Block	PASER Rating	Length (Blocks)	Estimated Construction Cost
S. 5th Street	S. 8th Avenue	Yellowstone Avenue	2	4.0	\$1,520,000
	Mid-Block Woodland Avenue & Cedar Avenue				
S. 5th Street	Avenue	End	2	2.3	\$874,000
S. 3rd Street	West Avenue	Woodland Avenue	2	4.1	\$1,558,000
S. 2nd Street	West Avenue	Cedar Avenue	2	5.0	\$1,900,000
Washington Avenue	E. Main Street	E. 1st Street	2	0.9	\$342,000
Ohio Avenue	E. Main Street	E. 1st Street	2	0.9	\$342,000
W. Railroad Street**	S. 1st Avenue	S. 8th Avenue	2	8.5	\$3,230,000
S. 5th Street	Yellowstone Avenue	Mid-Block Woodland Avenue & Cedar Avenue	1	1.6	\$608,000
Sunhaven Drive	Elm Avenue	Fir Avenue	1	1.1	\$418,000
W. 6th Street	5th Avenue	4th Avenue	1	1.2	\$456,000
Total Reconstruction Project Costs					\$35,530,000

**MDT Urban Route

*** Project was bid in 2019



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Strategy

- West Railroad
 - MDT Urban Route
 - Extend Water and Sewer
 - 2 Railroad Crossings
 - New Bridge
 - Intersection with HWY 212
- 4th Street
 - Replace Water and Sewer
 - New Street Section?
 - Full Street Reconstruction
 - Railroad Crossing
 - Intersection with HWY 212



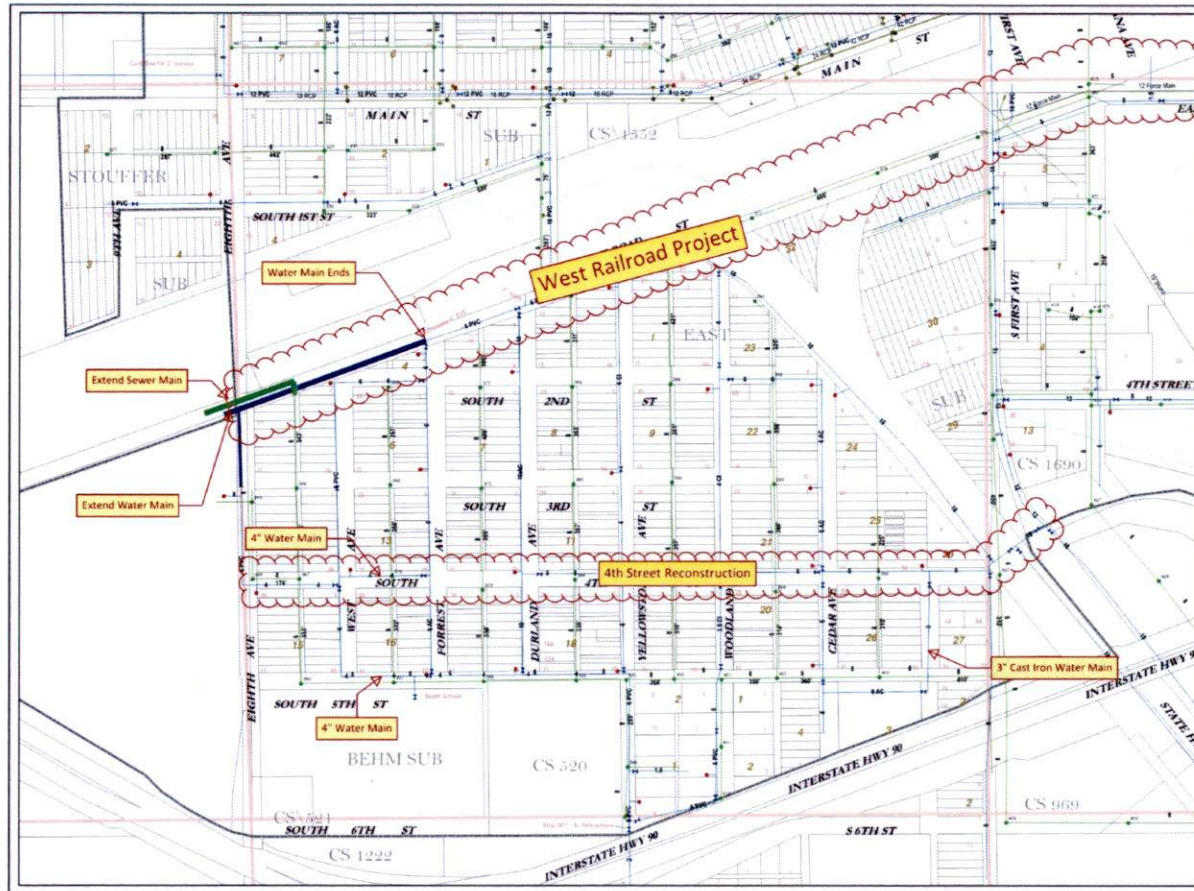
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South Side Access



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Utilities



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Schedule

> 4th Street

- > Begin Contract SEP 2021
- > End Design DEC 2021
- > Bidding Early 2022
- > Begin Construction 2022
- > End Construction 2024

> Railroad Street

- > Railroad Street MDT commitment Fall 2021
- > End Design Fall 2023
- > Bidding Early 2024
- > Begin Construction 2024
- > End Construction 2026
- * MDT to confirm



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Costs

4th Street Reconstruction			
	EST Project Costs	Funding Available	Funding Strategy
Street and Stormwater	\$ 2,700,000		
Water Mains	\$ 1,676,000		
Sewer Mains	\$ 211,622		
Total Estimated Costs	\$ 4,587,622		
West Railroad			
	EST Project Costs		
Street and Stormwater	\$ 6,000,000		
Water Mains	\$ 300,000		
Sewer Mains	\$ 150,000		
Total Est Cost	\$ 6,450,000		



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Questions



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