

## PUBLIC WORKS COMMITTEE REPORT

July 27, 2011 1:25 PM

City Council Chambers

**Members Present:** Jason Wiener (chair), Dick Haines, Lyn Hellegaard, Bob Jaffe, Marilyn Marler, Cynthia Wolken

**Members Absent:** Ed Childers, Renee Mitchell, Dave Strohmaier, Pam Walzer, Jon Wilkins

**Others Present:** Steve King, Kevin Slovarp, Monte Sipe, Doug Harby, Gregg Wood, Brian Hensel, Steve Schmidt, Debra Sension-Hall, Nathan Howard, Ross Best

### I. ADMINISTRATIVE BUSINESS

- A. Approval of the minutes of –July 20, 2011 Approved as corrected
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

### II. CONSENT AGENDA ITEMS

- 1. Approve and authorize the Mayor to sign the interlocal agreement with Missoula County for Mullan Road and Flynn Lane intersection, and Flynn Lane trail improvements. (memo) – Regular Agenda (Steve King) (Referred to committee: 07/18/11)(REMOVE FROM AGENDA)

**Motion:** The committee recommends the City Council approve and authorize the Mayor to sign the interlocal agreement with Missoula County for Mullan Road and Flynn Lane intersection, and Flynn Lane trail improvements.

Steve King, Public Works Director, gave background information on the interlocal agreement saying a few weeks ago the County Public Works approached City Public Works with an offer of approximately a third of a million dollars worth of infrastructure improvements on the City/County border of Flynn Lane. One of the components of the interlocal agreement is a non-motorized access trail to connect the trail system on Mullan Road which ends at the intersection of Flynn Lane and continue that trail north to the Hellgate Elementary School complex. Time is of the essence for this part of the project, the County is prepared to initiate this as soon as the interlocal agreement is completed so the trail will be finished before school starts in the fall. The other component to the agreement is the intersection of Flynn Lane and Mullan Road, in many ways the Flynn Lane signal is an interim project until Mary Jane connects to Mullan Road. The long term plan is for substantial intersection improvements on Mary Jane Boulevard and Mullan Road. City Public Works is very supportive of round-about development and when the Mary Jane/Mullan intersection is to be considered, round-about implementation would be fully discussed for implementation there and the investment of infrastructure would be at that permanent location. The ability to put a round-about at Flynn Lane is extremely limited and not possible in this interlocal agreement because the money is not available and the right-of-way is not there and in addition to that there is a substantial irrigation ditch that would be expensive to bridge. City Public Work's recommendation is to go with the interlocal agreement.

Kevin Slovarp, City Engineer, provided the additional information the committee requested in last week's meeting. Some of the competing projects available in the area are the continued improvements to Mullan and Reserve, the Mullan Road roadway improvements such as widening the road and lane configurations, and improvements to Flynn and Mullan and Mary Jane and Mullan. These are the projects that the money from this interlocal agreement could be potentially spent on. Greg Robertson, County Public Works Director, said none of those projects are in the scope of the available money they

have. Kevin Slovarp stated that the committee requested more detailed designs, the trail is currently being designed and plans may be available later this week for the City to review. A more detailed plan for the signalized intersection will not be completed for quite some time because Montana Department of Transportation (MDT) will do that design for the County. The engineering portion of the budget for the signalized intersection will be completed by MDT and that cost is free; however it will take time for them to review and approve those designs. The trail is planned to go on the west side of the road in the existing right-of-way up to the school. In request from Pam Walzer, he supplied statistics for accidents for a five and a half years: 2006 – no accidents, 2007 – six accidents, 2008 - one accident, 2009 – one accident, 2010 – two accidents and to date for 2011- one accident; making that a total of eleven accidents in five and a half years. The trail will cost approximately \$60,000.00 and the rest would go towards the signal and a yellow flashing light at the trail crossing at the Mullan Station. The time line confirmed by the County Public Works Director is they would like to complete the trail before school starts this year so time is important; the signal would have to wait on MDT. Doug Reisig, Hellgate Elementary School Superintendent, wrote a letter to the City Council expressing how important and beneficial these projects are to the adults and children living in the Hellgate Elementary School district area. He wrote that the opportunity and funding are now available to make an impact on child and adult safety by doing three things; construct a bike trail along Flynn Lane, place a traffic signal at the intersection of Flynn Lane and Mullan Road, and to place a blinking signal light at the Mullan Road bike trail crossing near the trading post. He stressed these projects are valuable and desperately needed to enhance safety and asked the Council to support these safety enhancements.

Bob Jaffe said his concern with this project is the approximately \$250,000.00 that would go towards the signalized intersection, when we know this is temporary and eventually the permanent intersection would be Mary Jane and Mullan, he feels we should wait and bank that money for the correct intersection and that project could happen in the next few years. Where is the urgency for some type of controlled crossing for the Flynn /Mullan intersection? He asked if we could do some type of temporary intersection improvements to improve crossing safety, maybe a blinking yellow light or some other improvements because this is temporary and eventually there will not be a light at Flynn and Mullan.

Steve King replied that there is motive and money available now to take action at Flynn and Mullan. The long term plan is to have the substantial investment be at Mary Jane and Mullan but that is unscheduled at this time and will only happen with the development of large tracts of agriculture land west of Hellgate Meadows, speculation for when that might happen could be several years away. What is important is that this interlocal agreement does not predestine what happens at Mary Jane. The signal hardware, the heads, lights, and controllers would be owned by the City and could be used anywhere in the system, it doesn't have to be used at the Mary Jane intersection, the investment of the hardware should not be a controlling factor. This signal at this location would be for traffic control not trail crossing. With high speed traffic on Mullan and cues of traffic on Flynn trying to look for a gap to turn onto Mullan, a signal would serve an immediate purpose of creating that gap. The key point is this money is not ours to bank, it is the County's money and they may or may not hold this for some other purpose and they could spend this elsewhere in their jurisdiction.

Bob Jaffe asked what the cost differential would be between round-about verses a signal light at Mary Jane and Mullan; is the difference irrelevant.

Steve King replied that the cost of round-about verses a signal is probably equal. He could not quantify the money it would take to build two different intersection styles.

Lyn Hellegaard asked if the City would have the capability to synchronize the Mullan/Flynn light to help mitigate some of the problems at the Reserve/Mullan intersection, are there other benefits that this signal might help on the whole corridor not just this one intersection.

Steve King said it would create gaps and platooning of traffic as you start and stop, to coordinate and possibly benefit the traffic as you get near Clark Fork Lane and Reserve Street.

Jason Wiener said the traffic on Flynn Lane during portions of the day is limited and asked if there would be ground loops installed. Steve King said the light on Mullan would remain green unless there was a detected cue of traffic on Flynn.

Cynthia Wolken made the motion to recommend the City Council approve and authorize the Mayor to sign the interlocal agreement with Missoula County for Mullan Road and Flynn Lane intersection, and Flynn Lane trail improvements. She stated that she has heard from the Mullan neighborhood leadership team that this project is a safety issue and should not be put off.

Public Comment:

Nathan Howard, Homeowners Association President for El Mar Estates, said at the very least the neighborhood residents definitely need a blinking light at the crosswalk; there is fog there in the morning during the spring and fall and it is difficult to see anything, it would be very helpful to continue the trail to the school. A traffic light with a ground loop would also be helpful, he asked that a round-about not be installed because the speed limit on Mullan Road is 45 MPH and that would not be practical. He took a quick and [informal survey petition](#) in the neighborhood stating they would like the City and County to consider this project a high priority.

Steve Schmidt, resident of El Mar Estates, stated the problem his family encounters is the transition from Mullan Road down Flynn Lane to the school. There is a problem crossing Mullan Road where the proposal to put a safety light by the Hellgate Trading Post is because the crossing is on the edge of a curve and you cannot cross the street safely. His family has been taking alternative routes through other neighborhoods to get from Mullan Road to the school. He proposes instead of a flashing light type of user activated light be installed so you could actually stop the traffic. The path along Flynn Lane is very narrow and crossing Flynn Lane to ride with the direction of traffic is extremely dangerous for young children.

Debra Sension-Hall, 7<sup>th</sup> and 8<sup>th</sup> Grade Physical Education teacher at Hellgate Elementary School, and serves on the physical education board for the State, said a year ago she submitted a Safe Routes to School grant but the school was denied the infrastructure, however they did receive money for programming and they have programming from kindergarten through fifth grade and shared bicycles from sixth through eighth grades and they are ready to implement a bike safety education program. In addition they want to implement a bike train and some walking school buses so this makes the trail extremely important to them. Dr. Reisig has called parents if their children bike to school to discourage them from riding because it is so dangerous, there is no shoulder at all on Flynn Lane. She also mentioned the possibility of a raised median in front of the crosswalks. She took some videos this summer with her wearing a yellow vest and some of the children with her and cars just continued to go right through. Flashing lights will get the vehicles attention but a student initiated flashing light would be better because it doesn't continuously flash and drivers would not get use to ignoring it. She asked the committee to consider the trail.

Bob Jaffe asked if the blinking light was going to be pedestrian activated and if there were other enhancements planned for that intersection with the trail such as the raised median.

Kevin Slovarp replied that he did not have any information on the pedestrian activated light, which would be entirely the County's jurisdiction; to review and approve that design is not part of this interlocal agreement. He will forward the citizens comments to Greg Robertson, County Public Works Director, to let him know there is some advocacy for these types of improvements.

Dick Haines requested that Debra Sension-Hall keep him in the loop when they had any meetings regarding school children and traffic because he is involved with Mr. Smith about some types of training. They have been thinking about the five thousand new University students each year and obviously there is more to the problem than just what the new students create. Making a better intersection for children to get to and from school is the best money we can spend.

The motion was passed unanimously.

**Monte Sipe requested to discuss items 2 and 3 together.**

2. Resolution to confirm final order of curb and sidewalk improvements in the Expressway, Great Northern, and Latimer. Area - Project 09-040. (memo)—Regular Agenda (Monte Sipe) (Referred to committee: 07/25/11)(REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council adopt the resolution to confirm final ordering of curb and sidewalk improvements adjacent to properties in the Expressway, Great Northern, and Latimer area, Project 09-040.**

3. Bid Award for curb and sidewalk improvements Project 09-040: Expressway-Great Northern-Latimer. (memo)—Regular Agenda (Monte Sipe) (Referred to committee: 07/25/11)(REMOVE FROM AGENDA)

**Motion: The committee recommends the City Council award the bid for Project 09-040, Curb and Sidewalk Improvements adjacent to properties in the Expressway, Great Northern, Latimer area to HM Concrete, LLC for the sum of \$103,146.46 and authorize return of bid bonds.**

Monte Sipe, Project Coordinator, said there are two parts to each of these referrals and he would like to discuss the confirmation and the bid award together because they are interrelated. The resolution is to confirm the final order for curb and sidewalk improvements in the Expressway, Great Northern and Latimer Area. This project was previously ordered on April 4, 2011. A letter was sent to citizens about financing this project or if they wanted to hire their own contractor. Two of the properties have elected to hire their own contractors.

The second part of this is the Bid Award; Public Works received two bids, one from L.S. Jensen and the other from H.M. Concrete, LLC. H.M. Concrete was the apparent low bidder and we are recommending the bid award to them in the amount of \$103,146.46.

Marilyn Marler made the motion to recommend the City Council adopt the resolution to confirm final ordering of curb and sidewalk improvements adjacent to properties in the Expressway, Great Northern, and Latimer area, Project 09-040; and to recommend the City Council award the bid for Project 09-040, Curb and Sidewalk Improvements adjacent to properties in the Expressway, Great Northern, Latimer area to H.M. Concrete, LLC for the sum of \$103,146.46 and authorize return of bid bonds.

The motion to confirm the resolution for the final order of curb and sidewalk improvements for Project 09-040 was approved unanimously

The Bid Award to H.M. Concrete, LLC for \$103,146.46 was approved unanimously.

**Monte Sipe requested to discuss items 4 and 5 together.**

4. Resolution to confirm final order of curb and sidewalk Improvements in the East Broadway Ph. I Area - Project 10-038. (memo)—Regular Agenda (Monte Sipe) (Referred to committee: 07/25/11)

**Motion: The committee recommends the City Council adopt the resolution to confirm final ordering of curb and sidewalk improvements adjacent to properties in the East Broadway Ph. I Area, Project 10-038.**

5. Bid Award for curb and sidewalk improvements Project 10-038: East Broadway Ph. I. (memo)—Regular Agenda (Monte Sipe) (Referred to committee: 07/25/11)

**Motion: The committee recommends the City Council award the bid for Project 10-038, Curb and Sidewalk Improvements adjacent to properties in the East Broadway Ph. I area to HM Concrete, LLC for the sum of \$26,762.86 and authorize return of bid bonds.**

Monte Sipe, Project Coordinator, said this project East Broadway, Phase I was ordered on April 4, 2011 and it was also put out to bid at that time. There was one property owner that opted out, 1031 East Broadway, this was the majority of the work that was initially considered, and the owner is working with a local engineering firm to design this and they will construct that work themselves. What Public Works will be completing are the other two properties. There were four bidders and initially AAA Construction was the apparent low bidder, they failed to submit a bid bond and the City contacted them immediately to see if they inadvertently left the bid bond out of the submittal, the contractor did not realize there was a bond required nor a performance and payment bonding required for this contract and could not produce the bonding at the bid price submitted. Therefore the second lowest bidder was H.M. Concrete LLC; we are recommending the bid award to them for \$26,762.82. Prior to the bid award we need confirmation of the final order for curb and sidewalk improvements.

Jason Wiener made the motion to recommend the City Council adopt the resolution to confirm final ordering of curb and sidewalk improvements adjacent to properties in the East Broadway Ph. I Area, Project 10-038; and to recommend the City Council award the bid for Project 10-038, Curb and Sidewalk Improvements adjacent to properties in the East Broadway Ph. I area to HM Concrete, LLC for the sum of \$26,762.86 and authorize return of bid bonds.

The motion to confirm the resolution for the final order of curb and sidewalk improvements for Project 10-038 East Missoula Phase I was approved unanimously.

The Bid Award to H.M. Concrete, LLC for \$26,762.86 was approved unanimously.

6. Approve and authorize the Mayor to sign a contract with Montana Department of Transportation for maintenance of State routes located within the City limits and described in the contract from July 1, 2011 through June 30, 2013. (memo)—Regular Agenda (Brian Hensel) (Referred to committee: 07/25/11)

**Motion: The committee recommends the City Council approve and authorize the Mayor to sign a contract with Montana Department of Transportation for maintenance of State routes located within the City limits and described in the contract from July 1, 2011 through June 30, 2013.**

Brian Hensel, Street Maintenance Superintendent, stated that this is a biannual contract with Montana Department of Transportation (MDT) and this contract has been renewed for over twenty years. It allows us to maintain the State routes that run through the City limits and helps the City and the State with a way to provide a high level of service. We have the equipment and personnel to do the work and we will be compensated from MDT with \$454,731.00 in FY12-FY13, to do this work. This contract also allows us to do special projects for MDT; it is a good deal for the public, the City and the State. He is asking the council for approval of the contract with MDT for maintenance of State routes located within the City limits. The dollar amounts of this contract are the same as the previous contract because the State is facing the same budget issues the City is and would not increase the amount of the contract. He feels this is agreeable and reasonable citing the way the State really helped the City this past winter with funding for some of the repairs for Russell and South Avenue providing the City with approximately \$93,000.00 they were not counting on, the State has been more than fair with us. The scope of work has expanded, not only did we do South and Russell but MDT wants the City to fix 5<sup>th</sup> and 6<sup>th</sup> between Higgins and where ever the 5<sup>th</sup>/6<sup>th</sup> project stops. Both of these projects were not budgeted for nor planned, these two projects are approximately \$260,000.00 with approximately \$100,000.00 as revenue for the City.

Marilyn Marler made the motion to recommend the City Council approve and authorize the Mayor to sign a contract with Montana Department of Transportation for maintenance of State routes located within the City limits and described in the contract from July 1, 2011 through June 30, 2013.

Dick Haines and Lyn Hellegaard both expressed appreciation for the work Streets Maintenance does.

The motion was passed unanimously.

### **III. HELD AND ONGOING AGENDA ITEMS**

1. Discussion on the sizes of grease interceptors for the restaurant industry ([Grease Interceptor PowerPoint](#)) ([memo](#)).—Regular Agenda (Stacy Rye and Bob Jaffe) (Referred to committee: 04/21/08)
2. Review infrastructure conditions at the locations of serious and fatal traffic accidents: 2007-2009 ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10)
3. T4 America partner support ([memo](#)) – Regular Agenda (Stacy Rye) (Referred to committee: (Referred to committee: 08/16/10)
4. Presentation from Public Works staff regarding proposed process for finding contractors and awarding bids for reconstruction of Russell Street. ([memo](#))—Regular Agenda (Bob Jaffe) (Referred to committee: 11/15/2010)
5. Resolution to change the speed limit on Reserve Street between Brooks and 39<sup>th</sup> Street. ([memo](#))—Regular Agenda (Wayne Gravatt) (Referred to committee: 01/24/11)
6. Approve the agreement for consultant services with Eli & Associates, Inc. on Project 10-034 England Boulevard right turn lane improvements. ([memo](#)) - Regular Agenda (Kevin Slovarp) (Referred to committee 05/16/2011)
7. Infrastructure condition inventory and maintenance requirements. ([memo](#))—Regular Agenda (Ed Childers) (Referred to committee: 07/11/11)
8. Discuss Mountain Water parent company's acquisition by the Carlyle Group. ([memo](#))—Regular Agenda (Jason Wiener) (Referred to committee: 07/11/11).

### **IV. ADJOURNMENT**

The meeting adjourned at 2:10 PM

Respectfully Submitted,  
Peggy Diamond, Program Specialist  
City Public Works Department