CITY OF SHELBY

Capital Improvements Plan

DRAFT

February 2024

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EXECUTIVE SUMMARY

The primary components of this Capital Improvements Plan (CIP or Plan) include the identification of projects; evaluation and prioritization of projects; and the development of project cost estimates and identification of funding sources. Ultimately, the plan is intended to ensure the City is positioned to:

Improve its infrastructure through construction, rehabilitation, and maintenance;

Maximize the useful life of its capital investments by scheduling major renovation, rehabilitation, or replacement during the lifecycle of the facility or equipment;

Identify and examine current and future infrastructure needs and establish priorities among those projects so that available money and resources are used to the community's best advantage;

Improve financial planning by balancing needs and resources and identifying funding options; and;

Develop an implementation schedule for prioritized projects.

While much of the City's budget and financial planning efforts are by necessity focused on one or at most two-year intervals, five-to-six-year capital planning can help focus attention on the City's long-term needs and financial capacity. This approach will help balance operating and capital needs. Like many communities in Montana, Shelby is often faced with the option of reducing its capital plan expenditures to balance the operating budget. This capital improvements plan is meant to ensure that the City maintains a consistent level of spending for capital needs, barring any unforeseen events.

The City retained Great West Engineering to assist in preparing the CIP and the Mayor, Chief Finance Officer, Community Development Director, and City Public Works Director worked Great West's staff to identify needed projects and to help develop cost estimates. In addition, existing information such as preliminary engineer reports and infrastructure plans were used to develop this plan. The CIP was funded with City funds.

Great West was tasked with building a GIS based, asset management system for the City of Shelby. This system provides a platform via GIS based data that allows for the City to collect, review, and add features to their roads, water, wastewater, and stormwater systems. The datasets are comprised of the three infrastructure systems that provide the City with real time updates as well as time stamped tables in order to track system upgrades and changes. The system is also linked to pertinent documents regarding the system so public works is able to review as-built in real time in the field. Another component of the asset

management system is a geospatial catalog of all City-owned properties and structures that are maintained by the City as well as their condition scores. All streets maintained by the City are provided with PASER scores and descriptions in order to catalog overall road scores. All data is communicated through ArcGIS Online (AGOL) through web maps and database, as well as ESRI Field Maps. This includes a basemap for the City to utilize in the field when collecting or reviewing the existing system, as well as applicable maps based on infrastructure types. This system creates a uniform platform for the City to view and manage their infrastructure but also communicate their infrastructure as well.

Each project identified in this plan was evaluated by the City with a view to long-term objectives and how they relate to each other. The evaluation resulted in a priority list as determined by the City Council and in consultation with City staff and residents. The City Council identified that the main priority would be sewer system improvements followed by items relating to public safety.

Table 1 – Highest Priorities for the City

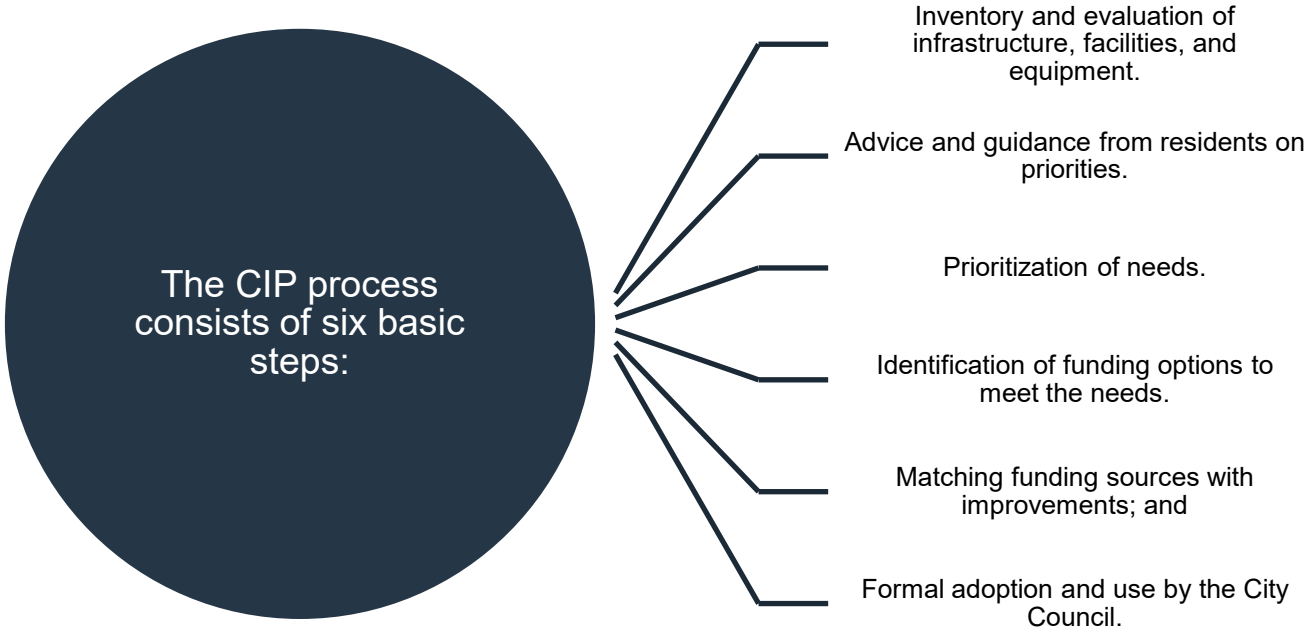
Priority	Facility	Recommended Project	Estimated Cost
1	Facilities	Old High School Rennovation	$3.5M - $4.5M
2	Water	Clearwell Construction	$2.2 M
3	Wastewater	Lagoon Desludge	$500,000
4	Wastewater	Influent Meter	$35,000
5	Water	Water Main Replacement	$20M
6	Wastewater	Sewer Main Replacement	$20M
7	Streets	Improvements	$20M
8	Stormwater	North Side Improvements	$6M
		Total Estimated Cost: $	**73,235,000**

INTRODUCTION

Based on input from City staff, elected officials, and residents, this Plan focuses on evaluating City infrastructure, including the water system, wastewater system, solid waste, administrative facilities and equipment, shop facilities, streets, equipment, and public buildings. The CIP describes the level of recommended upgrade or repair necessary for each of these assets and the available budgetary costs. The CIP will also help guide the City Council in identifying viable funding sources each need.

What is a Capital Improvements Plan & Why Have One?

This CIP is a blueprint for identifying the City's capital (infrastructure/equipment) needs, priorities, and estimated costs. The plan also provides viable funding options for these capital projects. The objective of the CIP is to create a logical, transparent, data-driven strategy for investing in the City's infrastructure needs. The Plan strives to reflect the priorities of City residents and to exemplify sound financial practices.



Key Elements

The development of this CIP required several essential elements, including:

Inventory/Analysis

Evaluation of City infrastructure, including water and wastewater systems, streets, stormwater, solid waste, administrative facilities and equipment, shop facilities, equipment, and public buildings. Based on City staff input, field reviews, previous data reports, and residents' input, the City created an inventory of existing infrastructure.

Prioritization

- Identifying the City's highest priority projects is essential to addressing critical public health and safety needs and avoiding long-term deferred maintenance costs that can result from neglecting infrastructure or equipment for too long.

Cost Estimates

- Preliminary cost estimates for proposed improvements were made using estimated budgetary unit prices. Due to the general nature of the analysis, these cost estimates are not accurate enough to be used as a definitive basis for establishing a specific improvement project's actual cost but are acceptable for budget-level estimates. In some cases, not enough data was available to make estimates.

Funding Analysis

- The research and identification of funding sources to finance improvements are vital to making facility and equipment improvements a reality. Due to the fluctuation of available federal and state funding available after this CIP, it is only possible to forecast funding availability from current sources.

Resident Involvement/Outreach

- Resident outreach and support of the CIP were important to the planning process. The input of residents needed to be collected and considered during the preparation and adoption of the CIP. Public outreach methods for the CIP included: solicitation of public comments on the draft document through participation in public meetings, comments on the draft document that was posted on the City website and available in City Hall, and a public hearing by the City Council.

Adoption and use of the CIP

- The City Council formally adopted the CIP by resolution, and the final document will be utilized during the Council's annual budgeting process.

Annual CIP Update

- The CIP should be a living document and used annually for budgeting for improvements. Thus, it should be updated on an annual basis as improvements are made, and additional improvements are identified. Cost accounting and reprioritization should occur at this annual update stage and are typically done during the budgeting process.

Great West was tasked with taking existing GIS data for the city and transposing it into an Asset Management solution where users and operators can view, edit, and catalog maintenance and overall infrastructure systems. As denoted above, the Asset Management system was built and communicated through ArcGIS Online (AGOL) so that public works and other pertinent users including Maps, Inc can track and make changes. Shelby's on-call GIS Coordinator in Maps, Inc will be tasked with training and managing day-to-day activities with the asset system. Great West Engineering will serve as the manager of the databases and will assist Maps, Inc and the City of Shelby in any management or additions/changes necessary to the databases. The City of Shelby is the owner of the GIS system.

SHELBY AT A GLANCE

The City of Shelby is the County seat of Toole County. The city is in north central Montana, approximately 35 miles south of the Canadian border and about 80 miles east of Glacier National Park. Shelby, once a cattle City, is now home to oil production and agriculture. Located at the junction of I-15 and U.S. Hwy 2, the city hosted the World Heavyweight Championship fight between Jack Dempsey and Tommy Gibbons in 1923. Today, the City's local museum features area history, homesteading items, and fight memorabilia. The City's form of government is a Mayor/Council with a Mayor elected at large and six council persons elected from three wards.

The City of Shelby provides residents with the following services: water, sewer, streets, garbage pickup, parks and recreation, as well as the operation of a licensed landfill.

According to the United States Census Bureau, the estimated population of the city in 2020 was 3,078 people and the average median age of residents was estimated at 46.2 years of age, although this estimate should be used with caution. The Census Bureau also indicated that there were 1,123 households in the city in 2020.

According to the United States Census Bureau, the top five industries for the civilian employed population 16 years and over in Shelby include education, health care, and social assistance (30.7%), arts, entertainment, recreation, accommodation, and food (23.6%), professional, management, administration, and waste management (9.8%), retail trade (9.6%) and public administration (8.9%). In 2020, the City's unemployment rate was 2.4 percent (Headwaters Economics, Economic Profile System).

The Median Household income in the city in 2020 was $44,740. According to the Community Survey Data published by the Montana Department of Commerce, Shelby has a Low & Moderate Income (LMI) of 49.7% and a 10.5% poverty rate.

With regards to housing, 21.1 percent of residents spend 30 percent or more of their income on housing, and 31.5 percent of renters pay more than 30 percent or more of their income in rent (Headwaters Economics, Economic Profile System). When the income share devoted to housing is above 30 percent of a person's income, it can indicate housing unaffordability.

PUBLIC OUTREACH AND ENGAGEMENT

Outreach and engagement with City residents were an important part of this planning process. Community engagement increases the visibility and understanding of issues and empowers communities to have their say over decisions that affect their lives, cities, and neighborhoods. The city actively provides opportunities for individuals within the community to actively engage in the decision-making processes that affect the public. Its primary objective is to facilitate the education and dissemination of information to communities regarding various issues that have a significant impact on their day-to-day lives. Through this platform, individuals can have a voice in shaping the policies and practices that affect them and their communities. Through feedback, community engagement enables government and public decision-making organizations to listen and, in turn, demonstrate the impact of community contribution. Community engagement, then, builds deeper, stronger, and more trusting relationships between public organizations and communities.

In February 2023, the City initiated the creation and marketing of a survey - online and in print - to gather the opinions of its residents regarding the most important capital improvement projects. The survey was marketed both online at envisionshelby.com and shelbymt.com, as well as printed copies available at City Hall. The survey consisted of 14 questions that asked residents to rate the City's services and capital improvements. The survey pertained to the present condition of the infrastructure and services in the City, the status of the buildings owned by the City, the state of the City-owned parks and trails, as well as the state of the City's information technology. In addition, the survey asked for feedback on identifying possible new services and determining which capital improvements should be given the highest priority by the city. Some of the suggestions given by residents included adding a movie theater or bowling alley, creating more family-friendly establishments, enhancing the Main Street locale, removing, or updating abandoned buildings, and upgrading the quality of internet services. A full summary of the survey can be found in Appendix A of this Plan.

The City is deeply committed to fostering a strong relationship with its community members. They are tirelessly working to gather feedback from their residents to continuously improve the quality of life in Shelby. To facilitate this process, the City has recently implemented a cutting-edge online GIS system that enables citizens to interact with a highly detailed map of the city and provide feedback on a variety of issues such as areas for improvement, positive feedback, general comments, and suggestions. The ultimate aim of this project is to ensure that every voice is heard, and that the community is actively involved in shaping the future of Shelby.

A working draft of the plan was presented to the City’s working group on July 24, 2023. A final draft version of the plan, based on input from the working group, was made available to residents. The plan was available as a download via the City websites and printed copies were available at City Hall. The Council held a hearing on the final draft on March 4, 2024 and the Council formally adopted the plan by resolution at a Council meeting on March 4, 2024.

WASTEWATER SYSTEM

The existing wastewater system for the city consists of a central collection system, four lift stations, and a four-cell facultative lagoon system that discharges treated effluent to Medicine Rock Coulee. The oldest part of the wastewater system is a section of the collection system which was built in 1927. About half of the clay tile pipe in the collection system was installed between 1927 and 1948. The original VC trunklines were installed in 1928 along Front St. From this trunk main, the collection system was expanded to the northwest in 1948 and to the southeast in 1959. In the 1970s, some AC pipes were installed in the system. Beyond the 1970s, multiple pipe projects installed PVC sewer mains and expanded the collection system from the central cluster. Over this period, lift stations were installed from the east side of the city towards the west in 1960, 1985, 1992, and 2000.

The existing wastewater treatment lagoons were initially constructed in 1959. The original design consisted of a three-celled facultative lagoon system. Originally, Cells 1 and 2 were the primary treatment lagoons and Cell 3 was a secondary cell that was used for secondary treatment and storage. In 2019 a fourth cell was installed as a secondary cell. Additionally, a UV disinfection unit was installed at the same time as the fourth treatment lagoon. The city discharges to Medicine Rock Coulee, typically seasonally. Medicine Rock Coulee is an ephemeral tributary to the Marias River.

Major improvements to the system were completed in the 1960s, 1970s, 1980s, 1990s, 2000s, and most recently in 2019.

Existing Flows

The calculated average day flow as determined by the wastewater flow meter at the lagoon is 465,882 gallons per day (324 gpm) or approximately 146 gallons per capita day (gpcd). Based on the winter water usage and the influent flow meter winter flows, the city has approximately 118,000 gallons per day (85 gpm) of inflow and infiltration entering the collection system.

Collection System and Pumping Stations

The existing sewer collection system for the city is primarily constructed of clay tile pipe with new sections of PVC pipe. The city does have areas of concrete pipe mains. The collection system consists of approximately 124,000 linear feet of pipe. The GWIC data indicates that the depth to groundwater within the area of the collection system ranges from 7 – 50 feet below ground surface (bgs).

The City operates three sewer lift stations that have a wet/dry well configuration. The pumps and operating equipment are separated from the wastewater and are accessed via a dry well. The wet well that receives sewage is connected to the equipment through a suction line. These structures were constructed from 1960 to 2000.

Treatment

The treatment facility for Shelby is located southeast of the city and is comprised of four facultative lagoon cells and a UV disinfection system. The system is gravity fed and flows from the north to the south. Wastewater is delivered to the facility via 24-inch PVC. The cells are connected by 18-inch PVC piping that allows flow to move downstream through the cells or bypass cells.

The facility uses slide gates and level control weirs to maintain the flow between cells and the final water surface elevation within the lagoons. The lagoons of the system are comprised of 2 primary treatment lagoons and 2 secondary lagoons. Cells 1 & 2 are the primary lagoons, and Cells 3 & 4 are the secondary lagoons. Cells 1, 2, & 3 were originally constructed in 1959, and Cell 4 was added to the system in 2019 as well as a UV disinfection system. The effluent of Cell 4 enters has a three-port discharge structure which allows water to flow through the UV disinfection system, and finally, the treated wastewater exits the system through an effluent weir.

The treatment ponds of the system are shallow compared to modern lagoon design. The operating depth for Cells 1 & 2 is only 3 ft. Additionally, 1 foot of that depth is designed to be for sludge storage. As a result, the treatment volume for the primary cells only utilizes 2 feet of water depth. The treatment lagoon capacity and detention times are outlined in the table below.

Table 2 - Existing Faculative Treatment Lagoons

Existing Facultative Treatment Lagoons	
Primary Cell #1	
Operating Surface Area	12.59 acres
Operating Liquid Level	1.7 feet
Design Sludge Depth	2 feet
Capacity	8.267 MG
Detention Time	20 days
Primary Cell #2	
Operating Surface Area	18.56 acres
Operating Liquid Level	2.3 foot
Design Sludge Depth	2 feet
Capacity	14.129 MG
Detention Time	30 days
Secondary Cell #3	
Operating Surface Area	18.19 acres
Operating Liquid Level	4 feet
Design Sludge Depth	1 foot
Capacity	24.361 MG
Detention Time	52 days
Secondary Cell #4	
Operating Surface Area	15.4 acres
Operating Liquid Level	7 feet
Design Sludge Depth	1 foot
Capacity	33.262 MG
Detention Time	78
Overall System	
Operating Surface Area	64.74 acres
Capacity	80.019 MG
Detention Time	180

The original three cells are partially lined with clay and 36 mil Hypalon on the south and west interior slopes, and these liners have degraded severely. Additionally, the dikes along the edges of these older lagoons have begun to settle and slough.

Recommended Improvement & Costs

Based on a review of the available documents and conversations with City personnel, the following tables summarize the City's priorities for the wastewater system.

Table 3 - Specific Wastewater Project Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Lagoons: De-sludge	$500,000	ARPA
2	2024	Lagoons: Flow Meter	$45,000	MCEP/RRGL
4	2024	Lift Stations: Backup Power/Generators, Pamida Pump and Motor upgrades	$844,000	MCEP/RRGL
5	2026	Pamida Lift Station Upgrades	$213,000	MCEP/RRGL/SRF
6	2026	Phase 1 Collection Improvements	$839,360	MCEP/RRGL/SRF
7	2028	Phase 2 Collection Improvements	$1,678,720	MCEP/RRGL/SRF
8	2030 – 2032	Phase 3 Collection Improvements	$4,455,440	MCEP/RRGL/SRF
9	2034 - 2040	Phase 4 Collection Improvements	$8,792,540	MCEP/RRGL/SRF
		Total Cost:	**$17,368,060**	

WATER SYSTEM

The City provides water service to residents within the City limits as well as several surrounding communities either directly or through an agreement with North Central Montana Regional Water Authority (NCMRWA). The City's water system was constructed around 1940.

In 2016, KLJ Engineering completed a Water System Preliminary Engineering Report (PER) that focused on evaluating the entire City's water system needs. The city completed some of the water improvements, including upgrading the UV treatment system in 2021. In 2020, TD&H completed an update to the Water System Preliminary Engineering Report (PER). The water transmission main in 2023 to the Airport tank was replaced based on the recommendation of this report. Additionally, ARPA funds are being used to replace the Airport Tank. The replacement should be complete in 2024. The City is in the process of completing a new water PER in 2024.

Source/Supply

The City's water source is groundwater supplied by a well field adjacent to the Marias River. Water is pumped from the wells to a 100,000-gallon welded steel clear well. The Well Field Booster Station pumps the raw water from the clear well through the ultraviolet disinfection system and then to the distribution system. The Shelby Heights Booster Station pumps treated water from the South Tank to the Prison Tank. Neither the booster stations nor the treatment building has a backup power supply. Several tank altitude valves no longer function correctly or have failed. The Shelby Heights Booster Station pumps and equipment are reaching the end of their useful lives.

The City is currently conducting a study of the wellfield and existing water rights to determine the maximum yield of water that can be produced. There is a potential for the city to assist in providing water for the North Central Regional Water System.

If the City provides water to the North Central Regional Water System, there may also be a need for a water treatment system on the south side of the Marias River. The City will also look at this option during the wellfield study and PER processes.

Treatment

The treatment plant consists of two high-powered Calgon Carbon's Sentinel UV disinfection units, operated in series (Shelby has operated in series since 2021) to provide 4-log virus inactivation per the UVDGM as required by DEQ 1 3.2.5.2.d. The treatment facility is located on top of the plateau above the Marias River approximately one-half mile from the well field. The treatment facility is fed from the well field by two 12" diameter pipelines that combine into one 16" diameter pipeline just outside of the treatment facility. The treatment facility is not equipped with backup power in the event of a power outage. However, a contract for a backup generator has been ordered and should be installed in 2024.

Storage

The City has four finished water storage tanks and one raw water storage tank providing a combined capacity of 3.1 million gallons of finished water and 3.2 million gallons total. The five tanks provide storage over the peak day and fire flow demands for the city, so long as the distribution system can deliver the water.

The five storage tanks that make up the storage facilities for the system include:

- South Tank - 1 million-gallon partially buried concrete storage tank is located on the south side of City. The tank is generally in good condition.
- Prison Tank - Relatively new 500,000-gallon steel elevated tank is located near the Crossroads Correctional Facility. The tank is in good condition. Painting inside and out will need to be considered for future O&M.
- City Shop Tank - 1.5 million gallon above-ground steel tank is located on the northeast side of City near the City shops. In 2005, the steel water main that supplies the tank suffered a major leak. “The foundation for this tank is an oiled sand bed, a common type of foundation at the time of the tank construction. Regular maintenance of a steel tank requires periodic recoating on the outside and in. In 2021, the tank was recoated inside and out.
- Airport Tank - 100,000-gallon elevated steel tank is located on the northwest side of City near the border patrol station and the airport. Lab tests of the paint flaking from the exterior of the tank show the paint used to coat the tank is lead-based. This tank is currently being replaced with a 250,000 gallon elevated pedestal tank. Installation should be complete in the summer 2024.
- Well Field Clear Well - 100,000-gallon steel tank is located near the water treatment plant approximately 5 miles south of the City. This tank is in good condition. Regular maintenance of a steel tank requires periodic recoating on the exterior and interior. Additionally, this tank is sized too small and additional capacity at the wellfield to allow the treatment facility to operate properly.
- In 2024, inspection of the South tank, Shop tank, Clearwell, and Prison tank will be completed.

Distribution

The original water distribution system was installed in the late 1930s and early 1940s. The City’s distribution system consists of several miles of water mains of varying sizes and materials. Sizes range from 4” to 16” and materials include asbestos cement (AC), PVC, and high-density polyethylene (HDPE). The majority of the piping consists of older AC pipe which is prone to leaks and breaks. In general, the capacity of the distribution system is adequate; however, some undersized 4” water mains do not meet DEQ standards. The condition of the distribution system varies with the older AC mains starting to leak and break. Several important transmission mains in the City are constructed of older AC pipe including the 14” Shop Tank connection (1979), a 10” water main under Highway 2, and the BNSF railroad (1962), and a 12” water main between Shelby High School and the Marias Medical Center (1979).

Recommended Improvement & Costs

Based on a review of the available documents and conversations with City staff, the following tables summarize the City's priorities for the water system.

Table 4 - Drinking Water Priorities

Priority	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Water PER	$45,000	MCEP/RRG
2	2026	Wellfield Clearwell: 500,000-gallon Clearwell tank	$2,500,000	MCEP/RRG/SRF
3	2026	Water Main Extension on 13th Street	$500,000	MCEP/RRG/SRF
4	2026	Bulk Water Station: Upgrade the front panel with a money/card reader	$50,000	MCEP/RRG/SRF
5	2026	Altitude Valve Replacement	$150,000	MCEP/RRG/SRF
6	2028	Shelby Heights Booster Station Improvements	$1,000,000	MCEP/RRG/SRF
7	2030	South Tank Distribution Improvements	$1,800,000	MCEP/RRG/SRF
8	2032	Transportation Corridor Improvements	$1,788,000	MCEP/RRG/SRF
9	2032	Shelby Heights Valve Replacement	$275,000	MCEP/RRG/SRF
10	2024-2030	Outlying Customer Metering	$315,000	MCEP/RRG/SRF
11	2034	Concrete Tank	$1,500,000	MCEP/RRG/SRF
12	2036	Prison Tank Recoating	$2,500,000	MCEP/RRG/SRF
13	2024 - 2032	Distribution Improvements	$5,000,000	MCEP/RRG/SRF
		-Total Cost:	**$17,423,000**	

STORMWATER

The City has a basic stormwater collection system that dates back to an original development in the 1920s. TD&H Engineering proposed and designed improvements to the system in 1982 to address the storm drainage concerns of the time. The improvements proposed by TD&H have never been fully incorporated into the City's facility, but small pieces of the design have been integrated into the system throughout the years. MDT also maintains a separate stormwater system along Highway 2 running through the city.

In 2012, KLJ Engineering completed a Stormwater Preliminary Engineering Report (PER) that focused on evaluating the entire City's stormwater system needs. The City completed some storm drain improvements in 2014, areas along Front Street; however, this was just the first phase of improvements and was not enough to prevent flooding and property damage throughout the City. The flooding caused by a storm event in 2018 showed that additional improvements were required.

The City is in construction on the second phase of stormwater improvements as identified in the 2012 Stormwater PER. The project will add stormwater collection infrastructure along 1st Street North, 2nd Street South and 4th Avenue, and along 1st Avenue South. This $4 million stormwater project is expected to be completed in 2024. The City is also undertaking the completion of a Stormwater PER update to include the N2 Drainage area, which generally lies north of Highway 2 and east of oilfield Avenue (Project P2-C in the 2012 Stormwater PER). The flooding in this area has caused severe property damage to businesses and nearby homes. This is a low to moderate income area (LMI), and property damages to homeowners due to flooding can be a large expense to families.

The runoff area for the community is divided into 7 primary drainage basins based on the 2012 Stormwater PER, and the locations of the existing major stormwater conveyance pipes. The existing stormwater facility is generally made up of paved curb and gutter streets that convey stormwater to inlets of drainage ditches. There are very few detention facilities in the system, which are mainly limited to some of the newer commercially developed areas. The system has no stormwater pumping or treatment facilities. All of the stormwater runoff from the City is conveyed to the dry unnamed tributary of the Marias River. The Marias River is approximately 6.5 miles south of the City.

The City's limited and undersized storm drainage system currently poses a threat to public health and safety. Multiple pipes in the system are so severely undersized that they cannot pass the 2-year event without causing water to back up, potentially running over roads, railroad tracks, and/or flooding business and homes. In other areas, there is no collection system so runoff ponds along curb and gutter and floods low points along roadways. According to the City, flooding occurred upstream of one of their undersized pipes in 2011, with an estimated 2 feet of water flowing over Front Street and posing a safety concern for travelers, businesses, homes, and residents in the area. Multiple other flooding events have occurred in the recent past.

Sewer System inflow is also a major concern for the city. Sewer System inflow is when stormwater enters the sewer system during storm events. The water can enter the system through manholes, cracks, and breaks in the mains or services, basement sump pumps, or other illegal connections. Stormwater inflow into the sewer system justifies the need to further make stormwater system upgrades. The City has tried to eliminate connections to sump pumps and private service connections over the years as the hydraulic capacity in the lagoon is limited. In addition to public health and safety issues, recommended projects will also eliminate stormwater inflow and help reduce further impact on the wastewater treatment facility.

Recommended Improvement & Costs

Based on a review of the available documents and conversations with City's staff, the following tables summarize the City's priorities for the stormwater system.

Table 5 - Stormwater Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Alley Drain from Maple Avenue to 4th Avenue	$250,000	Local
2	2024	Stormwater PER Update	$50,000	MCEP/RRGL
3	2025	Marias Valley Road and Highway 2 upgrade	$650,000	MCEP/RRGL
4	2027	N2 Drainage Area Improvements (Oilfield Avenue area)	$1,100,000	CDBG/MCEP/RRGL
5	2029	Complete stormwater on the North Side of the City	$3,000,000	MCEP/RRGL
		Total Cost:	**$5,050,000**	

STREETS

Shelby maintains approximately 42 miles of streets and roads. As part of the CIP update, Great West completed a street assessment of roughly 2 miles of gravel and 40 miles of paved streets throughout the city. This assessment involved evaluating the condition of each street based on the PASER Road Evaluation Criteria. The overall PASER Rating for each street was determined and used to rank each road based on condition. The roads were ranked from lowest to highest, with lower numbers indicating worse road condition(s).

The road evaluations assessed the condition of the pavement based on roughness, pavement strength, cracking, potholes, and patching, and the general condition of the pavement, divided into the following 4 categories: Surface Defects, Surface Deformation, Cracks, and Patches and Potholes. Each gravel road was evaluated similarly to the paved roads. The road evaluations rated gravel roads on conditions based on the following eight categories: Crown, Drainage, Gravel Layer, Washboards, Potholes, Ruts, Dust and Loose Aggregate, and Ride Quality. See Appendix B for a listing of recommended road maintenance.

An estimate of maintenance costs was developed to assist with the planning of street improvements. Unit price estimates for the described maintenance, resurfacing, and reconstruction improvements were prepared assuming work would be done by contracted crews. It is important to recognize that the recommended improvements are considered applicable in the context of this preliminary analysis. At the actual construction stage, each street should be thoroughly analyzed to verify the applicable maintenance or repair measure needs. See the prioritized cost estimate tables at the end of this report.

Paved Roads

Improvements to paved roads include crack sealing, chip seal, scrub seal, asphalt overlays, patching, replacement, digouts, and full reconstruction. Seal coating (chip or scrub) and crack sealing helps extend the life of the pavement by providing a wearing surface with improved skid resistance and prohibiting water and fines from entering the subgrade. Patching and adding thin lifts help to improve small areas of deterioration or potholes by adding roughly 1 inch of asphalt to provide an even surface. Overlays and milling restore rideability and improve the durability of streets that have been saw cut and patched repeatedly. Asphalt replacement is used when the existing asphalt has degraded from lack of maintenance but there is no evidence of subgrade or subbase failure. Digout & patching (small areas) and full reconstruction (large areas) of an asphalt road are necessary when the pavement is beyond repair and the existing subgrade has failed. These measures require full removal of the existing asphalt and base gravels and replacement with new base gravel and a minimum 3-inch depth asphalt pavement. Concrete valley gutter and curb & gutter are also included in select areas where needed.

Gravel Roads

Improvements to gravel roads include blading, additional gravel, dust control, double shot chip seal, and paving gravel streets. Blading consists of blading ruts and potholes when adequate gravel exists on or adjacent to the road. Additional aggregate consists of adding 4 inches of gravel for shaping and weather resistance and rolling with a pneumatic tired roller. Dust control is applying magnesium chloride to prevent dust and provide a surface more resistant to rutting, washboarding, and potholing. Several streets have curb & gutter present on gravel roads which would be prime candidates for double shot chip seal or asphalt pavement. It is recommended that all graveled City streets are bladed and have dust control applied at a minimum. However, some streets have a lower PASER rating and would benefit from additional aggregate being placed.

The following tables summarize pavement and gravel maintenance, repair, and reconstruction types.

Pavement Maintenance	Description
Crack Sealing	Used to seal cracks greater than 1/8" in width and depth. Includes crack routing and cleanout.
Chip Seal	CHFRS-2P Oil and 3/8" chips. Oil is sprayed down to the existing pavement and chips are spread evenly over the oil. Provides additional water penetration resistance, improves road surface friction, and builds section depth.
Scrub Seal	Similar to a chip seal but performed with Polymer Modified Rejuvenating Emulsion (PMRE) and brushes that move the oil around to better fill cracks and adhere to chips. Often a more cost-effective alternative if streets need crack sealing and a chip seal.
Asphalt Overlay Type 1	Overlay with no milling used for streets without curbs. Improves rideability, prevents water from penetrating pavement, and adds pavement section strength.
Asphalt Overlay Type 2	The overlay with milling only along the edges to tie in to curb. Improves rideability, prevents water from penetrating into the pavement, and adds pavement section strength.
Asphalt Overlay Type 3	Overlay with full-width milling, curbed, or uncurbed streets. Improves rideability, prevents water from penetrating pavement, and adds pavement section strength. Used on streets with extreme saw cutting and patching.
Asphalt Patching	New asphalt on existing gravel, small area.
Asphalt Replacement	Asphalt removal and replacement on existing gravel (no subgrade failures), large area.
Digout & Asphalt Patching	Full-depth dig out and replacement of asphalt & base gravel over a small area.
Asphalt Reconstruction	Full-depth asphalt & base gravel replacement over a large area.
Paving Gravel Street	Shaping existing base gravel, new pavement to tie into curb & gutter
Guardrail	Guardrail replacement or install new guardrail

Gravel Maintenance	Description
Blading	Blading & shaping to restore road smoothness.
Additional Aggregate	Additional 4" of road mix gravel, blading, and roller compaction.
Dust Control	Magnesium Chloride (MgCl) application to reduce dust and improve strength.
Double Shot Chip Seal	Double shot application of chip seal on a gravel road, lower cost asphalt substitute but not as durable as asphalt.
Paving Gravel Street	Shaping and compacting existing base gravel and new asphalt pavement to tie into existing curb & gutter.
Guardrail	Guardrail replacement or install new guardrail

Primary and secondary treatments are provided because many street segments require more than one type of work, and some options must be completed in a specific order. For example, a chip seal must be applied after cracks have been sealed or new asphalt has been placed (patches, overlays, etc.). Similarly, dust control must be done after additional aggregate or blading has been completed.

The type of work recommended, the combined segment costs, and the PASER rating system were used to systematically prioritize the street improvements for the City. The following tables list the highest-priority street projects. It is recommended that the City review the list and provide input on the importance of the individual routes to develop a final street improvement priority list and overall schedule for improvements.

The City should review this plan regularly, preferably each year during the budgeting cycle. The updates may reflect reprioritization of the street improvements, changes in funding opportunities, availability of materials, personnel, contractors, etc.

Table 6 – Street Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	Westwood Avenue from Valley to Sheridan (Gravel to Pavement)	$95,000	Local
2	2025	Front St/Montana Intersection. Convert to PCCP (by RR tracks and C-store)	$300,000	Local
3	2025	Montana Avenue – Front St to Plum St Reconstruct Asphalt	$360,000	Local
4	Yearly	Chip Seal Program	$60,000 per year	Local
5		3rd Street North – 9th Avenue to 11th Avenue	$36,000 (Patching) $240,000 (Repave)	Local
6		Wilson Avenue & Harding Avenue: Pavement Repair near City Pump Area due to heavy traffic	$25,000 (Patching) $70,000 (Repave)	Local
6A		Concrete Pavement Alt -Wilson Avenue & Harding Avenue: Pavement Repair near City Pump Area due to heavy traffic	$500,000	Local
7		Harding Avenue: Pavement Repair near City Pump Area due to heavy traffic	$9,000 (Seal)	Local
8		Gallatin Street – Benton Avenue to Park Avenue: Pave gravel street	$60,000	Local
9		West Central Avenue – Galena St to Mineral St: Repave	$70,000	Local
10		Street improvements in conjunction with future water or wastewater projects	TBD	Local
11		Sidewalk/Walkability Study	$40,000	CDBG
12		Mag Chloride for Gravel Roads	$0.75/SY	Local

BUILDINGS

For the purpose of this section, community facilities include those public facilities normally provided to satisfy the needs of people in a community. These facilities can be grouped into four categories:

1. Cultural
2. Governmental
3. Recreational
4. Educational

To provide Shelby with the types of public facilities that citizens of the community and surrounding area enjoy requires a commitment from public officials and large expenditures of public funds. The community has benefited from a commitment from past city administrations that understood the necessity of providing the funding required to provide the excellent public facilities that Shelby citizens enjoy.

City Hall

The Shelby City Hall is a brick building located at 112 First Street South was remodeled in 1998. This remodeling revitalized an abandoned building that previously housed the old Toole County Hospital. The building houses the City Hall Office (Finance Officer, Mayor, and staff), Council Chambers, Community Development/Planning office, and some storage.

Shelby Civic Center

The Civic Center was built in 1949, to house a Marine Corps unit, the building then served as the local National Guard headquarters before the Montana National Guard gave the facility to the City of Shelby. The complex is used extensively by residents for recreational uses such as racquetball courts, weight rooms, and basketball court, and is used for numerous aerobics and other recreational activities.

Rainbow Hotel

The Rainbow Hotel is a three-story brick building situated at the northwest corner of Main Street and 4th Avenue. Built in 1923 in anticipation of the World Heavyweight Championship Fight, the historic hotel served the community until 1984 when it was shuttered. The City of Shelby purchased the property in 2011 seeking to address hazardous substances within the building and look for reinvestment in the historic property. Through EPA Brownfields Assessment and Cleanup Funding, the building was remediated in 2014. In 2021, a building evaluation was conducted. The report indicated the building was in good condition considering its age and construction. The following repair items were recommended:

- Roof membrane, scuppers, and roof drainage;
- Floor planning;
- Wall top plates;
- Remove temporary timber frame and replace with new wall or beam system;
- Reinforce stair framing;
- Address cantilevered condition at 2nd floor skylight
- Repoint masonry walls; and
- Address drainage around the building.

In 2023, the city was awarded a Montana Main Street Program grant in which to complete an architectural design for the building with the intent of restoring the building to accommodate lodging.

Historic Shelby High

Historic Shelby High was built in 1931 on Shelby's "grade school block" and served the community as a high school until 1962 when a new school was built on the north edge of town. The original building was converted to a middle school and served in that capacity until 2003 when a new K-6 elementary school was built adjacent to Shelby High and 7th and 8th grade classes integrated into the high school building.

With no future for the building, School District #14 sold the property to the City of Shelby. The city began an environmental assessment in the fall of 2004. A Targeted Brownfields Assessment followed and in 2007, the city was awarded an EPA Brownfields Cleanup Grant in which to address asbestos and lead-based paint.

In 2010, the county/city were awarded American Recovery and Reinvestment (ARRA) funding for the start of window replacement and later, an Energy Efficiency Community Block Grant in which to complete boiler replacement, and roof repair. Since that time, the city has sought private donations and used city funds in creating a functioning gymnasium for community use. An ADA bathroom was constructed, insulation and sheet rock hung and forced air furnace installed as well as new endline mats in the gym.

As of January 2024, the city is seeking grant funding for the adaptive reuse of Historic Shelby High in conversion of the classroom side into city offices, potential county commission offices, and community meeting rooms. There is also potential to convert the basement level into leased spaces or conversion to a fitness center.

Historic Shelby Town Hall

Constructed in early spring of 1923, the Shelby Town Hall served as city offices, a local citizens meeting hall and a few years later, a jail for the community. Constructed in anticipation of the World Heavyweight Championship Fight- July 4, 1923 in less than two months, the town council wanted to establish Shelby as a city of growth and perpetuity.

City Hall moved to its present location at 112 1st St. South in November of 1996. Since that time the building has served as the home of the Shelby Area Chamber of Commerce and Visitor Information Center with basement office space available.

Shelby Swimming Pool

Shelby Swimming Pool is an indoor swimming pool, which includes a splash park and ADA accessible play structure. There is an admission to the swimming pool, but the splash park is free of charge.

Shelby Shop

The Publics Works Department operates out of a 120 x 60 ft steel frame metal building located at 50 City Shop Road. Inside the building includes a vehicle lift for equipment maintenance, two offices, a breakroom, water dept parts/work room, two restrooms, and heated inside storage area for maintenance of vehicles and equipment. The southwest corner of the building was added, and a portion is being utilized by Prairie Oasis Animal Shelter. The space includes 9 kennels for use by the city animal control for impounded animals'; along with an outside fenced in animal activity area. Also on the grounds is a secure impound storage lot for storage of impounded vehicles. A new 140 x 50 pole barn style, metal storage building will be erected spring of 2024 for cold storage of city equipment and dedicated storage of parks department equipment and materials.

The following is the City's current list of building priorities.

Table 7 - Building Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	Shop – additional storage shop for vehicles & equipment	$185,000	City Water & Sewer Enterprise Funds
2	2025	Shelby Pool upgrades-insulation; sound control; windows	$80,000	City General Funds; Parks Funds
3	2026-2028	Historic Shelby High	$8.5 million	Montana Main Street Program; MT Historic Preservation Grant Program; CDBG Public Facilities; General Funds; Enterprise Funds
4		Civic Center maintenance	$30,000	City General Funds: Parks Funds
		Total Cost:	**$8,795,000**	

SOLID WASTE

The service area for the landfill includes the City of Shelby, Town of Sunburst, and several customers located outside the City limits and within Toole County. The existing landfill site encompasses approximately 70 acres and is licensed to receive Group II, Group III, and Group IV wastes. The site initially began receiving wastes in 1947 according to the local officials. The entrance to the site is at the City shop complex. The site also houses a transfer station for residents to deposit small loads of waste in order that they do not have to enter the actual landfill area. The site also houses a junk vehicle storage area. The wastes that are handled at the landfill are weighed. The records indicate that approximately 4,900 tons of waste were disposed of at the landfill in 2021. This compares to approximately 4,800 tons in 2020, 3,200 tons in 2019, 3,600 tons in 2018, and 3,500 tons in 2017. The site is located one mile northeast of the City adjacent to the Shelby City Shop complex. The landfill accessible to the public 7:00 am – 3:00 pm, Monday through Thursday every week.

A Master Plan and Operation and Maintenance Plan was developed and approved by the DEQ in March 2006. The City updated the Master Plan and O&M Manual which was approved by DEQ in 2020. The total life of the landfill site is about 110 years.

The City has one full-time equipment operator who compacts the waste and applies soil cover with the scrapper. The City's Public Works Director has the overall responsibility of the site and its operation and works directly with the Mayor, Consultant, and DEQ as necessary on operation and regulatory issues. The City's Public Works Assistant has her office at the City shop which is located at the landfill's entrance. One of her tasks is to monitor the use of the landfill which includes the operation of the scale, issuing receipts to users and keeping records, etc. Other City employees are trained to fill in for these personnel when they are on vacation or sick leave.

The City uses a track loader to stockpile cover soil. The City crew also maintains the on-site roads as necessary.

The City has done an excellent job of managing the stormwater at the site. Ditches were constructed several years ago to prevent any run-on from entering the active fill areas. Also, a stormwater run-off pond, located at the extreme southern end of the site, collects any stormwater that is generated on the site. According to the City personnel, the pond has never completely filled and therefore no discharge has ever been necessary. The pond is designed to handle the 25-year storm event.

Litter is controlled at the site using several portable litter screens and perimeter fences which are cleaned periodically by the City crew. Litter is minimized by keeping the active face to a minimum size and applying daily cover. The City would like to acquire additional litter screens to enclose the working face of the landfill and to replace screens that are not salvageable.

The City operates a container facility located immediately north of the landfill entrance, which is used by individuals hauling waste in small vehicles. The container facility is locked but accessible through the use of a card key gate access system. 7am – 7 pm, 7 days per week. The container facility lacks safety protection. There is a potential for residents to fall into the container. A gate system should be installed to significantly reduce the risk of falls. The City should also repair or replace the litter fence behind the container facility. The fence system has large holes in which litter blows through and against the perimeter

fence of the landfill. A fence along the top, acting as a lid, of the litter screen would also prevent litter from climbing the fence and ending on the perimeter fence.

Table 8 - Solid Waste Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2025	Litter Screens	$20,000	SW Fund/MCEP
2	2025	Trash Compactor	$500,000	SW Fund
2	2026	Safety Improvements on Container Area	$30,000	SW Fund
3	2026	Container Area Litter Screen Upgrades	$10,000	SW Fund
		Total Cost:	**$560,000**	

PARKS AND RECREATION

Parks and recreation facilities are vitally important to establishing and maintaining the quality of life for City residents by ensuring the health of families and youth, and contributing to the economic and environmental well-being of the community. The City of Shelby has numerous parks maintained by the City's Parks and Recreation Department. All parks have playground equipment, and shade trees.

Aronow Park

Aronow Park is located at 700 Valley Street. At Aronow Park, visitors can take advantage of a plethora of opportunities for outdoor recreation. The park boasts three tennis courts for those who enjoy a friendly game of doubles or singles. Additionally, there are horseshoe pits, perfect for a leisurely afternoon with friends or family. For those who prefer a more active game, there is an outdoor volleyball court that offers a great way to get some exercise and have fun. In the winter, the park also offers a spacious ice-skating rink for visitors to enjoy. Finally, there is a large playing area, ideal for running around, playing games, or simply lounging in the sun.

Andy Anderson Park

Andy Anderson Park is a small neighborhood park located at 16 1st Street S.

Johnson Memorial Park

Johnson Memorial Park is located at 121 12th Avenue N. The park offers an indoor swimming pool, wading pool, play structures, and picnic areas.

Lincoln Park

Lincoln Park is located at 1000 Birch Avenue and covers an area of 1.8 acres. This park is suitable for walking, and family activities. In addition to its natural scenery, this park also has a playground.

Krysko Skate Park/Meadowlark Park

Krysko Park and Meadowlark Park are located at the corner of Main Street and 6th Avenue. The skate park has multiple bowls with varying degrees of difficulty. The park is used for rollerblading, skateboarding, biking and scooter riding.

Meadowlark Park includes a basketball court, picnic tables and benches and a play structure with multiple slides, climbing opportunities, and zip line.

City Park

The Shelby City Park is located at 120 East Main Street. Dedicated as Shelby Square on June 2, 1900, the park is adjacent to Historic Shelby Town Hall which is listed on the National Register of Historic Places. The community hosts numerous events in the park wit the lighted gazebo and stage; play structure and equipment; and exterior restroom at Historic Shelby Town Hall.

Bitterroot Park

Originally, the playground for Bitterroot Elementary School located at 622 Granite Avenue, the Bitterroot Park sits on the south east corner of Blaine Street and Benton Avenue. The pocket park includes a play structure, swings, and picnic tables. The City is in the process of constructing homes on the demolished school site (2024).

Shelby's Lake Shel-oole Campground and Baseball Complex

The Lake Shel-oole Campground is located one-half mile north of Shelby. There are 46 campsites with water and electricity. The campground has clean hot showers and a free dumping station on site. The campground is located adjacent to the Roadrunner Recreation Trail and near fishing access. Recreational opportunities are provided with five baseball fields.

Williamson Park

Williamson Park is approximately 7 miles south of Shelby at 72 Williamson Park Road. It includes a campground with a restroom facility only. Primitive campsites are within walking distance of the Marias River.

Champions Park

Located at 448 12th Ave. North, Champions Park was dedicated July 4, 2023. The outdoor interpretive museum showcases the World Heavyweight Championship Fight which took place July 4, 1923. Interpretive signs highlight the events that led up to the infamous fight. Signage also tells the story of homesteading on the hi-line; the coming of the railroad; and the discovery of oil and gas. The park center is the actual size of the fight ring and features iron silhouettes of fighters Jack Dempsey and Tommy

Gibbons and the fight referee. The 12th Avenue sidewalk marks the immense size of the 40,000-seat arena built in anticipation of the fight with row designation stamped in the concrete.

Roadrunner Trail

The Roadrunner Recreation Trail is a little over 5 miles of paved City and gravel trail. The trail officially begins at the intersection of Main Street and Coyote Pass, heading north along Oilfield Avenue and circumventing Lake Shel-oole. The trail loops back into Shelby on the City Shop Road. A mid-way loop intersects the trail at the Coyote Hills subdivision. A picnic area on the north corner of Lake Shel-oole; exercise stations; benches; pet stations and points-of-interest signage complement the trail system.

The Hills Mountain Bike Trail

The Hills Mountain Bike Trail is named for the Sweetgrass Hills. The first 3-mile loop, West Butte was cut in 2021. There are multiple access points with the official trailhead at the top of the Lake Shel-oole Dam three-quarters of a mile north of Shelby. Crossing the dam, the trail offers multiple switchbacks through the coulees, crisscrossing the Roadrunner Recreation Trail at several points.

Parks Inventory and Assessment Plan

The City completed a detailed survey for the City's park and recreation facilities as part of this CIP. While the plan does not contain a prioritized list of improvement projects, it is a wealth of information on the park system within the City and the importance of the parks to the residents.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Swimming Pool/Splash Park	44.23% 46	37.50% 39	16.35% 17	1.92% 2	104
Johnson Park	19.19% 19	42.42% 42	32.32% 32	6.06% 6	99
Lincoln Park	18.37% 18	39.80% 39	33.67% 33	8.16% 8	98
Krysko Skate Park	32.67% 33	43.56% 44	20.79% 21	2.97% 3	101
Meadowlark Park	25.51% 25	38.78% 38	32.65% 32	3.06% 3	98
Andy Anderson Park	10.53% 10	27.37% 26	45.26% 43	16.84% 16	95
City Park	32.00% 32	38.00% 38	25.00% 25	5.00% 5	100
Bitterroot Park	17.71% 17	37.50% 36	34.38% 33	10.42% 10	96
Aronow Park	27.00% 27	46.00% 46	23.00% 23	4.00% 4	100
Lake Shel-oole Baseball Complex	39.00% 39	45.00% 45	14.00% 14	2.00% 2	100
Williamson Park	21.65% 21	46.39% 45	26.80% 26	5.15% 5	97

Figure 1 - Community Feedback on Importance of Parks and Trails

The City's current priorities for park and recreation facilities are listed in the following table.

Table 9 - Park and Recreational Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1		Park equipment replacement	$500,000	Park Maintenance District (PMD)/GF
2		Picnic table replacement	$1,200 per picnic table	PMD/GF
3		Lake Sheloole ballfields (new fill, new bases, fencing)	$100,000	TBID
4		Williamson Park (cleanup and new equipment)	$25,000	Forestry/PMD
5		Meadowlark Park (irrigation system update)	$3,600 per quarter-acre	PMD/GF
6		Pool (new re-circ pump and motor)	$2,500	GF

NON-OWNED SUPPORTED CITY INFRASTRUCTURE

Shelby Schools Sports Complex

The sports complex is adjacent to the Shelby High School track and football field. It features two Little League fields, one Babe Ruth field, and a T-ball/practice field that is also used seasonally for the Shelby Youth Soccer Program.

Shelby Senior Citizens Center

The Shelby Senior Citizen Center is located at 739 Benton Avenue. The Center provides many services and activities to the senior population of the City, Toole County, and surrounding area. The center serves meals Monday through Friday, has a Meals on wheels program, provides transportation service five days a week, has a health maintenance program, home-maker service, and energy assistance. Activities include exercise classes, cards, bingo, potlucks, and dances.

Port of Northern Montana

The Port of Northern Montana provides access to the Burlington Northern Santa Fe (BNSF) Class 1 railroad and access to the Union Pacific Railroad. The location provides service to the United States, Canada, and Mexico. It contains a multi-modal facility that is 120 acres in size.

EQUIPMENT

Equipment needs in the City include those related to operations and maintenance and information technology. The following is the City's current list of equipment needs.

Table 10 - Equipment Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2025	Street Sweeper	$300,000	Gas Tax/GF
2	2025	Motor Grader	$400,000	Streets/Gas Tax/GF
3	2026	UTV with plow and enclosed cab	$40,000	
4	2027	Camera (small-sized pipe)	$10,000	Sewer Fund
5	2028	Snow Plow Truck with Sander	$250,000	Streets/GF/Gas Tax
		Total Cost:	**$1,000,000**	

FIRE DEPARTMENT

The Shelby Volunteer Fire Department is located on 1st St North. The building was constructed in 2010 and currently houses 2 engines, 1 ladder truck, 3 type six brush trucks, 1 command vehicle, and 2 water tenders. The fire alarm system is a central siren electrically operated from the sheriff's office. The City currently has a Class 3/3 ISO rating.

The department's inventory includes a 2008 Smeal Pumper with a pumping capacity of 1000 Gallons Per Minute (GPM) and a tank capacity of 1000 gallons. It carries 600 feet of three-inch hose, 350 feet of 1 ¾ -inch hose, 300 feet of LDH, and 250 feet of one-inch hose. Also housed there is a 2023 International Pumper with a pump capacity of 1500 gallons per minute and a 1000 gallon tank, 2006 E-One platform/ pumper apparatus with 1500 gallon per minute pump and 100 foot platform, 1 2020 Dodge type 6 brush truck, 1 2017 type 6 brush truck, 1 2015 type 6 brush truck, 2004 Ford quick response rescue truck, 1994 Freightliner Command Van, 1996 Freightliner water tender 2300 gallon, 2004 Peterbilt 3500 gallon tender truck, and 1999 Hummer quick response brush truck. The Department is composed of 28 volunteers under the direction of a chief, assistant chief, captain, and lieutenants.

The following table lists the priorities of the Department.

Table 11 - Fire Department Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	Aerial Truck	$300,000	City Budget – special approval
2	2024	Bunker Gear	$53,000	City Budget
3	2025	Large Diameter Hose 600 ft	$5,900	City Budget
4	2025	Air Compressor	$60,000	City Budget, FEMA
5	2026	Rescue Tools	$45,000	County and City Budget
6	2027	Hazmat Equipment	$35,000	County and City Budget, Grant
7	2027	Hose	$6,000	County and City Budget
		Total Cost:	**$504,900**	

IMPLEMENTATION

Priority Recommendations

The City of Shelby has created this Capital Improvements Plan (CIP) to ensure that its project priorities accurately reflect the City's needs. While all projects listed in the Plan are needed, the Council ultimately had to decide what the final list of priorities should be based on criteria ranging from public health and safety to fiscal capacity. The Council will use this document as the primary financial tool for setting the City's annual overall budget. The document will be updated on a 5-year schedule or as projects are completed and priorities change.

Timeline

In general, the City of Shelby will initiate the completion of its highest-priority projects as funding is available within of the adoption of the CIP. The Council may commence with the development of lower-priority projects sooner if funding becomes available.

Financing Improvements

Determining how to finance a project is one of the most difficult and important parts of completing a capital improvement project. The City's analysis to fund projects is meant to keep user/tax rates stable and maximize state and/or federal loan and grant funds for capital expenditures. Incurring some debt is expected with large capital projects and annual evaluations will be needed to balance debt service and operating expenditures. The City also needs to determine its debt capacity and acceptable debt service levels. The goal of this CIP is to plan for improvements that will reduce the overall financial burden of capital improvements on City residents.

The following is a brief description of the most common funding sources used by Montana communities to fund capital improvement projects. Funding options include bonding, special improvement districts, capital improvement funds, service charges, as well as federal, state, and private grant and loan funding. This is not an all-inclusive list of funding opportunities. The financing the City uses will depend on the scope and budget of the selected project(s). Each option should be carefully evaluated based on the project, needs, and financial capacity of the community.

Bonding

The different types of bonds authorized under State Law have applications and requirements.

A. General Obligation Bonds

General obligation (G.O.) bonds are guaranteed by the full faith and credit of the local government issuing the bonds. By pledging the jurisdiction's full faith and credit, the local government undertakes a legally binding pledge to repay the principal and interest by relying upon its taxing authority (7-7-4204, MCA). This obligation must therefore be ratified by an affirmative vote of the citizens before the bonds may be issued (7-7-4221, MCA). Due to the relative security of the repayment of G.O. bonds principal and interest, and because the interest paid to the bondholders (lenders) may be exempt from state and federal taxes, lenders are usually willing to accept a lower rate of interest. As a result, the cost of the capital project will be somewhat less for the local government and its taxpayers.

B. Revenue Bonds

Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds. Therefore, they are somewhat less secure than G.O. bonds. Even though the bondholder's interest earnings on revenue bonds may also be tax-exempt, the bond market will usually demand somewhat higher interest rates to attract lenders. Revenue bonds are backed only by the revenues from fees paid by the users of the capital facility, such as a municipal water system, wastewater system, or a Special Improvement District (SID) for City improvements such as streets and bridges. Because revenue bonds do not involve a pledge of the full faith and credit (taxing authority) of the municipal government, revenue bonds do not require voter approval (7-7-4104 and 7-7-4426, MCA).

Capital Improvement Fund

Montana Budget Law provides that municipal governments may appropriate money to a capital improvement fund from any of the several government funds in an amount of up to 10% of the money derived from that fund's property mill tax levy (7-6-616, MCA). The CIP must be formally adopted by the resolution of the governing body and should include a prioritized schedule for the replacement of capital equipment or facilities with a minimum $5,000 value and a five-year life span, as well as the estimated cost of each item.

Service Charges

The most common source of revenue to meet the operating and debt service costs of utility systems are monthly service charges to all users. The service rates should be established to reflect charges to various customer classes or users according to the benefits received.

Annual Needs Assessment

Local governments are encouraged to annually assess their needs. A needs assessment may focus only on public infrastructure or it may include every service provided by the local government. This assessment should occur before elected officials and department heads begin to prepare their budgets for the next fiscal year. The needs assessment is the foundation of every CIP and because every community changes so do their needs.

There are several methods for assessing a community's needs. Public hearings, online surveys, questionnaires in local newspapers, advisory committees, and preliminary engineering or architectural reports are just a few of the ways Montana communities have assessed their needs. However, as needs are measured, the information must be thoroughly documented, and the information be presented to the public. See the Public Outreach and Engagement section of this Plan for a description of how the City of Shelby attempted to measure the City's needs.

Grant and Loan Funding

> ***Planning Grants*: An important part and the initial step to addressing capital improvement projects is adequate planning. Like this CIP, the City must plan for specific projects to be successful in making improvements.**

Department of Commerce Montana Coal Endowment Program (MCEP) Grants can provide up to $40,000 for preparing Preliminary Engineering Reports (PER) and Capital Improvements Plans (CIP). These grants require a dollar-for-dollar match. The City is eligible to apply for this funding.

Department of Natural Resources and Conservation (DNRC) Renewable Resource Grant and Loan Program (RRGL) offers planning grants of up to $40,000 for the preparation of new PER, $20,000 for PER and Technical Narrative Updates, and up to $15,000 for capital improvement, plans, and Resource Services plans and studies. The planning activity must be necessary to develop a project that conserves, protects, develops, or improves the management of a renewable resource project.

Department of Commerce Community Development Block Grant (CDBG) Planning Grants are available three times per year for up to $50,000 for planning activities and documents (Growth Policy, CIP, Housing Plans, CEDS, etc.) and preparation of Preliminary Engineering Reports (PER)/Preliminary Architectural Reports (PAR). CDBG applications for a PER or CIP for water, wastewater, or stormwater systems that are not directly tied to economic development through job creation and job retention are accepted; however, they may be considered secondary to other planning priorities for funding due to other state and federal program funds available. CDBG planning grants require a 1:3 local to grant funding match. The City is eligible to apply for this funding. 2024, the application deadlines are March 11, June 28, and November 1.

Montana Office of Tourism and Business Development Tourism Grants are available to Certified Regional Development Corporations (CRDCs), tribal governments, or other economic development organizations not part of a CRDC region to support economic development planning activities. Projects include central business district redevelopment, industrial development, feasibility studies, creation and maintenance of baseline community profiles, matching funds for federal funding, preproduction costs for film or media, and administrative expenses. The Department will generally award up to $1 for every $1 in documented matching funds, up to $25,000 in BSTF funding.

Montana Coal Endowment Program (MCEP) is a state-funded grant program administered by the Montana Department of Commerce (MDOC). MCEP provides financial assistance to local governments for water, wastewater, stormwater, solid waste, and bridge infrastructure improvements. Grants can be obtained from MCEP for up to $500,000 if the projected user rates are between 100% and 125% of the target rate, $625,000 if projected user rates are between 125% and 150% of the target rate, and up to $750,000 if the projected user rates are over 150% of the target rate. MCEP grant recipients are required to match the grant dollar for dollar. However, the match may come from various sources, including other grants, loans, or cash contributions. MCEP grant applications are due in the spring of even years.

Renewable Resource Grant and Loan Program (RRGL) is funded through interest accrued on the Resource Indemnity Trust Fund and the sale of Coal Severance Tax Bonds; RRGL is a state program administered by the Montana Department of Natural Resources and Conservation (DNRC). RRGL primarily aims to conserve, manage, develop, or protect Montana's renewable resources. Grants of up to $125,000 are available for projects that meet one or more of these objectives and do not require matching funds. RRGL grant applications are due in the spring of even years.

Community Development Block Grant (CDBG) is a federally funded program (HUD) administered through the Montana Department of Commerce. The primary purpose of the CDBG Program is to benefit low to moderate-income (LMI) families. To be eligible for CDBG funding, an applicant must have an LMI of 51% or greater. CDBG grant funds may be applied for up to $750,000 with a limit of $20,000 per LMI household. Therefore, a community needs 23 LMI households to apply for the maximum grant funds. The use of CDBG funds requires a 25% local match that can be provided through cash funds, loans, or a combination thereof. The City has a published LMI of 49.3% and is ineligible for this funding for a project with an area-wide benefit. However, the City is eligible for CDBG funding for projects that directly benefit LMI residents or for

facilities that serve a “limited clientele” population that HUD assumes to be LMI, such as the elderly or disabled residents.

USDA Rural Development Water and Environmental Program (RD) offers financial support to districts, municipalities, and counties to undertake infrastructure projects that enhance the quality of life and promote economic growth in Rural America. Communities with populations of less than 10,000 can apply for funding. However, RD prioritizes projects that benefit rural areas with populations equal to or less than 1,000.

Eligibility for grant funding and loan interest rates depends on a community's median household income (MHI) and user rates. A community's eligibility for grant funding is based on its MHI relative to Montana's non-metropolitan median household income, which is $63,617 (2021 American Community Survey data). The threshold for RD's intermediate loan rate and up to 45% of its project cost being grant-funded is $50,893. In other words, if a community's MHI is less than $63,617 but greater than $50,893, it qualifies for the intermediate rate. If the MHI is less than $50,894, it qualifies for the poverty rate, and up to 75% of the project cost is grant-funded. However, to allow for the 75% grant contribution, the project must address a severe public health or sanitation concern. With an MHI of $47,379, the city is currently eligible for the Poverty Rate, which is 2.25%. RD interest rates are adjusted quarterly.

USDA Rural Development (RD) Community Facilities provides grant and loan funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and improve critical community facilities, purchase equipment, and pay related project expenses. Essential community facilities include healthcare facilities, public facilities (City halls, courthouses, airport hangars, streets), community support services (childcare centers, community centers, fairgrounds), public safety, educational services, local food systems, and food banks. Grant funding is based on population and median household income. The City is eligible to apply for this funding.

Drinking Water and Water Pollution Control State Revolving Fund (SRF) provides low-interest loan funds for water, wastewater, stormwater, and solid waste projects. The Montana Department of Environmental Quality administers the SRF Program. The City is eligible to apply for this funding.

Economic Development Administration (EDA) Public Works Program helps distressed communities revitalize, expand, and upgrade their physical infrastructure. This program enables communities to attract new industries, encourage business expansion, diversify local economies, generate local investment, and create or retain long-term jobs through land acquisition, development, and infrastructure improvement projects that establish or expand industrial or commercial enterprises. Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing critical public infrastructure such as water and sewer system improvements, roads, rail spurs, industrial parks, business incubator facilities, technology-based facilities, multi-tenant manufacturing facilities, port and harbor expansions, etc.

The Montana Department of Transportation - Transportation Alternatives (TA) Program is a federally funded program that supports the development of on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The TA program will also fund community improvement activities, environmental mitigation, recreational trail program projects, safe routes to schools projects, and projects for planning, design, or construction of boulevards

and other roadways primarily in the right-of-way of former Interstate System routes or other divided highways. A 13.42% match is required for all off-system projects. The City is eligible to apply for this funding.

Montana Main Street (MMS) Program is a state-funded program administered through the Montana Department of Commerce. This Program promotes grassroots efforts to Member Communities through coordination and technical assistance, focused on a comprehensive approach to restoring healthy communities and preserving historic structures. Eligible projects include planning documents such as Downtown Master Plans and Revitalization Studies, Historic Preservation Plans, Preliminary Architectural Reports, Streetscape Design Plans, and brick-and-mortar projects.

National Park Service Rivers, Trails, and Conservation Assistance provide Technical Assistance to community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve river access, protect unique places, and create recreation opportunities.

National Endowment for the Arts (NEA) has several assistance programs to fund Creative place-making and including art into revitalization work, including parks, pathways, plazas, green spaces, wayfinding, and cultural tourism. All programs require a 1 for 1 match.

Montana Gas Tax Revenue - On April 18, 2023, Governor Gianforte signed House Bill 76. HB 76 eliminated the request process counties and municipalities used to receive their allocations of the Bridge and Road Safety and Accountability Act (BaRSAA) funding (gas tax revenue). With HB 76, the Montana Department of Transportation will disburse funds to counties and cities through the regular gas tax distribution process described in Section 2 of the bill.

The funds may only be used to construct, reconstruct, maintain, and repair rural roads, streets, and alleys. The funds may also match federal funds allocated for building roads or streets that are part of the primary or secondary highway system or urban extensions to those systems. Also, a City or third-class city may each year use 25% of the funds to purchase capital equipment and supplies to be used for the maintenance and repair of its streets and alleys.

Federal Emergency Management Agency (FEMA) Assistance to Firefighters (AFG) The goal of the Assistance to Firefighters Grants (AFG) is to enhance the safety of the public and firefighters concerning fire-related hazards by providing direct financial assistance to eligible fire departments. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience—grant awards range from a few thousand dollars to hundreds of thousands of dollars. Eligible uses of funds include fire trucks, EMS equipment, personal protective equipment, equipment, and modifying facilities. FEMA also provides funding for fire prevention and safety programs, fire station construction, and staffing for adequate fire and emergency response. The match for jurisdictions that serve 20,000 residents or fewer is 5 percent of the grant award.

FEMA Hazard Mitigation Program funding is available to help communities prepare for and recover from natural disasters, including drought, flooding, and wildfires. FEMA administers three programs that provide funding for eligible mitigation planning and projects that reduce disaster losses and protect life and property from future disaster damage. The three programs are the Hazard Mitigation Grant Program (HMGP), the Flood Mitigation Assistance (FMA) Program, and the Pre-Disaster Mitigation (PDM) Program. If the City

experiences flooding issues and wants to pursue funding, it will work with the State of Montana Disaster and Emergency Services division.

- HMGP assists in implementing long-term hazard mitigation planning and projects following a major presidential disaster declaration.
- PDM provides funding for hazard mitigation planning and projects on an annual basis and
- FMA provides funding for planning and projects to reduce or eliminate the risk of flood damage to buildings insured under the National Flood Insurance Program (NFIP) annually.

USDA Emergency Community Water Assistance Grants help eligible communities prepare or recover from an emergency that threatens safe, reliable drinking water availability. Emergencies include drought, flood, earthquake, tornado, hurricane, disease outbreak, chemical spill, or other disasters. A Federal Disaster Declaration is not required, and grant awards range from $150,000 for constructing transmission lines to $1 million for building a water source or treatment facility. The City will be eligible for this funding if it experiences a significant infrastructure loss related to a disaster or emergency.

Private Foundations provide funding for various capital improvement projects. Local and national foundations can support community development initiatives and offer unique opportunities to fund capital projects.

SUMMARY

Summary of Recommendations

Although this CIP is a valuable tool for the City of Shelby, it must be continually updated to represent current and changing conditions. The growth of the community through infill and annexation will affect the need for public services. The schedule of improvements must be reviewed and adjusted on an annual basis to account for changing public service demands and maintenance needs.

Overall Priorities

The overall priorities for needed improvements have been established as shown in the following table based on input from the City Council, Mayor, Public Works Director, and residents.

Table 12 - Overall Improvement Priorities

Priority	Facility	Recommended Project	Estimated Cost
1	Facilities	Old High School Rennovation	$3.5M - $4.5M
2	Water	Clearwell Construction	$2.2 M
3	Wastewater	Lagoon Desludge	$500,000
4	Wastewater	Influent Meter	$35,000
5	Water	Water Main Replacement	$20M
6	Wastewater	Sewer Main Replacement	$20M
7	Streets	Improvements	$20M
8	Stormwater	North Side Improvements	$6M
		Total Estimated Cost: $	**73,235,000**

APPENDIX A

APPENDIX B

APPENDIX A

See What's *Possible.*

www.greatwesteng.com

City of Shelby
Capital Improvements Plan

Community Priority Survey

March 27, 2023

GreatWest ENGINEERING

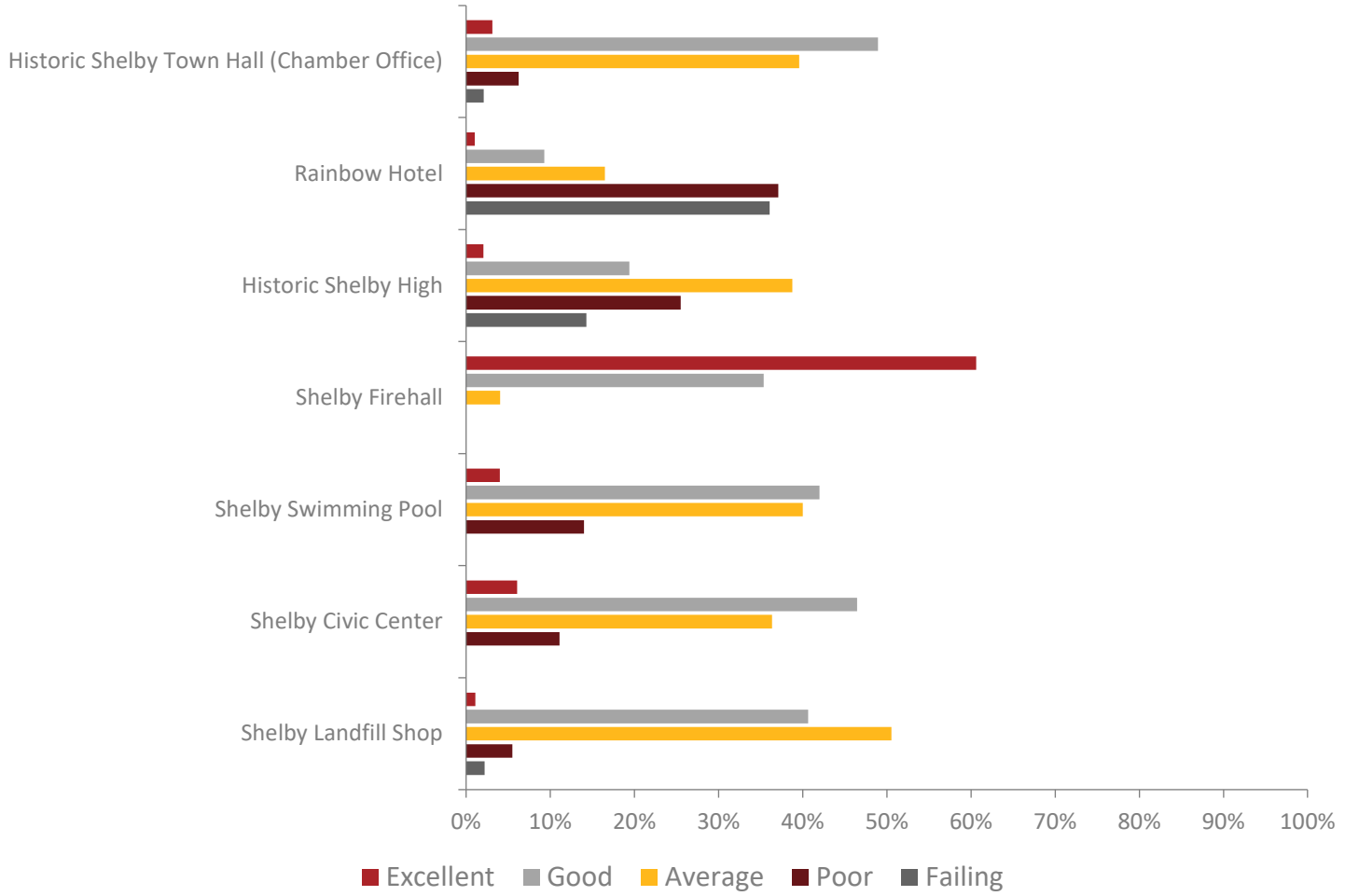
» Survey Opened: February 8, 2023

» Survey Closed: March 27, 2023

» Responses: 106

*Please note that many of the survey respondents did not complete all of the questions and therefore the response rate per question will vary.

Q1: What is the conditions of City owned Buildings?



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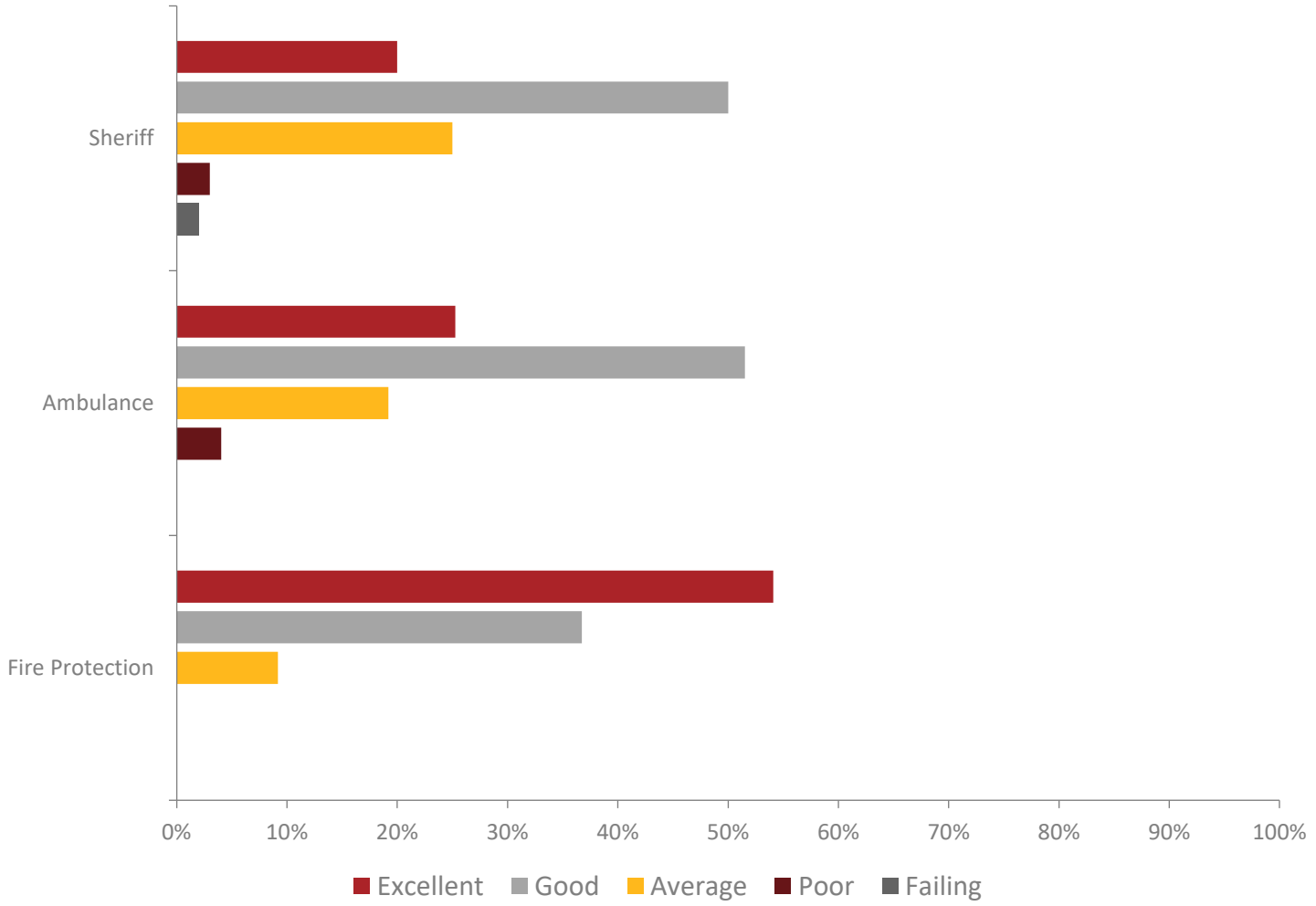
Q1: Cont.

	EXCELLENT	GOOD	AVERAGE	POOR	FAILING	TOTAL
Historic Shelby Town Hall (Chamber Office)	4.04% 4	47.47% 47	40.40% 40	6.06% 6	2.02% 2	99
Rainbow Hotel	1.00% 1	9.00% 9	16.00% 16	37.00% 37	37.00% 37	100
Historic Shelby High	1.98% 2	18.81% 19	37.62% 38	26.73% 27	14.85% 15	101
Shelby Firehall	60.78% 62	34.31% 35	4.90% 5	0% 0	0% 0	102
Shelby Swimming Pool	3.88% 4	42.72% 44	39.81% 41	13.59% 14	0% 0	103
Shelby Civic Center	5.88% 6	46.08% 47	37.25% 38	10.78% 11	0% 0	102
Shelby Landfill Shop	2.13% 2	40.43% 38	50.0% 47	5.32% 5	2.13% 2	94

GreatWest ENGINEERING

Q2: What is the condition of City Emergency Services?

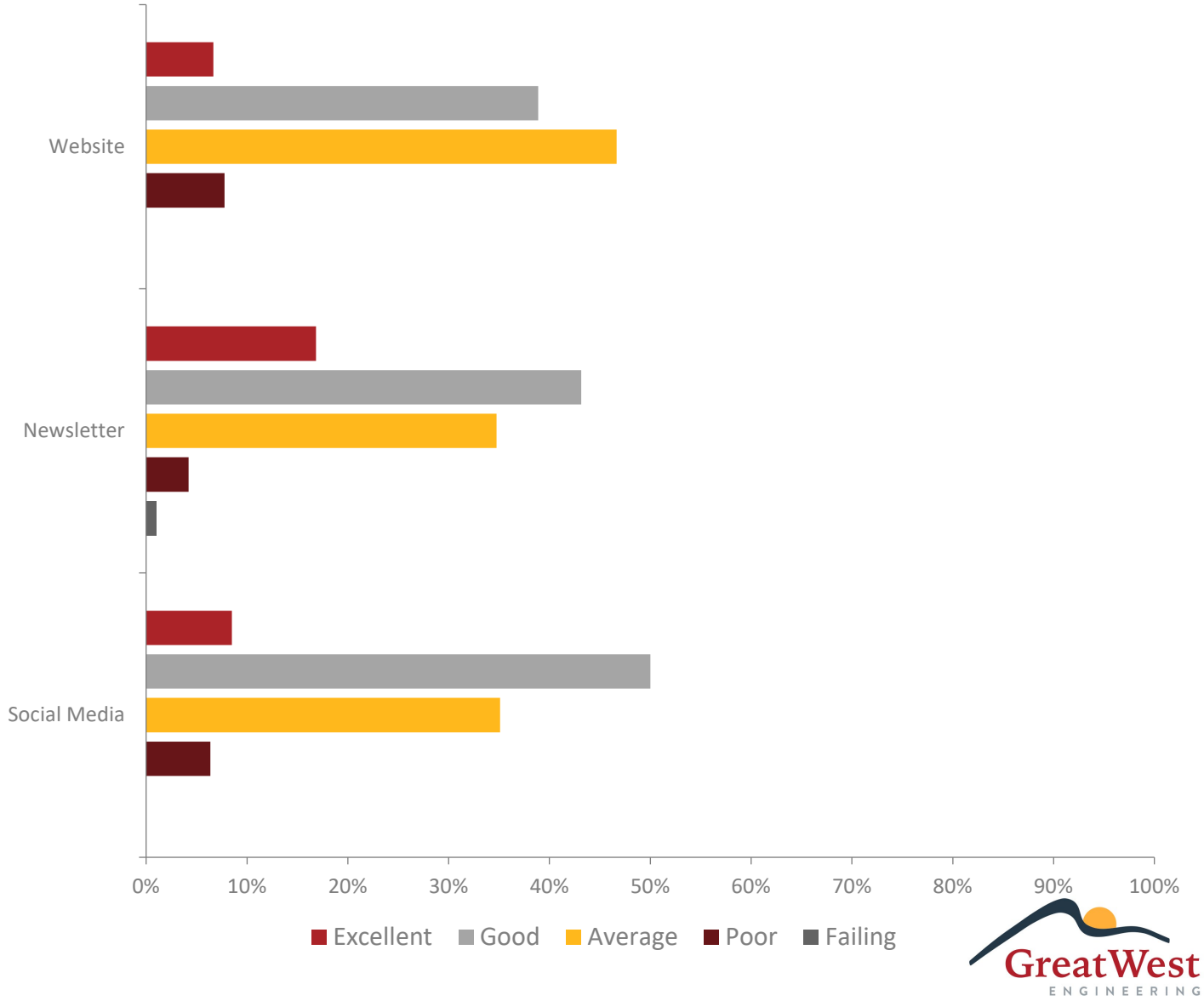


Q2: Cont.

	EXCELLENT	GOOD	AVERAGE	POOR	FAILING	TOTAL
Sheriff	19.42% 20	51.46% 53	24.27% 25	2.91% 3	1.94% 2	103
Ambulance	24.51% 25	52.94% 54	18.63% 19	3.92% 4	0% 0	102
Fire Protection	55.45% 56	35.64% 36	8.91% 9	0% 0	0% 0	101

GreatWest ENGINEERING

Q3: What is the condition of City Information Technology?



Q3: Cont.

	EXCELLENT	GOOD	AVERAGE	POOR	FAILING	TOTAL
Website	6.52% 6	38.04% 35	47.83% 44	7.61% 7	0% 0	92
Newsletter	16.33% 16	43.88% 43	34.69% 34	4.08% 4	1.02% 1	98
Social Media	8.33% 8	48.96% 47	36.46% 35	6.25% 6	0% 0	96

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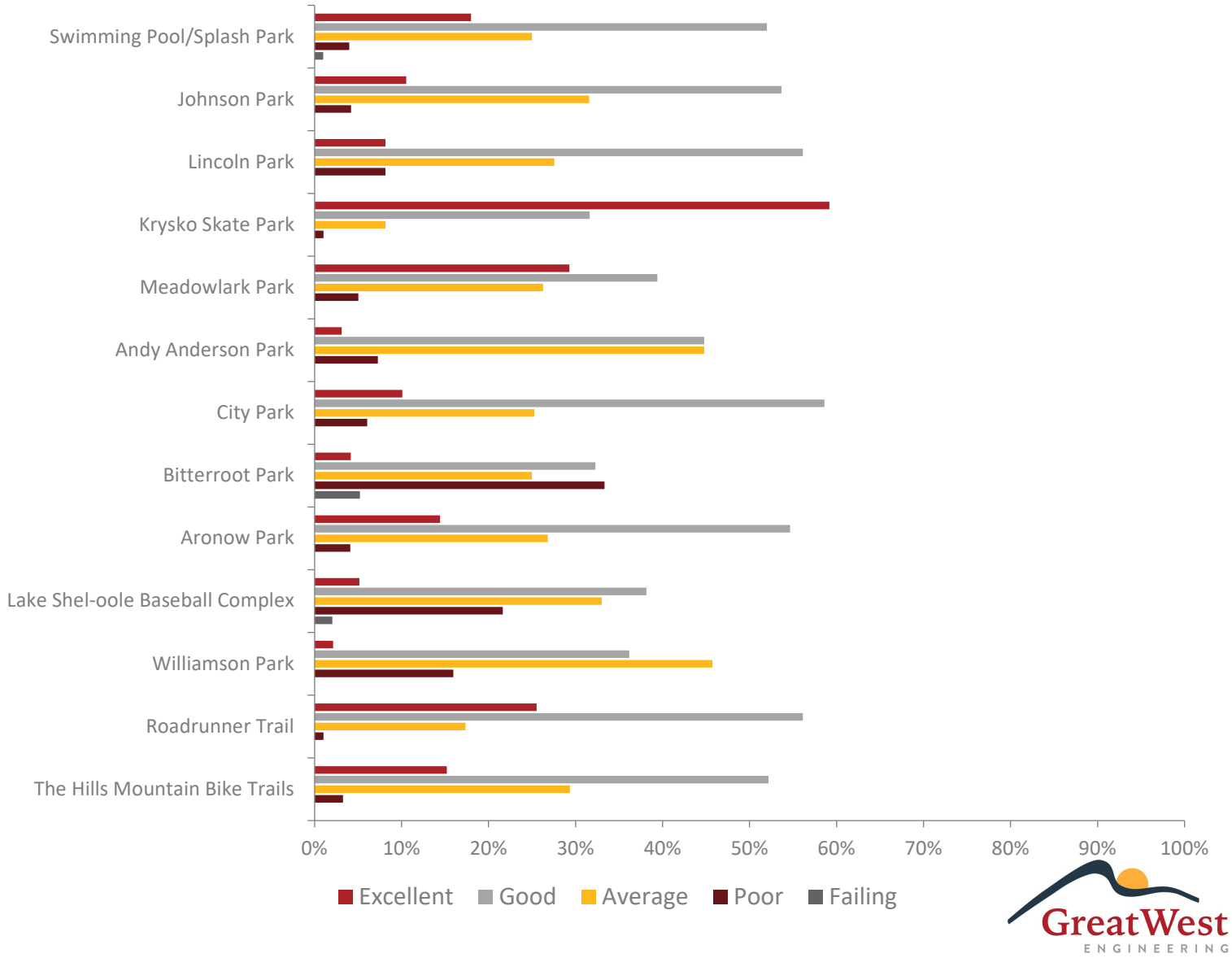
Q4: What is the conditions of City Parks and Trails?



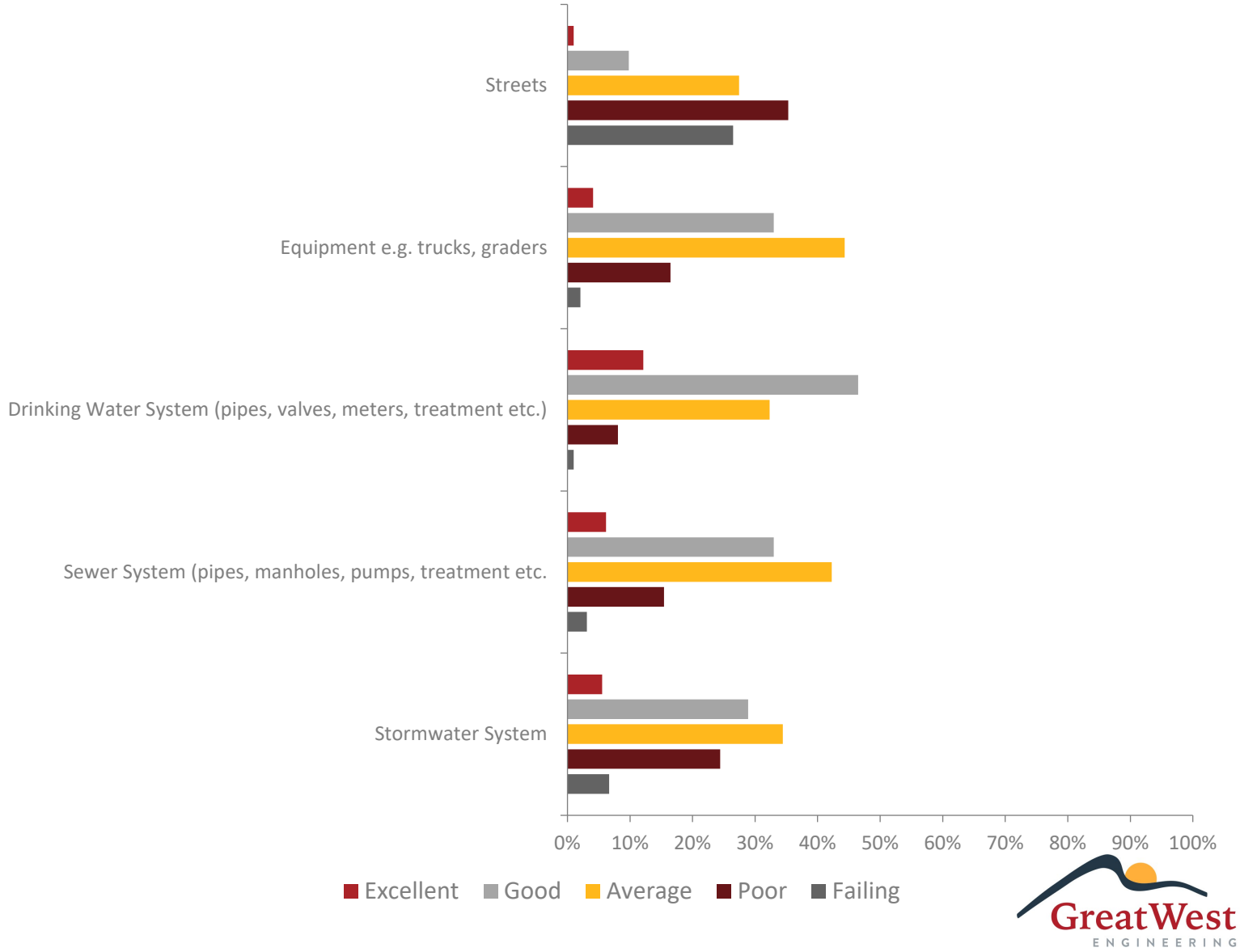
GreatWest ENGINEERING

Q4: Cont.

	EXCELLENT	GOOD	AVERAGE	POOR	FAILING	TOTAL
Swimming Pool/Splash Park	18.45% 19	52.43% 54	24.27% 25	3.88% 4	0.97% 1	103
Johnson Park	10.20% 10	55.10% 54	30.61% 30	4.08% 4	0% 0	98
Lincoln Park	8.00% 8	56.00% 56	28.00% 28	8.00% 8	0% 0	100
Krysko Skate Park	59.41% 60	31.68% 32	7.92% 8	0.99% 1	0% 0	101
Meadowlark Park	29.41% 30	40.20% 41	25.49% 26	4.90% 5	0% 0	102
Andy Anderson Park	3.09% 3	45.36% 44	44.33% 43	7.22% 7	0% 0	97
City Park	9.80% 10	58.82% 60	25.49% 26	5.88% 6	0% 0	102
Bitterroot Park	4.08% 4	31.63% 31	25.51% 25	33.67% 33	5.10% 5	98
Aronow Park	14.00% 14	56.00% 56	26.00% 26	4.00% 4	0% 0	100
Lake Shel-oole Baseball Complex	5.00% 5	37.00% 37	35.00% 35	21.00% 21	2.00% 2	100
Williamson Park	2.06% 2	36.08% 35	44.33% 43	17.53% 17	0% 0	97
Roadrunner Trail	24.75% 25	57.43% 58	16.83% 17	0.99% 1	0% 0	101
The Hills Mountain Bike Trails	14.89% 14	53.19% 50	28.72% 27	3.19% 3	0% 0	94

GreatWest ENGINEERING

Q5: What is the conditions of other City infrastructure and services?



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Q5: Cont.

	EXCELLENT	GOOD	AVERAGE	POOR	FAILING	TOTAL
Streets	0.95% 1	10.48% 11	27.62% 29	35.24% 37	25.71% 27	105
Equipment e.g. trucks, graders	4.00% 4	34.00% 34	44.00% 44	16.00% 16	2.00% 2	100
Drinking Water System (pipes, valves, meters, treatment etc.)	13.73% 14	46.08% 47	31.37% 32	7.84% 8	0.98% 1	102
Sewer System (pipes, manholes, pumps, treatment etc.	6.00% 6	35.00% 35	41.00% 41	15.00% 15	3.00% 3	100
Stormwater System	5.38% 5	29.03% 27	35.48% 33	23.66% 22	6.45% 6	93

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Q5: Written Responses (Responses paraphrased)

- Plumbing - poor
- Roads - poor
- Snow Removal - poor
- Streets - poor
- Sewers - poor

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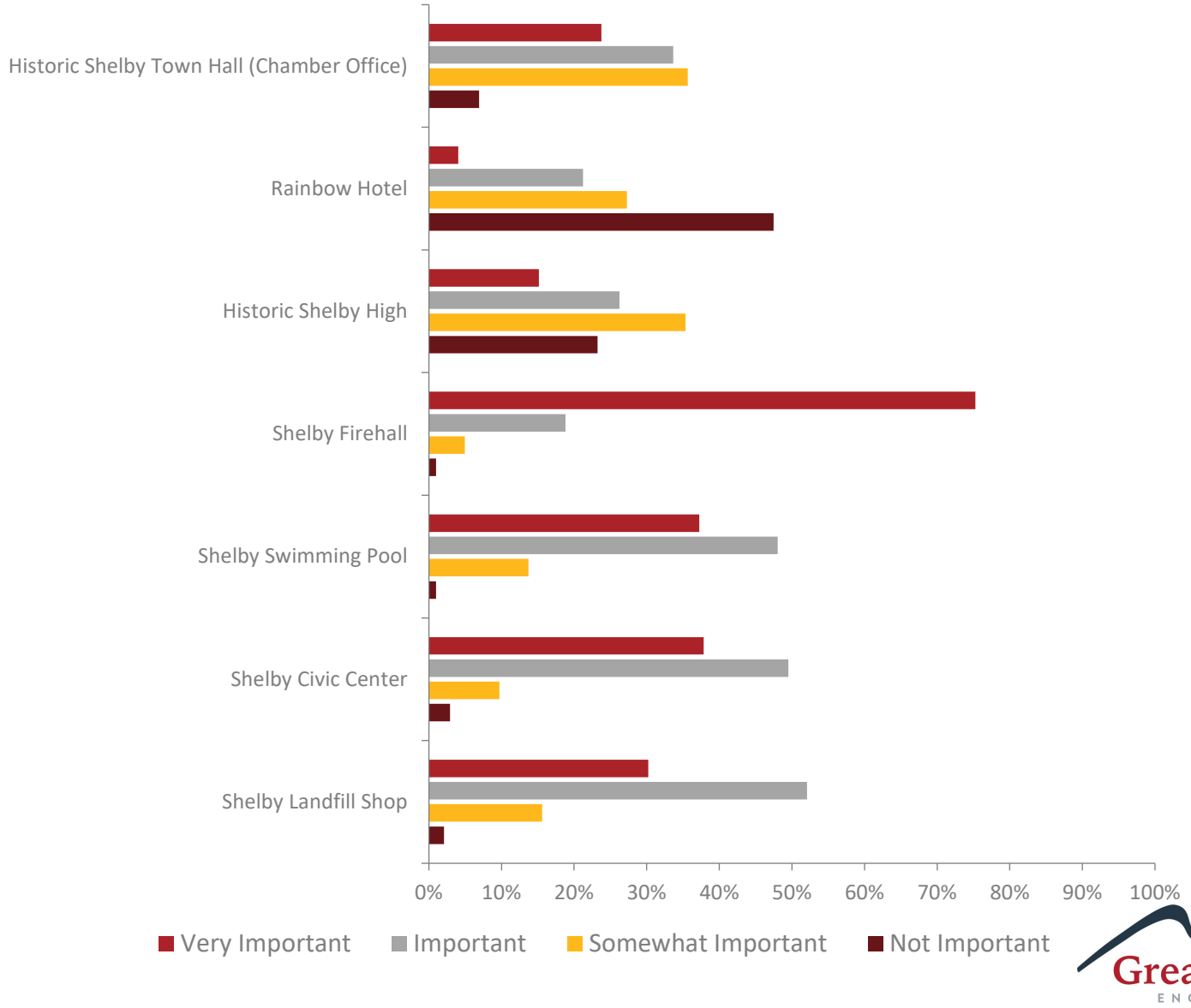
Q6: Please rate the importance of the following City Owned Buildings.



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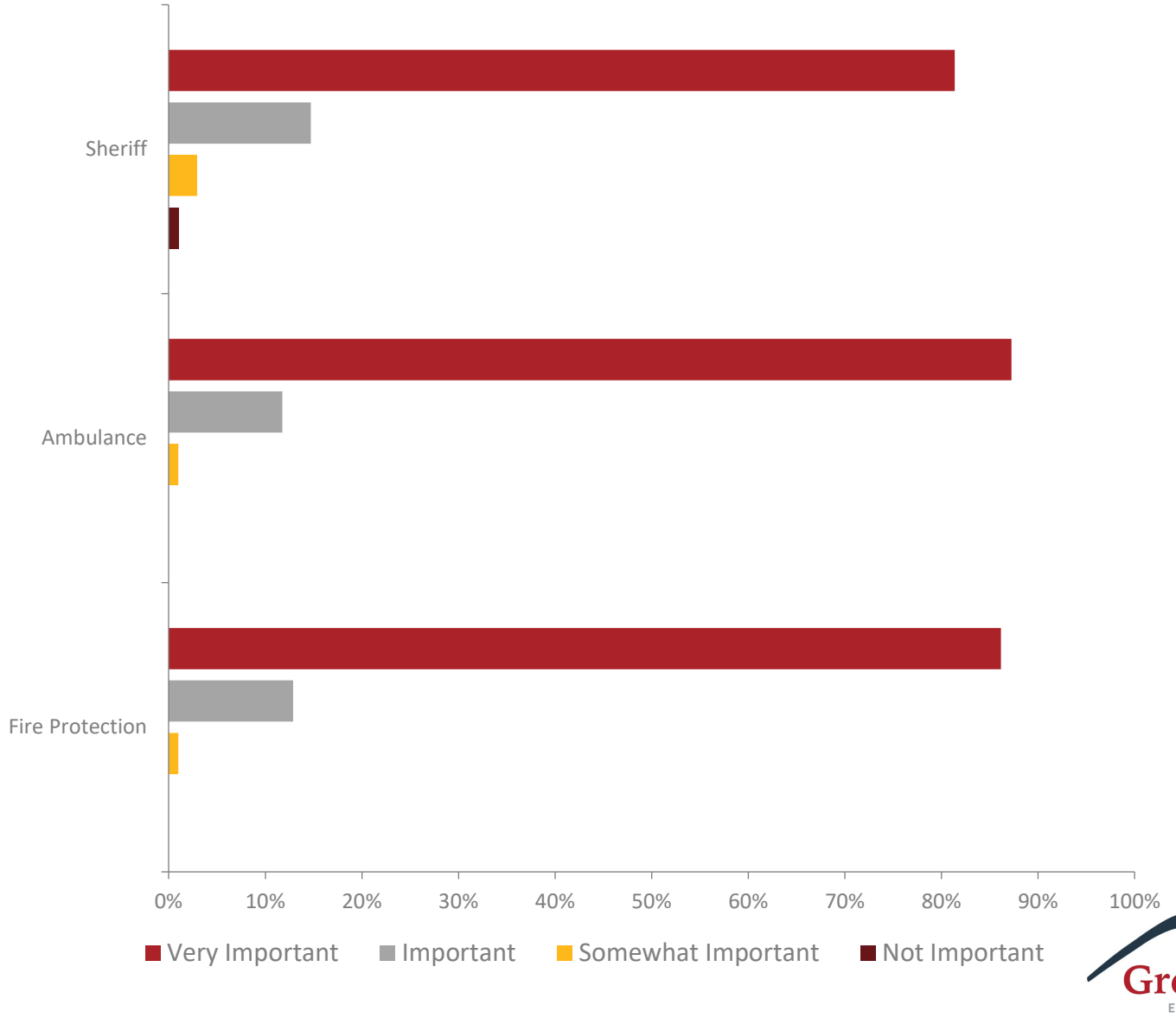
Q6: Cont.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Historic Shelby Town Hall (Chamber Office)	23.08% 24	34.62% 36	35.58% 37	6.73% 7	104
Rainbow Hotel	3.92% 4	20.59% 21	28.43% 29	47.06% 48	102
Historic Shelby High	14.71% 15	27.45% 28	35.29% 36	22.55% 23	102
Shelby Firehall	75.96% 79	18.27% 19	4.81% 5	0.96% 1	104
Shelby Swimming Pool	38.10% 40	47.62% 50	13.33% 14	0.95% 1	105
Shelby Civic Center	38.68% 41	48.11% 51	10.38% 11	2.83% 3	106
Shelby Landfill Shop	29.29% 29	52.53% 52	16.16% 16	2.02% 2	99

GreatWest ENGINEERING

Q7: Please rate the importance of the following Emergency Services.



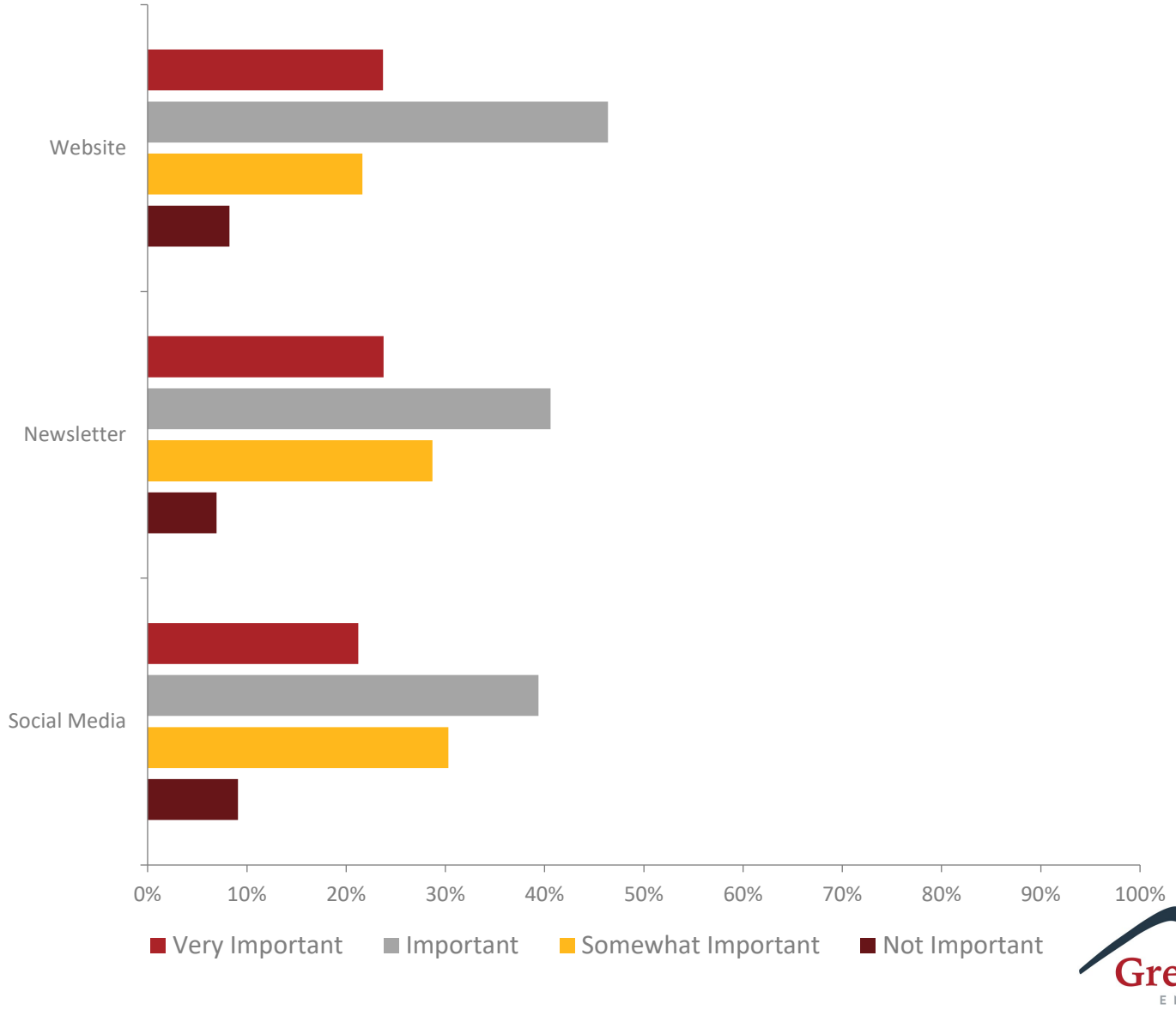
GreatWest ENGINEERING

Q7: Cont.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Sheriff	80.95% 85	14.29% 15	3.81% 4	0.95% 1	105
Ambulance	87.62% 92	11.43% 12	0.95% 1	0% 0	105
Fire Protection	86.54% 90	12.50% 13	0.96% 1	0% 0	104

GreatWest ENGINEERING

Q8: Please rate the importance of the following Information Technology.



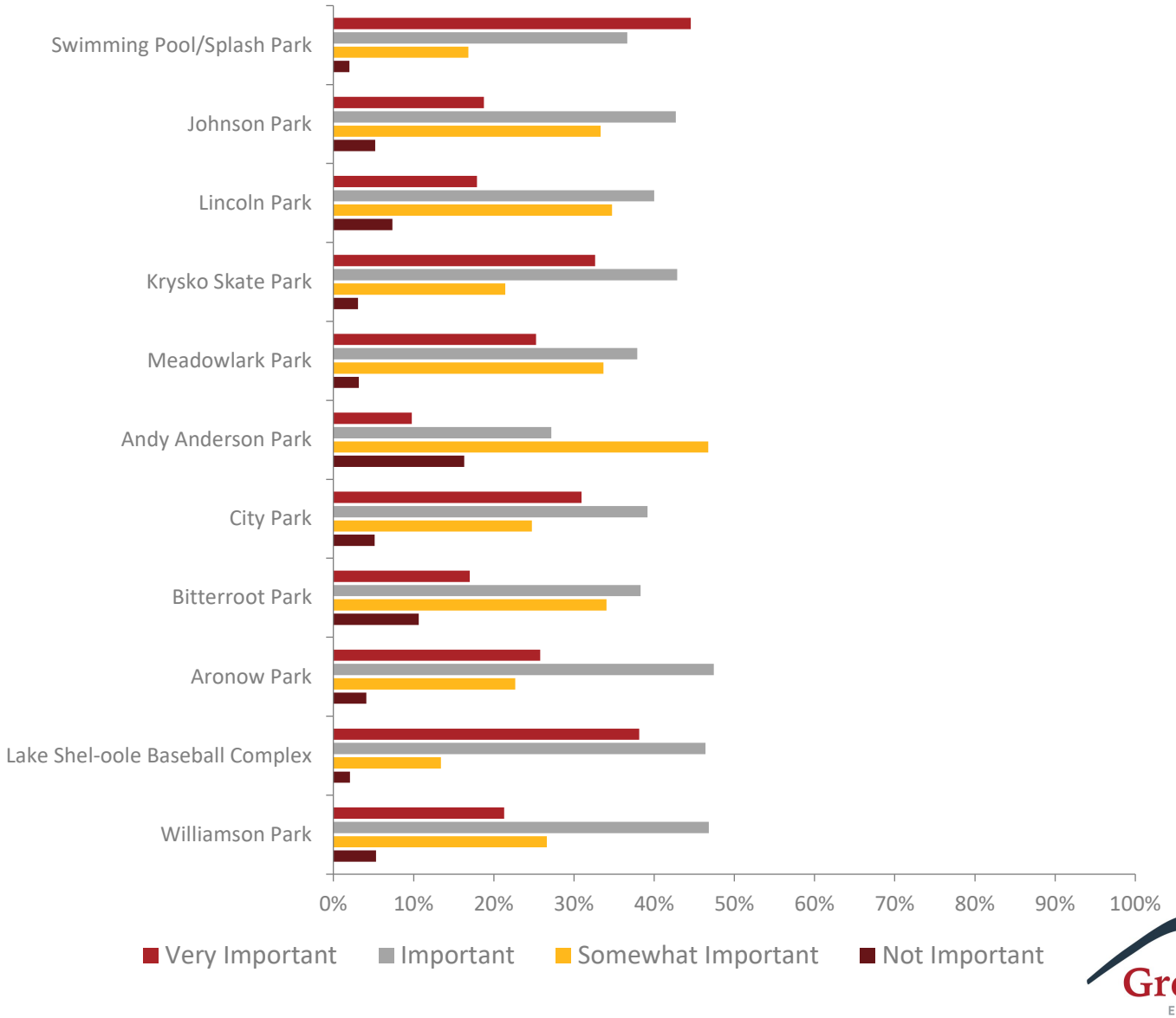
GreatWest ENGINEERING

Q8: Cont.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Website	24.00% 24	45.00% 45	22.00% 22	9.00% 9	100
Newsletter	24.04% 25	40.38% 42	27.88% 29	7.69% 8	104
Social Media	20.59% 21	39.22% 40	30.39% 31	9.80% 10	102

GreatWest ENGINEERING

Q9: Please rate the importance of the following City Parks and Trails.



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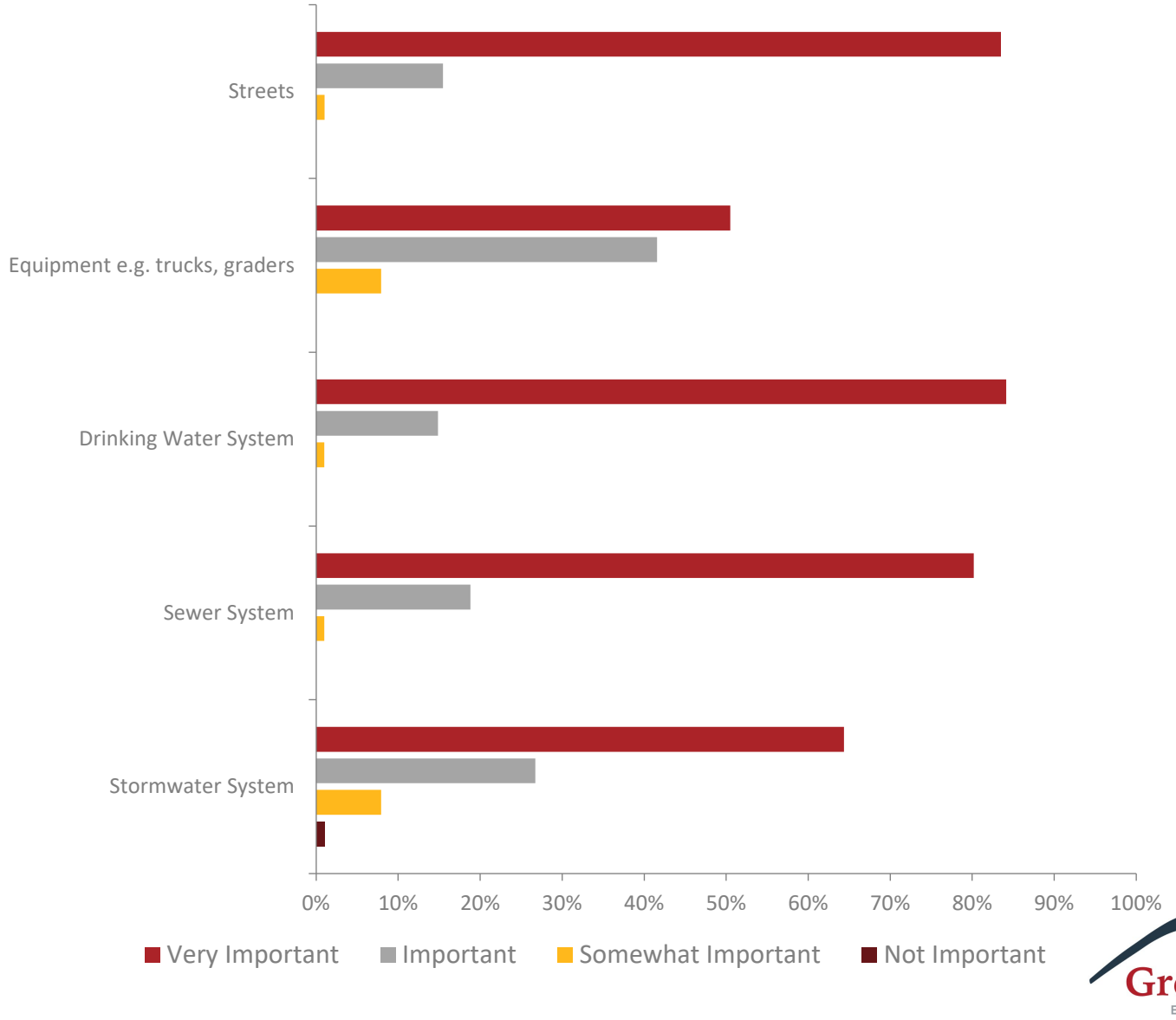
Q9: Cont.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Swimming Pool/Splash Park	44.23% 46	37.50% 39	16.35% 17	1.92% 2	104
Johnson Park	19.19% 19	42.42% 42	32.32% 32	6.06% 6	99
Lincoln Park	18.37% 18	39.80% 39	33.67% 33	8.16% 8	98
Krysko Skate Park	32.67% 33	43.56% 44	20.79% 21	2.97% 3	101
Meadowlark Park	25.51% 25	38.78% 38	32.65% 32	3.06% 3	98
Andy Anderson Park	10.53% 10	27.37% 26	45.26% 43	16.84% 16	95
City Park	32.00% 32	38.00% 38	25.00% 25	5.00% 5	100
Bitterroot Park	17.71% 17	37.50% 36	34.38% 33	10.42% 10	96
Aronow Park	27.00% 27	46.00% 46	23.00% 23	4.00% 4	100
Lake Shel-oole Baseball Complex	39.00% 39	45.00% 45	14.00% 14	2.00% 2	100
Williamson Park	21.65% 21	46.39% 45	26.80% 26	5.15% 5	97

GreatWest ENGINEERING

Q10: Please rate the importance of the following infrastructure and services.



GreatWest ENGINEERING

Q10: Cont.

	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Streets	83.00% 83	16.00% 16	1.00% 1	0% 0	100
Equipment e.g. trucks, graders	50.96% 53	40.38% 42	8.65% 9	0% 0	104
Drinking Water System	83.65% 87	15.38% 16	0.96% 1	0% 0	104
Sewer System	79.81% 83	19.23% 20	0.96% 1	0% 0	104
Stormwater System	64.42% 67	26.92% 28	7.69% 8	0.96% 1	104

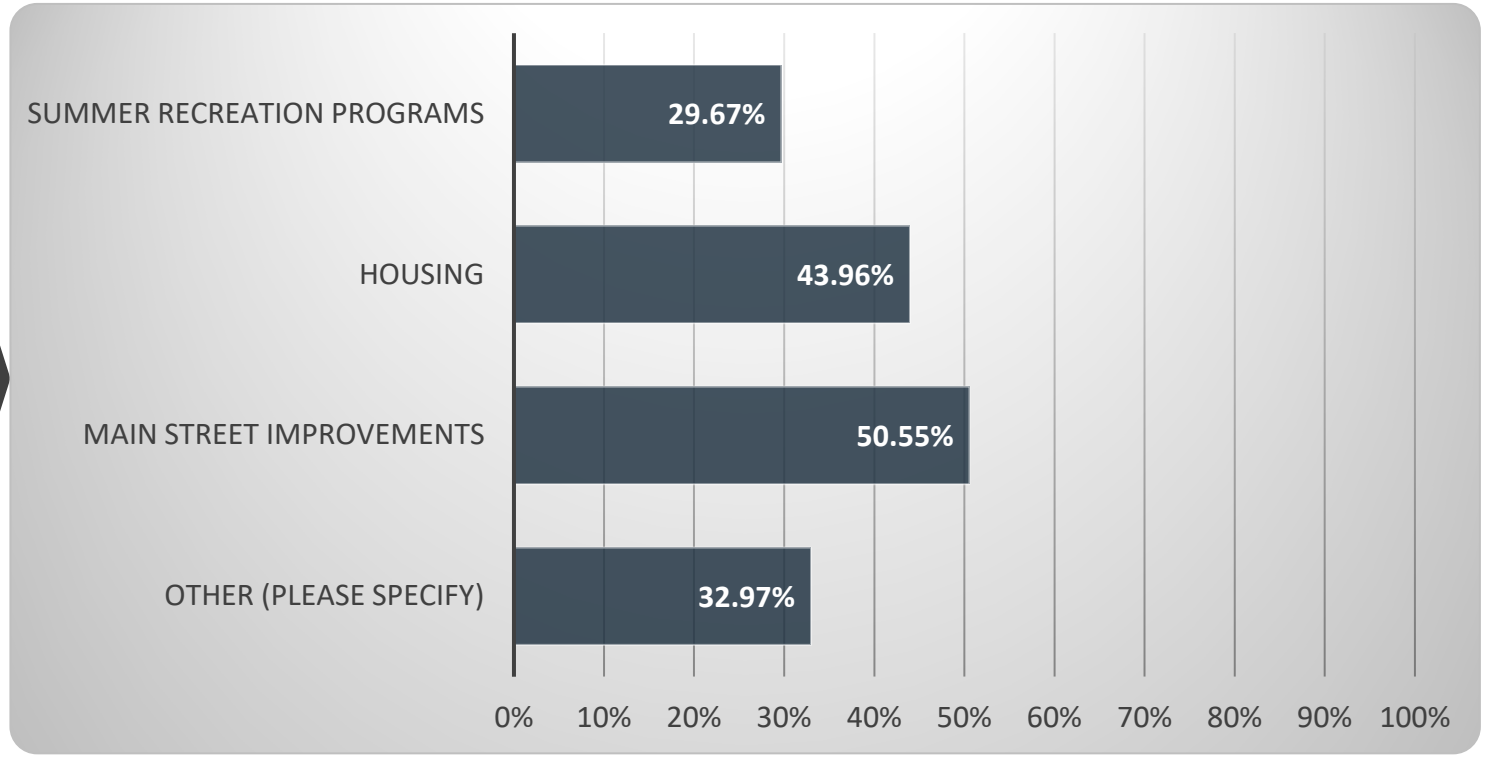
GreatWest ENGINEERING

Q10: Written Responses (Responses paraphrased)

- Streets - Cleanliness, holes and snow removal.
- The water doesn’t drain in many places (headed to hospital or the next street down.)

GreatWest ENGINEERING

Q11: The City does NOT currently provide the following services or infrastructure. Should the City consider providing any of the following?



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Q11: Cont.

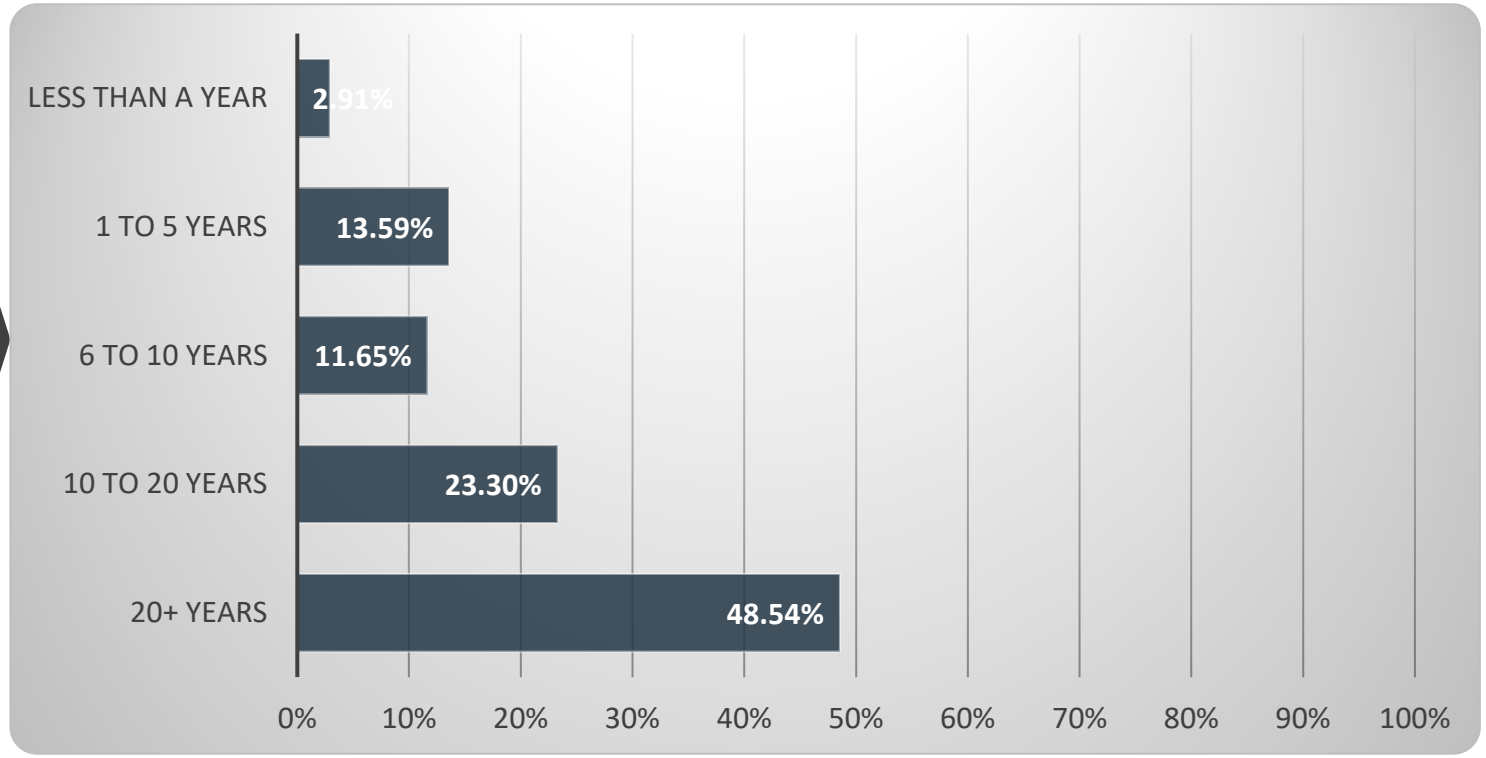
ANSWER CHOICES	RESPONSES	TOTAL RESPONSES
Summer Recreation Programs	29.67%	27
Housing	43.96%	40
Main Street Improvements	50.55%	46
Other (please specify)	32.97%	30
TOTAL		**140**

Other:

- Streets
- Plowing roads and fixing potholes
- Plowing the roads, roads in general
- Movie theater, and bowling alley
- Plowing roads
- Make store owners clean their sidewalks
- Sidewalks in front of business places were treacherous this winter
- Front St between Montana Ave & 4th Ave needs a facelift!!!
- The lions club would be happy to help out.
- I don't know where to put this, but adding steam/saunas to the locker rooms at the Civic Center would be great.
- Main Street is dying. Probably time to toot your own horn and attempt to revive things. The sign is nice, but is it bringing anyone in?
- Things to do, places to eat, shops
- Streets, water and sewer
- South side trail similar to Road Runner Trail
- Enough City crew to get jobs done.
- Please tear down the rainbow hotel. It is such an eye sore.
- Let private market dictate housing after the new houses are built.

GreatWest ENGINEERING

Q12: How long have you lived in the City?



GreatWest ENGINEERING

Q12: How long have you lived in the City?

ANSWER CHOICES	RESPONSES	TOTAL RESPONSES
Less than a year	2.91%	3
1 to 5 years	13.59%	14
6 to 10 years	11.65%	12
10 to 20 years	23.30%	24
20+ years	48.54%	50
TOTAL		**101**

GreatWest ENGINEERING

Q13: What is the best infrastructure improvement that the City has completed in the past 10 years?

- Repaving 5th St and 12th Ave
- We love the trail! - I don't think it needs lights, but would like to see all access areas plowed, and maybe work with state on trail access next to Noah exit past Shel-oole (oilfield). Trail has been great, but access needs improved/plowed.
- Paving 5th Street South. Lincoln Rd and Golf course road improvements.
- Streets improvements/maintenance (7)
- building
- Gym improvements in High School
- Demolishing the Bitterroot School (3)
- They added a clinic by the Best Western
- Parks (2)
- filling homble pot holes / building family dollar
- Welcome signs/Main street sign (4)
- Mountain Bike Trail (2)
- Rainbow Hotel demo
- Krysko Park (10)
- Meadowlark (2)
- Park (3)
- Trails (6)
- Water (14)
- Sewer (16)
- Demolishing and cleaning abandoned properties
- New asphalt on several streets
- Splash park, swimming pool gutters
- Fixing the pot hole at the bottom of sixth ave
- Storm water systems (7)
- Tree planting, we have great tap water
- They are all important.
- 13th St. & Old Golf Course Road
- All of the above (2)
- Civic center
- Shelby pool updates and historic Shelby high
- Splash park (4)
- Historic high school
- Fire hall

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Q14: What is the single most important issue that City faces in terms of infrastructure and the services it provides?

- The expenses involved in retaining and keeping up old buildings that could be sold off for a lot less than the asking price to allow another entity to bring them back to life.
- Snow Removal (3)
- Water (13)
- Sewer (11)
- Stormwater (6)
- Streets Maintenance/Improvement (39)
- Affordable/Available Housing (7)
- Childcare (2)
- Landfill/garbage (4)
- Selling or Demo Old/difunctional facilities
- empty buildings
- They may not have enough money
- Priorities and money
- lowering costs
- What to do with old, abandoned buildings
- Kid/Family activities
- employees vs. workload. $ vs. projects
- Skilled employees, building inspector, training for replacements
- Jobs and people to fill from
- better internet services
- Funding
- Make use of Rainbow Hotel and old High School
- Drugs and Safety for our kids
- Providing safe and family friendly places.
- A service that is never looked at is Search & Rescue. They are needed just as much. How would one feel if their loved one went missing & Search & Rescue couldn't get to them cause they don't get the grants & stuff like the fire hall. They need to have the equipment & resources just as much.
- Recruit new businesses
- Cleaning up individuals property.
- planting trees along the railroad tracks on Hwy 2 as you enter Shelby

GreatWest ENGINEERING

APPENDIX B

GRAVEL STREETS

Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance					Secondary Maintenance					Tertiary Maintenance					Total Segment Cost
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price	Segment Cost	
IRON HORSE LN	OLD WATER TANK RD	PRIVATE	Gravel	2.5	3,050	18	Additional Aggregate	6,100	SY	$ 10.00	$ 61,000.00	Dust Control	6,100	SY	$ 0.50	$ 3,050.00						$ 64,050.00
OLD WATER TANK RD	MARIAS VALLEY RD	MP 0.3	Gravel	3.2	1,219	24.5	Additional Aggregate	3,318	SY	$ 10.00	$ 33,180.00	Dust Control	3,318	SY	$ 0.50	$ 1,659.00						$ 34,839.00
WESTWOOD AVE	VALLEY ST	SHERIDAN ST	Gravel	3.3	1,312	32	Blading	4,665	SY	$ 0.30	$ 1,400.00	Dust Control	4,665	SY	$ 0.50	$ 2,333.00						$ 3,733.00
6TH ST	BEECH AVE	5TH AVE	Gravel	3.6	662	32	Blading	2,353	SY	$ 0.30	$ 706.00	Dust Control	2,353	SY	$ 0.50	$ 1,177.00						$ 1,883.00
LIBERTY AVE	ROSEBUD ST	CARBON ST	Gravel	3.7	1,022	32	Blading	3,632	SY	$ 0.30	$ 1,090.00	Dust Control	3,632	SY	$ 0.50	$ 1,816.00						$ 2,906.00
CUSTER AVE	ROSEBUD ST	GLACIER ST	Gravel	4.1	769	32	Additional Aggregate	2,736	SY	$ 10.00	$ 27,360.00	Dust Control	2,736	SY	$ 0.50	$ 1,368.00						$ 28,728.00
CENTRAL AVE	UNDER COYOTE PASS	SILVER BOW ST	Gravel	4.1	599	40	Blading	2,663	SY	$ 0.30	$ 799.00	Dust Control	2,663	SY	$ 0.50	$ 1,332.00						$ 2,131.00
GLACIER AVE	CUSTER AVE	BLAINE AVE	Gravel	4.1	2,236	32	Blading	7,949	SY	$ 0.30	$ 2,385.00	Dust Control	7,949	SY	$ 0.50	$ 3,975.00						$ 6,360.00
PARK DR	SHERIDAN ST	GALLATIN ST	Gravel	4.1	673	32	Blading	2,392	SY	$ 0.30	$ 718.00	Dust Control	2,392	SY	$ 0.50	$ 1,196.00						$ 1,914.00
GALLATIN ST	BENTON ST	PARK DR	Gravel	4.2	352	32	Additional Aggregate	1,252	SY	$ 10.00	$ 12,520.00	Dust Control	1,252	SY	$ 0.50	$ 626.00						$ 13,146.00
ADAMS AVE	FRONT ST	0	Gravel	NA	1,850	24	Additional Aggregate	4,933	SY	$ 10.00	$ 49,330.00	Dust Control	4,933	SY	$ 0.50	$ 2,467.00						$ 51,797.00
																				GRAVEL STREETS TOTAL COST		**$ 211,487.00**

PAVED STREETS

Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance					Secondary Maintenance					Tertiary Maintenance					Total Segment Cost
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price	Segment Cost	
MARIAS PARK RD	HWY 2 EAST	PACKING PLANT RD	Pavement	4.3	3,321	24	Asphalt Overlay Type 2	8,857	SY	$ 21.00	$ 185,997.00	Chip Seal	8,857	SY	$ 3.65	$ 32,328.00						$ 218,325.00
3RD ST N	HARDING AVE	9TH AVE	Pavement	4.9	1,654	32	Digout & Asphalt Patching	498	SY	$ 72.00	$ 35,856.00	Asphalt Replacement	5,382	SY	$ 45.00	$ 242,190.00	Chip Seal	5,880	SY	$ 3.65	$ 21,462.00	$ 299,508.00
3RD AVE SE	PLUM ST	1ST ST SE	Pavement	5.1	303	20	Asphalt Overlay Type 2	672	SY	$ 21.00	$ 14,112.00	Chip Seal	672	SY	$ 3.65	$ 2,453.00						$ 16,565.00
FERGUS AVE	BLAINE AVE	DEER LODGE AVE	Pavement	5.1	395	32	Asphalt Reconstruction	1,403	SY	$ 52.00	$ 72,956.00	Chip Seal	1,403	SY	$ 3.65	$ 5,121.00						$ 78,077.00
1ST AVE N	12TH AVE	FRONT ST	Pavement	5.4	2,237	32	Asphalt Overlay Type 2	7,953	SY	$ 21.00	$ 167,013.00	Chip Seal	7,953	SY	$ 3.65	$ 29,028.00						$ 196,041.00
DEER LODGE AVE	FERGUS ST	SILVER BOW ST	Pavement	5.5	340	32	Asphalt Replacement	1,209	SY	$ 45.00	$ 54,405.00	Chip Seal	1,209	SY	$ 3.65	$ 4,413.00						$ 58,818.00
OLD WATER TANK RD	MP 0.3	9TH AVE	Pavement	5.5	2,823	20	Asphalt Replacement	6,274	SY	$ 45.00	$ 282,330.00	Chip Seal	6,274	SY	$ 3.65	$ 22,900.00						$ 305,230.00
1ST ST SE	MONTANA AVE	SE FRONT ST	Pavement	5.6	1,536	34	Asphalt Overlay Type 3	5,804	SY	$ 26.00	$ 150,904.00	Chip Seal	5,804	SY	$ 3.65	$ 21,185.00						$ 172,089.00
9TH ST	9TH AVE	ASH AVE	Pavement	5.6	1,146	32	Scrub Seal	4,076	SY	$ 3.90	$ 15,896.00											$ 15,896.00
2ND AVE SE	PLUM ST	1ST ST SE	Pavement	5.7	495	32	Asphalt Overlay Type 2	1,762	SY	$ 21.00	$ 37,002.00	Chip Seal	1,762	SY	$ 3.65	$ 6,431.00						$ 43,433.00
GOLF COURSE RD	LINCOLN RD	MARIAS VALLEY GOLF CLUB	Pavement	5.8	9,718	28	Asphalt Overlay Type 1	30,234	SY	$ 20.00	$ 604,680.00	Guardrail	2,515	LF	$ 35.00	$ 88,025.00	Chip Seal	30,234	SY	$ 3.65	$ 110,354.00	$ 803,059.00
10TH ST	9TH AVE	ASH AVE	Pavement	5.8	1,977	32	Asphalt Overlay Type 2	7,029	SY	$ 21.00	$ 147,609.00	Chip Seal	7,029	SY	$ 3.65	$ 25,656.00						$ 173,265.00
BIRCH AVE	5TH ST	10TH ST	Pavement	5.9	1,625	32	Scrub Seal	5,777	SY	$ 3.90	$ 22,530.00											$ 22,530.00
2ND ST N	12TH AVE	9TH AVE	Pavement	6	972	32	Asphalt Overlay Type 2	3,456	SY	$ 21.00	$ 72,576.00	Chip Seal	3,456	SY	$ 3.65	$ 12,614.00						$ 85,190.00
9TH AVE	FRONT ST	3RD ST	Pavement	6.3	2,377	32	Asphalt Replacement	1,209	SY	$ 45.00	$ 54,405.00	Asphalt Patching	70	SY	$ 40.00	$ 2,800.00	Scrub Seal	8,451	SY	$ 3.90	$ 32,959.00	$ 90,164.00
ASH AVE	5TH ST	10TH ST	Pavement	6.4	1,620	32	Scrub Seal	5,762	SY	$ 3.90	$ 22,472.00											$ 22,472.00
MONTANA AVE	FRONT ST	PLUM ST	Pavement	6.4	1,299	48	Asphalt Reconstruction	6,929	SY	$ 52.00	$ 360,308.00											$ 360,308.00
SILVER BOW ST	CENTRAL AVE	BLAINE ST	Pavement	6.5	905	20	Asphalt Overlay Type 2	2,012	SY	$ 21.00	$ 42,252.00	Chip Seal	2,012	SY	$ 3.65	$ 7,344.00						$ 49,596.00
RICHLAND AVE	PARK AVE	BLAINE ST	Pavement	6.5	1,184	48	Asphalt Patching	67	SY	$ 40.00	$ 2,680.00	Valley Gutter	78	SY	$ 225.00	$ 17,550.00	Scrub Seal	6,316	SY	$ 3.90	$ 24,632.00	$ 44,862.00
CENTRAL AVE	SILVERBOW ST	ROSEBUD ST	Pavement	6.5	1,316	40	Scrub Seal	5,850	SY	$ 3.90	$ 22,815.00											$ 22,815.00
HEATH RD	MARIAS VALLEY RD	CROSSROADS COR. CNTR.	Pavement	6.5	7,185	26	Scrub Seal	20,756	SY	$ 3.90	$ 80,948.00											$ 80,948.00
3RD ST	9TH AVE	COURT DR	Pavement	6.6	2,309	24	Asphalt Overlay Type 2	6,156	SY	$ 21.00	$ 129,276.00	Chip Seal	6,156	SY	$ 3.65	$ 22,469.00						$ 151,745.00
ROSEBUD ST	CENTRAL AVE	GLACIER AVE	Pavement	6.6	1,242	32	Asphalt Overlay Type 2	4,416	SY	$ 21.00	$ 92,736.00	Chip Seal	4,416	SY	$ 3.65	$ 16,118.00						$ 108,854.00
MAIN ST (WEST)	12TH AVE	5TH AVE	Pavement	6.7	2,293	36	Asphalt Replacement	440	SY	$ 45.00	$ 19,800.00	Asphalt Overlay Type 2	9,173	SY	$ 21.00	$ 192,633.00	Chip Seal	9,173	SY	$ 3.65	$ 33,481.00	$ 245,914.00
10TH AVE	3RD ST N	2ND ST	Pavement	6.7	1,839	32	Digout & Asphalt Patching	889	SY	$ 72.00	$ 64,008.00	Asphalt Patching	11	SY	$ 40.00	$ 440.00	Scrub Seal	6,537	SY	$ 3.90	$ 25,494.00	$ 89,942.00
MARIAS VALLEY RD	FRONT ST	LINCOLN RD	Pavement	6.8	24,262	28	Scrub Seal	75,483	SY	$ 3.90	$ 294,384.00											$ 294,384.00
PLUM ST	2ND AVE	SE FRONT ST	Pavement	6.8	1,723	30	Scrub Seal	5,744	SY	$ 3.90	$ 22,402.00											$ 22,402.00
SPIRIT DR	PARK DR NORTH	PRAIRIE ST	Pavement	6.8	1,531	22	Scrub Seal	3,743	SY	$ 3.90	$ 14,598.00											$ 14,598.00
HARDING AVE	MARIAS VALLEY RD	FRONT ST	Pavement	6.9	720	28	Scrub Seal	2,239	SY	$ 3.90	$ 8,732.00											$ 8,732.00
8TH AVE	FRONT ST	FRONT ST	Pavement	7	2,123	32	Asphalt Overlay Type 2	7,549	SY	$ 21.00	$ 158,529.00	Chip Seal	7,549	SY	$ 3.65	$ 27,554.00						$ 186,083.00
2ND ST	12TH AVE	COURT DR	Pavement	7	3,445	32	Scrub Seal	12,248	SY	$ 3.90	$ 47,767.00											$ 47,767.00
3RD AVE	MAIN ST	FRONT ST	Pavement	7	248	24	Scrub Seal	661	SY	$ 3.90	$ 2,578.00											$ 2,578.00
COURT DR	1ST ST	MONTANA AVE	Pavement	7.1	886	32	Asphalt Overlay Type 2	3,151	SY	$ 21.00	$ 66,171.00	Chip Seal	3,151	SY	$ 3.65	$ 11,501.00						$ 77,672.00
PARK AVE (NORTH)	BLAINE ST	SHERIDAN ST	Pavement	7.1	674	32	Asphalt Overlay Type 2	2,397	SY	$ 21.00	$ 50,337.00	Chip Seal	2,397	SY	$ 3.65	$ 8,749.00						$ 59,086.00
PRAIRIE ST	STILLWATER	NORTH PARK DR	Pavement	7.1	3,615	28	Asphalt Overlay Type 2	11,245	SY	$ 21.00	$ 236,145.00	Chip Seal	11,245	SY	$ 3.65	$ 41,044.00						$ 277,189.00
WILSON AVE	MARIAS VALLEY RD	FRONT ST	Pavement	7.1	1,031	28	Digout & Asphalt Patching	342	SY	$ 72.00	$ 24,624.00	Asphalt Overlay Type 2	3,208	SY	$ 21.00	$ 67,368.00	Chip Seal	3,208	SY	$ 3.65	$ 11,709.00	$ 103,701.00
1ST ST	12TH AVE	MONTANA AVE	Pavement	7.1	3,783	42	Scrub Seal	17,654	SY	$ 3.90	$ 68,851.00											$ 68,851.00
2ND AVE	3RD ST	MAIN ST	Pavement	7.1	816	36	Scrub Seal	3,266	SY	$ 3.90	$ 12,737.00											$ 12,737.00
5TH ST (EAST)	12 AVE	BEECH AVE	Pavement	7.1	3,023	32	Scrub Seal	10,750	SY	$ 3.90	$ 41,925.00											$ 41,925.00
7TH AVE	FRONT ST	3RD ST	Pavement	7.1	1,995	32	Scrub Seal	7,093	SY	$ 3.90	$ 27,663.00											$ 27,663.00
O'HAIRE BLVD	3RD ST	4TH ST	Pavement	7.1	1,273	30	Scrub Seal	4,242	SY	$ 3.90	$ 16,544.00											$ 16,544.00
BLAINE ST	OILFIELD AVE	PARK AVE	Pavement	7.2	1,444	32	Asphalt Overlay Type 2	5,135	SY	$ 21.00	$ 107,835.00	Chip Seal	5,135	SY	$ 3.65	$ 18,743.00						$ 126,578.00
N MARIAS AVE	PRAIRIE ST	SHERIDAN ST	Pavement	7.3	1,979	36	Asphalt Patching	21	SY	$ 40.00	$ 840.00	Valley Gutter	72	SY	$ 225.00	$ 16,200.00	Scrub Seal	7,916	SY	$ 3.90	$ 30,872.00	$ 47,912.00
PARK AVE (SOUTH)	ROSEBUD ST	BLAINE ST	Pavement	7.3	1,373	38	Asphalt Patching	56	SY	$ 40.00	$ 2,240.00	Scrub Seal	5,796	SY	$ 3.90	$ 22,604.00						$ 24,844.00
11TH AVE	FRONT ST	MAIN ST	Pavement	7.3	1,818	32	Asphalt Reconstruction	1,067	SY	$ 52.00	$ 55,484.00											$ 55,484.00

4TH AVE	2ND ST	FRONT ST	Pavement	7.3	933	36	Scrub Seal	3,731	SY	$ 3.90	$ 14,551.00											$ 14,551.00
CASCADE AVE	ROSEBUD ST	MINERAL ST	Pavement	7.3	1,469	48	Scrub Seal	7,836	SY	$ 3.90	$ 30,560.00											$ 30,560.00
1ST AVE SE	PLUM ST	E MAIN	Pavement	7.4	1,185	35	Scrub Seal	4,607	SY	$ 3.90	$ 17,967.00											$ 17,967.00
VALLEY ST	HILL AVE	STILLWATER AVE	Pavement	7.4	2,854	32	Scrub Seal	10,146	SY	$ 3.90	$ 39,569.00											$ 39,569.00
GALENA ST	CENTRAL AVE	PARK AVE	Pavement	7.4	1,677	60	Scrub Seal	11,180	SY	$ 3.90	$ 43,602.00											$ 43,602.00
DAWSON AVE	FERGUS ST	ROSEBUD ST	Pavement	7.5	1,601	46	Asphalt Overlay Type 2	8,183	SY	$ 21.00	$ 171,843.00	Chip Seal	8,183	SY	$ 3.65	$ 29,868.00						$ 201,711.00
EAGLE DR	N PARK DR	PRAIRIE ST	Pavement	7.5	886	27	Asphalt Overlay Type 2	2,659	SY	$ 21.00	$ 55,839.00	Chip Seal	2,659	SY	$ 3.65	$ 9,705.00						$ 65,544.00
DEER LODGE AVE	SILVER BOW ST	MINERAL ST	Pavement	7.5	355	36	Scrub Seal	1,419	SY	$ 3.90	$ 5,534.00											$ 5,534.00
6TH ST	5TH AVE	9TH AVE	Pavement	7.5	1,323	32	Scrub Seal	4,705	SY	$ 3.90	$ 18,350.00											$ 18,350.00
7TH AVE (SOUTH)	4TH ST	5TH ST	Pavement	7.5	572	32	Scrub Seal	2,033	SY	$ 3.90	$ 7,929.00											$ 7,929.00
8TH AVE (SOUTH)	4TH ST	5TH ST	Pavement	7.5	570	32	Scrub Seal	2,027	SY	$ 3.90	$ 7,905.00											$ 7,905.00
BENTON ST	BLAINE AVE	5TH ST N	Pavement	7.5	1,486	32	Scrub Seal	5,283	SY	$ 3.90	$ 20,604.00											$ 20,604.00
CARBON ST	GLACIER ST	PARK AVE	Pavement	7.5	656	32	Scrub Seal	2,334	SY	$ 3.90	$ 9,103.00											$ 9,103.00
GALLATIN ST	WESTWOOD AVE	BENTON AVE	Pavement	7.5	2,251	32	Scrub Seal	8,005	SY	$ 3.90	$ 31,220.00											$ 31,220.00
JUDY AVE	O'HAIRE BLVD	CUL-DE-SAC	Pavement	7.5	220	32	Scrub Seal	783	SY	$ 3.90	$ 3,054.00											$ 3,054.00
MADISON ST	GLACIER AVE	PARK AVE	Pavement	7.5	835	32	Scrub Seal	2,970	SY	$ 3.90	$ 11,583.00											$ 11,583.00
TETON AVE	PRAIRIE ST	SHERIDAN	Pavement	7.5	2,423	34	Scrub Seal	9,155	SY	$ 3.90	$ 35,705.00											$ 35,705.00
MCKINLEY AVE	MARIAS VALLEY RD	WILSON AVE	Pavement	7.5	664	28	Scrub Seal	2,067	SY	$ 3.90	$ 8,061.00											$ 8,061.00
CHOTEAU ST	PARK AVE	CENTRAL AVE	Pavement	7.6	827	34	Asphalt Patching	163	SY	$ 40.00	$ 6,520.00	Chip Seal	3,123	SY	$ 3.65	$ 11,399.00						$ 17,919.00
5TH AVE (NORTH)	3RD ST	FRONT ST	Pavement	7.6	1,618	34	Scrub Seal	6,113	SY	$ 3.90	$ 23,841.00											$ 23,841.00
HWY 2 (EAST)	MAIN ST	MARIAS AVE	Pavement	7.6	4,618	24	Scrub Seal	12,314	SY	$ 3.90	$ 48,025.00											$ 48,025.00
SE FRONT ST	MAIN ST	MARIAS AVE	Pavement	7.6	4,110	24	Scrub Seal	10,959	SY	$ 3.90	$ 42,740.00											$ 42,740.00
SHERIDAN ST	PARK DR	WESTWOOD AVE	Pavement	7.6	2,590	36	Scrub Seal	10,359	SY	$ 3.90	$ 40,400.00											$ 40,400.00
CEDAR AVE	5TH ST	10TH ST	Pavement	7.6	1,626	32	Scrub Seal	5,782	SY	$ 3.90	$ 22,550.00											$ 22,550.00
12TH AVE	MARIAS VALLEY RD	5TH ST	Pavement	7.7	4,016	38	Scrub Seal	16,955	SY	$ 3.90	$ 66,125.00											$ 66,125.00
4TH ST	8TH AVE	5TH AVE	Pavement	7.7	1,322	32	Scrub Seal	4,700	SY	$ 3.90	$ 18,330.00											$ 18,330.00
7TH ST	9TH AVE	ASH AVE	Pavement	7.7	1,156	32	Scrub Seal	4,111	SY	$ 3.90	$ 16,033.00											$ 16,033.00
ALDER AVE	5TH ST	6TH ST	Pavement	7.7	304	32	Scrub Seal	1,079	SY	$ 3.90	$ 4,208.00											$ 4,208.00
BEECH AVE	5TH ST	6TH ST	Pavement	7.7	301	32	Scrub Seal	1,072	SY	$ 3.90	$ 4,181.00											$ 4,181.00
CITY SHOP RD	PARK AVE	BENJAMIN RD	Pavement	7.7	5,746	24	Scrub Seal	15,322	SY	$ 3.90	$ 59,756.00											$ 59,756.00
MINERAL ST	CENTRAL AVE	BLAINE AVE	Pavement	7.7	1,272	48	Scrub Seal	6,784	SY	$ 3.90	$ 26,458.00											$ 26,458.00
PARK DR NORTH	PRAIRIE ST	SPIRIT DR	Pavement	7.7	1,063	22	Scrub Seal	2,599	SY	$ 3.90	$ 10,136.00											$ 10,136.00
TURNER AVE (NORTH)	PRAIRIE ST	VALLEY ST	Pavement	7.7	668	27	Scrub Seal	2,003	SY	$ 3.90	$ 7,812.00											$ 7,812.00
WESTWOOD AVE	PRAIRIE ST	VALLEY ST	Pavement	7.7	673	36	Scrub Seal	2,692	SY	$ 3.90	$ 10,499.00											$ 10,499.00
COYOTE PASS	MAIN ST	OILFIELD AVE	Pavement	7.8	2,244	26																$ -
6TH AVE	5TH ST	FRONT ST	Pavement	7.9	2,716	32	Scrub Seal	9,656	SY	$ 3.90	$ 37,658.00											$ 37,658.00
LINCOLN RD	MARIAS VALLEY RD	GOLF COURSE RD	Pavement	7.9	4,618	28	Scrub Seal	14,368	SY	$ 3.90	$ 56,035.00											$ 56,035.00
MAIN ST (EAST)	5TH AVE	HWY 2 EAST	Pavement	7.9	2,642	48	Scrub Seal	14,093	SY	$ 3.90	$ 54,963.00											$ 54,963.00
OILFIELD AVE (SOUTH)	DAWSON AVE	LAKE SHEL-OOLE DR	Pavement	7.9	4,531	44																$ -
BOULDER AVE	BLAINE AVE	PARK AVE	Pavement	8	401	42	Scrub Seal	1,871	SY	$ 3.90	$ 7,297.00											$ 7,297.00
HILL AVE	BLAINE ST	PRAIRIE ST	Pavement	8	2,644	34	Scrub Seal	9,988	SY	$ 3.90	$ 38,953.00											$ 38,953.00
S INDUSTRIAL RD	N INDUSTRIAL RD	PACKING PLANT RD	Pavement	8	1,620	34	Scrub Seal	6,118	SY	$ 3.90	$ 23,860.00											$ 23,860.00
FRONT ST	MONTANA AVE	ADAMS AVE	Pavement	8.1	8,357	48	Scrub Seal	44,571	SY	$ 3.90	$ 173,827.00											$ 173,827.00
GRANITE AVE	BLAINE ST	GALLATIN ST	Pavement	8.1	1,662	32	Scrub Seal	5,908	SY	$ 3.90	$ 23,041.00											$ 23,041.00
5TH AVE (SOUTH)	4TH ST	6TH ST	Pavement	8.1	862	32	Scrub Seal	3,065	SY	$ 3.90	$ 11,954.00											$ 11,954.00
JIMMY CT	5TH ST	CUL-DE-SAC	Pavement	8.3	152	32	Scrub Seal	542	SY	$ 3.90	$ 2,114.00											$ 2,114.00
TREASURE AVE	ROSEBUD ST	PONDERA ST	Pavement	8.3	1,312	32	Scrub Seal	4,665	SY	$ 3.90	$ 18,194.00											$ 18,194.00
8TH ST	9TH AVE	ASH AVE	Pavement	8.4	1,155	32	Scrub Seal	4,106	SY	$ 3.90	$ 16,013.00											$ 16,013.00
SUNRISE TERRACE	PRAIRIE ST	CUL-DE-SAC	Pavement	8.4	492	30	Scrub Seal	1,640	SY	$ 3.90	$ 6,396.00											$ 6,396.00
OILFIELD AVE (NORTH)	LAKE SHEL-OOLE DR	LAKE SHEL-OOLE ACCESS RD	Pavement	8.4	2,105	26																$ -
N INDUSTRIAL PARK RD	HWY 2 EAST	S INDUSTRIAL PARK RD	Pavement	8.5	904	34	Scrub Seal	3,415	SY	$ 3.90	$ 13,319.00											$ 13,319.00
TURNER AVE (SOUTH)	GALLATIN ST	SHERIDAN ST	Pavement	8.5	661	36	Scrub Seal	2,644	SY	$ 3.90	$ 10,312.00											$ 10,312.00
9TH AVE (SOUTH)	OLD WATER TANK RD	5TH ST	Pavement	8.6	560	29	Scrub Seal	1,804	SY	$ 3.90	$ 7,036.00											$ 7,036.00
COYOTE CROSSING	COYOTE PASS	SILVER BOW ST	Pavement	8.6	468	32																$ -
5TH ST (WEST)	MARIAS VALLEY RD	12TH AVE	Pavement	8.8	2,997	32	Scrub Seal	10,657	SY	$ 3.90	$ 41,562.00											$ 41,562.00
SANDERS AVE	OILFIELD AVE	LAKE SHEL-OOLE DR	Pavement	8.9	1,340	24	Scrub Seal	3,574	SY	$ 3.90	$ 13,939.00											$ 13,939.00
																					PAVED STREETS TOTAL COST	**$ 6,820,414.00**