

CAPITAL IMPROVEMENT PROGRAM
City of Missoula CIP Project Request Form FY 2013-2017

Program Category:	Project Title:	11 Project #	12 Project #	13 Project #
Street Improvements	Lower Miller Creek Road Reconstruction Phases III through VII	S-14	S-14	S-11

Description and justification of project and funding sources:

This project is intended to improve safety, capacity and mobility for all modes of transportation by reconstructing Lower Miller Creek road between Miller Creek Road and Bigfork Road in five (5) additional phases. Phases III and IV are intended to reconstruct the portion of Lower Miller Creek Road between Linda Vista Boulevard and the second bend. Phases V - VII are intended to reconstruct the remaining portions of Lower Miller Creek Road between the second bend and Bigfork Road/Jordan Court. Money from the Hamilton to Missoula trail project may be available.

Phase III consists of installing curb/gutter and bike lanes between Linda Vista Boulevard and the 90° bend to the west. Sidewalks will be added to the south side of the road. A roundabout for intersection control at Linda Vista Boulevard is anticipated in the future, but is not included with this phase.

Phase IV consists of road reconstruction including curbs/gutters and bike lanes between the 90° bend south to the second bend. Sidewalk will be added to the east side of the road.

Phases III and IV will be constructed in FY2016.

Phase V consists of adding curb/gutter and bike lanes between the second bend and Bigfork Road/Jordan Court. Sidewalk will be added to the east or south side of the road.

Phase VI consists of adding curb/gutter, sidewalk and a bike lane to the east side of the road between Bigfork Road/Jordan Court and Jack Drive.

Phase VII consists of adding a sidewalk to one side of the road between the roundabout at Miller Creek Road to Bigfork Road/Jordan Court.

Phases V - VII will be constructed in FY2017.

Is this equipment prioritized on an equipment replacement schedule?	Yes	No	NA
			X

Are there any site requirements:

REVENUE	How is this project going to be funded:							Funded in Prior Years
	Funding Source	Accounting Code	FY13	FY14	FY15	FY16	FY17	
	Assessments					190,300	436,700	
	Street Division in Kind (labor)					198,900	108,300	
EXPENSE	Gas Tax (materials)					198,900	108,300	
			-	-	-	588,100	653,300	-
	How is this project going to be spent:							Spent in Prior Years
	Budgeted Funds	Accounting Code	FY13	FY14	FY15	FY16	FY17	
EXPENSE	A. Land Cost							
	B. Construction Cost					498,900	518,200	
	C. Contingencies (10% of B)					58,800	65,300	
	D. Design & Engineering (15% of B)					30,400	69,800	
	E. Percent for Art (1% of B)							
	F. Equipment Costs							
	G. Other							
			-	-	-	588,100	653,300	-

OPERATING BUDGET COSTS	Does this project have any additional impact on the operating budget:							Spent in Prior Years
	Expense Object	Accounting Code	FY13	FY14	FY15	FY16	FY17	
	Personnel							
	Supplies							
OPERATING BUDGET COSTS	Purchased Services							
	Fixed Charges							
	Capital Outlay							
	Debt Service							
			-	-	-	-	-	-

Description of additional operating budget impact:

Responsible Person:	Responsible Department:	Date Submitted to Finance	Today's Date and Time	Preparer's Initials	Total Score
Kevin Slovarg	Public Works	3/22/2012	4/20/2012 14:29	JSM	-

CAPITAL IMPROVEMENT PROGRAM					
Project Rating					
(See C.I.P. Instructions For Explanation of Criteria)					
Program Category:	Project Title:			13 Project #	
Street Improvements	Lower Miller Creek Road Reconstruction Phases III through VII			S-11	
Qualitative Analysis		Yes	No	Comments	
1. Is the project necessary to meet federal, state, or local legal requirements? This criterion includes projects mandated by Court Order to meet requirements of law or other requirements. Of special concern is that the project be accessible to the handicapped.			X		
2. Is the project necessary to fulfill a contractual requirement? This criterion includes Federal or State grants which require local participation. Indicate the Grant name and number in the comment column.			X		
3. Is this project urgently required? Will delay result in curtailment of an essential service? This statement should be checked "Yes" only if an emergency is clearly indicated; otherwise, answer "No". If "Yes", be sure to give full justification.			X		
4. Does the project provide for and/or improve public health and/or public safety? This criterion should be answered "No" unless public health and/or safety can be shown to be an urgent or critical factor.			X		
Quantitative Analysis	Raw Score Range	Comments		Weight	Total Score
5. Does the project result in maximum benefit to the community from the investment dollar?	(0-3)	Street Division project.		5	-
6. Does the project require speedy implementation in order to assure its maximum effectiveness?	(0-3)	Roads are rapidly deteriorating; full connection of bike lanes and sidewalk from Maloney Ranch to Brooks Street.		4	-
7. Does the project conserve energy, cultural or natural resources, or reduce pollution?	(0-3)	Reduction of resources necessary to pothole patch the existing roadway.		3	-
8. Does the project improve or expand upon essential City services where such services are recognized and accepted as being necessary and effective?	(0-2)	The first step in the process of turning the narrow shoulderless road into a "complete" street, or street with bike lanes, drainage improvements and sidewalk.		4	-
9. Does the project specifically relate to the City's strategic planning priorities or other plans?	(0-3)	Quality of life. Enhancing access to and from City neighborhoods limits the amount of maintenance needed for the existing road.		4	-
Total Score					-

LOWER MILLER CREEK ROAD IMPROVEMENT COST ESTIMATES

LINDA VISTA BOULEVARD TO 90° BEND				
PHASE III <i>Improvements on south side only</i>				
ASSESSMENTS	UNIT	QUANTITY	UNIT COST	TOTAL COST
Install Curb	LF	1,080	\$ 24	\$ 25,920
Install 7' Sidewalk	SF	7,560	\$ 6	\$ 45,360
Miscellaneous	LS	1	\$ 10,000	\$ 10,000
				\$ 81,280
Fees			19%	\$ 15,443
			TOTAL:	\$ 96,723
GAS TAX	UNIT	QUANTITY	UNIT COST	TOTAL COST
4' Patch Back	SY	1,400	\$ 6	\$ 8,260
Drainage Sumps	EA	3	\$ 1,500	\$ 4,500
Reconstruct Street	SY	1,400	\$ 27	\$ 37,800
			TOTAL:	\$ 50,560
TOTAL PHASE III:				\$ 147,283
90° BEND TO SECOND CORNER				
PHASE IV <i>Improvements on east side only</i>				
ASSESSMENTS	UNIT	QUANTITY	UNIT COST	TOTAL COST
Install Curb	LF	1,040	\$ 24	\$ 24,960
Install 7' Sidewalk	SF	7,280	\$ 6	\$ 43,680
Miscellaneous	LS	1	\$ 10,000	\$ 10,000
				\$ 78,640
Fees			19%	\$ 14,942
			TOTAL:	\$ 93,582
GAS TAX	UNIT	QUANTITY	UNIT COST	TOTAL COST
Reconstruct Street	SY	4,280	\$ 27	\$ 115,560
Pave Street	SY	4,280	\$ 6	\$ 25,252
Drainage Sumps	EA	5	\$ 1,500	\$ 7,500
			TOTAL:	\$ 148,312
TOTAL PHASE IV:				\$ 241,894
SECOND CORNER TO BIGFORK ROAD				
PHASE V <i>Improvements on south side only</i>				
ASSESSMENTS	UNIT	QUANTITY	UNIT COST	TOTAL COST
Install Curb	LF	1,070	\$ 24	\$ 25,680
Install 7' Sidewalk	SF	7,490	\$ 6	\$ 44,940
Miscellaneous	LS	1	\$ 10,000	\$ 10,000
				\$ 80,620
Fees			19%	\$ 15,318
			TOTAL:	\$ 95,938
GAS TAX	UNIT	QUANTITY	UNIT COST	TOTAL COST
Reconstruct Street	SY	1,000	\$ 27	\$ 27,000
Pave Street (2" overlay)	SY	2,000	\$ 3	\$ 5,900
Drainage Sumps	EA	5	\$ 1,500	\$ 7,500
			TOTAL:	\$ 40,400
TOTAL PHASE V:				\$ 136,338

BIGFORK ROAD TO JACK DRIVE				
PHASE VI		<i>Improvements on east side only</i>		
ASSESSMENTS	UNIT	QUANTITY	UNIT COST	TOTAL COST
Install Curb	LF	790	\$ 24	\$ 18,960
Install 7' Sidewalk	SF	4,000	\$ 6	\$ 24,000
Fill Drainage Ditch	CY	1,700	\$ 30	\$ 51,000
2' Patch Back	SY	460	\$ 6	\$ 2,714
Miscellaneous	LS	1	\$ 10,000	\$ 10,000
				\$ 106,674
Fees			19%	\$ 20,268
			TOTAL:	\$ 126,942
GAS TAX	UNIT	QUANTITY	UNIT COST	TOTAL COST
Drainage Pipe	LF	600	\$ 20	\$ 12,000
Drainage Fill	CY	1,660	\$ 30	\$ 49,800
			TOTAL:	\$ 61,800
TOTAL PHASE VI:				\$ 188,742

MILLER CREEK ROUNDABOUT TO BIGFORK				
PHASE VII		<i>Improvements on one side only</i>		
ASSESSMENTS	UNIT	QUANTITY	UNIT COST	TOTAL COST
Install 7' Sidewalk	SF	26,700	\$ 6	\$ 160,200
Miscellaneous	LS	1	\$ 20,000	\$ 20,000
				\$ 180,200
Fees			19%	\$ 34,238
			TOTAL:	\$ 214,438
TOTAL PHASE VI:				\$ 394,638