

# CAPITAL IMPROVEMENTS PLAN

## FOR THE CITY OF DILLON



Prepared for:



Prepared by:



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FOR THE CITY OF DILLON

ADOPTED BY THE DILLON CITY COUNCIL

MARCH 2022



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# COMPREHENSIVE CAPITAL IMPROVEMENTS PLAN

## CITY OF DILLON

### 1.0 INTRODUCTION

A Capital Improvements Plan (CIP) is a budgetary and financial tool that allows communities to plan beyond immediate needs and evaluate the long-term needs for maintaining, improving, or building new public facilities. It is always necessary to look at the means necessary to improve and replace public facilities and systems to provide adequate service beyond ordinary operation and maintenance. This requires an examination of the upcoming needs, an understanding of the costs associated with these needs, and the formulation of a plan to provide for and meet these needs - in short, a Capital Improvements Plan.

This document presents the Capital Improvements Plan for the City of Dillon and includes discussion of the characteristics of the City; social and economic conditions; its governmental structure; the operation and maintenance of its public facilities and services; and the prioritization of all proposed improvements. This CIP covers the 10-year planning period of 2021 - 2031. The CIP is intended to be a living document and will be updated periodically to reflect new priority concerns resulting from changing growth patterns or other circumstances. The goal will be to complete an update prior to adoption of the next annual budget in order to incorporate necessary capital improvements identified in the updated CIP.

This CIP was developed under the guidance of several City of Dillon community leaders, with assistance from WWC Engineering. Additionally, a community survey was utilized in order to compile data from the City of Dillon community on the current state of all public works. WWC Engineering worked closely with City officials and members of the community to determine the project scope and planning timeframe, develop preliminary lists of needs and projects, and prioritize these projects.

### PLAN ORGANIZATION

This document is organized to present the capital improvements planning strategy in Section 2. Section 3 discusses the planning process. Section 4 contains an overall assessment of needs and identifies projects by general project category. Section 5 lists the projects by priority. Section 6 covers funding in general terms that applies to all capital improvement projects. Regardless of this initial assignment, planners must recognize that this CIP is a flexible document, changing according to needs, priorities, and funding.

### 2.0 CAPITAL IMPROVEMENTS PROCESS

The capital improvement projects described in Section 4 were selected in accordance with the criteria given in Section 3 and represent the most pressing projects to be implemented to maintain and improve community services. Description of projects, costs, and priorities are provided in the following sections.

It is now incumbent on the City Council to utilize this information in annual and long-range planning and budgeting so these improvements can be realized. It is also critical to update and renew this plan regularly (at least every five years) to keep it current and practical, and also to keep the proper focus and attention of the local government on these needs.

## POPULATION SERVED

The last decennial census was conducted in 2020. Data from the 2020 census revealed that the City of Dillon has a population of 3,880. The decennial census conducted in 2010 showed a population for Dillon on 4,134. Dillon saw a reduction in population from 2010 to 2020 of 254 people or approximately 6%. The population of Beaverhead County in 2010 was 9,246 and in 2020 was 9,371 which is an increase of approximately 1% in 10 years. Although the population of Dillon within the City limits has decreased, the population around Dillon in the county has increased in the last 10 years. It would be safe to assume with the influx of people to Montana in recent years that Dillon and the surrounding area will see in an increase in population in the future. At this time, it is difficult to predict what the population increases might be. It is reasonable to assume that the city should plan for an increase in City services to accommodate increases in population due to the influx of out of state buyers.

Dillon's sense of community, along with key services, recreational opportunities, and a strong education system, are a few reasons why the community is expected to grow in population. According to the 2019 American Community Survey, the median age of the City of Dillon is 31.5 and 31 percent of the population is 62 or older. Comparatively, Montana has a median age of 40.5, a difference of 8.5 years, with 43.2 percent of the population 62 or older. The younger community of Dillon is likely due to younger families seeking affordable housing and a strong education system.

It is imperative that the city have a plan for future infrastructure improvements and maintenance to ensure the continued functionality of the City's infrastructure. As the city is not expected to experience a significant increase in population going forward, improvements to public infrastructure may be driven by regulatory needs and/or aging infrastructure, rather than growth impacts.

## 3.0 PLANNING PROCESS

Process: Properly conducted capital improvement programming and planning follows a logical and sequential process as outlined below:

- Assess existing facilities.
- Identify needs for replacement, improvement, or acquisition.
- Estimate costs of meeting the needs.
- Identify potential sources of funding and implementation requirements.

- Evaluate the needs with respect to accepted criteria and establish priority for implementation;
- Draft a capital improvement plan and present it to the governing bodies and general public for review, input, and improvement through a public hearing process.
- Finalize the plan, adopt it by formal resolution, and make the plan an essential tool in future planning and budgeting efforts; and
- Revise and update the plan on a regular basis to reflect current needs and financial capabilities.

Categories: To inventory the capital improvement needs, it is often convenient to place facilities into categories. These categories are not mutually exclusive. For example, improvements to **a community's** communications equipment for disaster and emergency services would benefit fire and sheriff departments, as well as provide improved dispatching capabilities to the school, the county road department, and the city's public works department. Future revisions to this plan will allow planners to re-categorize projects as needed, based on reassessed needs, available funding sources, and the desire of a particular agency or department to complete the project. Capital improvement categories considered for this plan include:

- Public Facilities
  - Public Buildings
  - Maintenance Vehicles and Equipment
  - Parks and Recreation
  - Utilities (Water, Wastewater, Storm Water)
  - Solid Waste
- Public Safety
  - Fire Protection
  - Law Enforcement
  - Disaster & Emergency Services
- Transportation
  - Sidewalks
  - Roads
  - Bridges
- Economic Development

Evaluation Criteria: Each proposed project was examined using the same set of criteria in order to develop a priorities list for the City of Dillon. Considering that there will always be more needs identified than available funding, identifying projects that will provide the greatest

benefits or improvement for the cost is a critical step in the capital improvements process. The CIP team, consisting of WWC Engineering and various leaders of the City of Dillon community, was asked to consider if a project:

- Meets the needs of the City Council’s strategic goals.
- Addresses an urgent health or safety concern, legal mandate, or code compliance.
- Advances existing economic development and the attraction of new growth to the area.
- Improves access to or the quality of services for all citizens, or a particular segment of the population based on location or need.
- Compliments other projects, public or private, to gain the economy of scale; and
- Generally supports the revitalization and continuing economic health of the community.

Goals: The City of Dillon has developed this CIP to achieve the following goals:

- Forecast public facilities and improvements that will be needed in the near future.
- Focus attention on and assist in the implementation of established goals and objectives as outlined in the growth policy.
- Anticipate and identify financing needs in order to maximize available federal, state, and private funding.
- Promote sound financial planning and serve as a guide for budgetary decisions.
- Demonstrate the need for facilities and the need for revenues to pay for them.
- Ensure the timely provision of adequate facilities to maintain services that are important to the quality of life in the area.
- Maintain satisfactory operating efficiency and safety of existing capital facilities.
- Provide facilities needed to accommodate new growth.
- Provide evidence to bond rating agencies that the city is planning and managing debt for capital improvements, thus minimizing interest rates and the cost of borrowing money.
- Provide evidence to agencies that award grants and loans that the city is planning for capital improvements, including the need for local matching funds and/or repayment of loans; and
- Implement recommendations of plans and studies for capital improvements, such as projects and improvements identified in preliminary engineering reports or preliminary architectural reports.

Benefits: There are numerous benefits that result from proper capital improvement planning. The following is a list of those that will be of great significance to the City of Dillon:

- Providing for a systematic evaluation of all potential projects at the same time, assuring the most important needs are addressed first and obtain needed funding.
- Avoiding negative impacts associated with catastrophic failure or degradation of public facilities by focusing on preserving infrastructure while ensuring efficient use of public funds.
- Focusing attention and keeping the public informed on critical needs, community objectives, and fiscal capacity (limitations).
- Identifying the most economic means of financing capital projects and maximizing opportunities for obtaining federal and state aid with advanced planning.
- Providing opportunities to stabilize debt, consolidate projects to reduce financing costs, and improve the community's credit rating.
- Coordinating activities to reduce duplication, avoid costly mistakes, and keep financial burdens in line with capabilities; and
- Enhancing opportunities for economic growth and stability by providing facilities and improvements necessary to maintain a healthy balance of residential, commercial, and industrial growth.

## CIP DEVELOPMENT AND PRIORITIZATION

Using a traditional needs-driven approach, this CIP was developed in order to determine a priorities list of improvements to the City of Dillon's public facilities and public works. This CIP was developed using a straight-forward approach and follows the basic steps outlined in the draft Montana Department of Commerce document entitled "**CAPITAL IMPROVEMENTS PLANNING MANUAL: A Strategic Tool for Planning and Financing Public Infrastructure**", published June 2011. This publication, past City of Dillon CIPs, and CIPs from various communities throughout the State of Montana were used in the development of this Capital Improvements Plan.

### Development of the CIP

The CIP was developed using the following steps:

1. A CIP Team of community leaders and WWC Engineering determined the scope of work for developing the CIP, as well as the planning period for the plan.
2. Various community leaders, including the Mayor, Operations Manager, and Planning Board, among others, provided input of potential capital improvement project ideas.
3. A community survey was developed and distributed throughout the community in order **to evaluate the community's needs as they pertain to public works.**
4. A public meeting/open house was held with the Planning Board at the Dillon City Hall to discuss the survey results and community needs.
5. During subsequent Planning Board meetings, participants discussed the merits of various projects and the methods of prioritizing the identified needs.



6. The Team prepared a “priority list” of proposed capital improvement projects from existing plans, resource assessments, and other data sources, including contacts with department heads as well as City officials.
7. The Team prioritized the initial master list of CIP projects to reduce the number of projects and remove projects rated as low priority by the Team.
8. Complete descriptions and cost estimates were developed for each project.
9. As specific project details were developed and additional department heads, planners, and contractors were consulted, the needs list was revised, as needed, to add, remove, or amend particular projects
10. Funding sources were identified that may be used to pay for the individual projects listed within the CIP.
11. A public hearing was held to allow further public discussion of potential capital improvement projects.
12. All information was compiled into the Capital Improvement Plan for 2021 - 2031.

### Prioritizing Capital Improvements

The CIP was drafted using a simple approach to ranking projects for inclusion in the CIP. After **the draft master list was compiled, team members were asked to rank each project as a “high”, “medium”, or “low” priority. After counting the number of high, medium, and low votes each project received, the results were then weighted and converted to numerical scores by multiplying the votes by a factor: “high” = 3, “medium” = 2, “low” = 1. The CIP Team examined the ranked list and established an arbitrary cutoff point to limit the number of projects to be explored further.**

Final prioritization occurred after considering cost estimates, proposed schedules for critical projects, and public input. Using this information, the city re-ranked each project to produce the City of Dillon Capital Improvements Plan.

### Information Gathering

WWC Engineering gathered information for Capital Improvement needs that are immediate and/or future needs through a variety of ways as outlined below. Information gathering was a continuous process throughout the development of the report.

### Newspaper Outreach

An advertisement was printed in the local newspaper, the Dillon Tribune, on January 27 and February 10, 2021, informing the community that the city was in the process of developing a Capital Improvements Plan. The intention of the advertisement was to bring awareness to the community members and provide information on the community survey effort.

### Community Survey

In the public advertisement described above, the city informed the public of a planning survey **that was developed in order to allow the public to help shape the City’s future by providing comments on the future needs of the City of Dillon.** The planning survey was made available in

several ways including a link on the **city's** website, or the community could request a mailed hard copy or emailed electronic copy by calling the City of Dillon. Additionally, hard copies of the survey were made available at the City Hall. A total of 280 surveys had been returned by the deadline date. The intention of the community survey was to get feedback from the community regarding existing services, existing planning tools, land use, and needed improvements to improve the community. Based on the survey results, the quality of schools, availability of emergency services, sense of community, and parks and recreation were viewed as extremely important features of the city. Services that were viewed as in need of improvement were parks and recreation, street conditions, and sidewalk conditions. Detailed survey results are provided in Appendix A.

### Public Hearings/Open House

The Council planned for one public hearing/open house to garner public input. The public meeting/open house regarding the CIP was held at a regular Planning Board meeting after the completion of the community survey. Public notice was provided, as required for an open public Planning Board meeting. The meeting was led by the Planning Board and WWC Engineering and attended by members of the general public, the Planning Board, and the Operations Manager.

The final adoption hearing will be held with the City Council, and the Capital Improvements Plan will be adopted at that time. A regular block advertisement and the traditional legal ad were used to provide public notice. Members of the Council were provided with a final copy of the policy.

Adoption: A resolution formally adopting the City of Dillon Capital Improvements Plan is provided in Appendix B.

### Improvements vs. Maintenance

**The terms “capital improvements” and “capital maintenance” (sometimes referred to as “deferred maintenance”) are often interchanged. However, there is a clear distinction between** a new capital improvement and the maintenance of an existing asset. *Capital Improvements* are projects such as road construction, a new community center, or a new bridge project. These projects are typically too large or costly to finance solely through existing funds. *Capital Maintenance* projects are for the most part funded through general or specific account funds. Maintenance projects are items such as street resurfacing, bridge repair, building repairs, filling in a pothole, etc. An easy way to delineate between the two is that if the city is building a new asset, it is a capital improvement. If it is maintaining an existing asset, it is capital maintenance.

For the purposes of this plan, the initial approach was to identify all needs as potential capital improvements.

## 4.0 CAPITAL IMPROVEMENTS

The following tables outline the prioritized needs for the City of Dillon by area and includes Facilities and City Hall, Parks, Water, Sewer, Streets and Alleys, Cemetery, and Ongoing. Appendix C and D provide descriptions of existing infrastructure. Appendix E includes maps of existing infrastructure and proposed projects, and Appendix F provides a full list of prioritized projects.

### Facilities and City Hall Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #1 New Water Main from Tanks to Town</b>	The project would replace the existing water main from the existing water storage tank west of the city into the city with a new water main.	\$4,402,000
<b>Priority #3 City Parking Lot (Carpita Parking lot) (Pave and Fence)</b>	The City of Dillon owns a parcel of land between the railroad and Montana Street on the north end of Montana Street. The city would pave 25,000 square feet and fence 300-ft of the west boundary.	\$87,500
<b>Priority #13 City Hall ADA Upgrades</b>	Upgrades to the existing City Hall to accommodate ADA, including installation of an elevator and ADA accessible bathrooms based on the feasibility study prepared in 2018.	\$906,096 <i>(from the study)</i>
<b>Priority #18 Library Backdoor Drainage Project</b>	The backdoor of the library has issues with drainage during rain and snow runoff events. The project would correct the runoff problems.	\$10,000
<b>Priority #28 City Hall Auditorium Floor Renovation</b>	The existing wood floor on the 2 <sup>nd</sup> floor of City Hall needs to be stripped and refinished based on the feasibility study prepared in 2018.	\$66,174 <i>(from the study)</i>
<b>Priority #29 Shop Building Roof Replacement</b>	The existing shop buildings north of City Hall continue to have roof issues and the roof needs to be replaced.	\$60,000
<b>Priority #43 City Hall Office Renovations</b>	The offices need renovated to allow for additional office space as identified in the feasibility study prepared in 2018.	\$379,754 <i>(from the study)</i>

# Parks Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #4 ADA Swing Dan Ibey Park</b>	The existing Dan Ibey Park is in need of ADA upgrades and an ADA swing has been identified as the highest priority.	\$3,000
<b>Priority #5 Dan Ibey Park Improvements</b>	The Dan Ibey Park is in need of upgrades including playground upgrades, sprinklers, sidewalks, fences, basketball court, and picnic shelter.	\$200,000 to \$300,000 <i>depending on extent of upgrades and amenities</i>
<b>Priority #9 Jaycee Park Sidewalks</b>	Replace sidewalks on all four sides of Jaycee Park, this is approximately 5,000 square feet of sidewalk and includes four ADA ramps.	\$49,000
<b>Priority #19 Noble Street Trail Millings</b>	The city would like to expand Noble Street to the east to accommodate a shoulder bike/pedestrian lane to connect the new trail on the south end of Noble Street to the new trail along Ray Lynch Park and up to the Highway.	\$35,000
<b>Priority #24 Tree Replacement Program</b>	The city would like to replace 6 boulevard trees per year.	\$450 to \$600 per tree or \$2,700 to \$3,600 per year
<b>Priority #30 Jaycee Park Security Cameras</b>	The city would like to install security cameras in and around Jaycee Park to add to park security.	\$10,000 to \$15,000

# Water System Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #1 New Water Main from Tanks to Town</b>	The project would replace the existing water main from the existing water storage tank west of the city into the city with a new water main.	\$4,402,000
<b>Priority #2 New 1,000,000- Gallon Water Storage Tank</b>	To accommodate future needs and to improve existing service and redundancy of the water system the city needs a new 1,000,000-gallon water storage tank on the east side of the city.	\$1,250,000
<b>Priority #6 Idaho Street Water Main Replacement</b>	Upgrade the existing Idaho Street water main with a new 8" PVC water main. This includes approximately 2,500-ft of water main along with fittings, services, and fire hydrants.	\$220,000
<b>Priority #7 Washington Street Water Main Replacement</b>	Upgrade the existing Washington Street water main with a new 8" PVC water main. This includes approximately 2,500 feet of water main along with fittings, services, and fire hydrants.	\$220,000
<b>Priority #11 Fire Hydrant Replacement Program</b>	The city will setup a program to replace approximately 6 fire hydrants per year.	\$6,000 per hydrant or \$36,000 per year
<b>Priority #12 New Well #5</b>	Well #5 exists but needs to be permitted, developed, and connected to the city water supply as well as water rights work to utilize the well.	\$225,000
<b>Priority #15 Franklin Water Main Replacement</b>	Upgrade approximately 800-ft of 6" water main with 8" PVC along with fittings, services, and fire hydrants.	\$80,000
<b>Priority #17 New Utility Buildings at Sewer Plant</b>	The city is in need of new buildings for the water and sewer maintenance personnel and to provide needed office space and room for equipment and materials. The buildings are proposed to be located on	\$500,000

	property owned by the city at the sewer plant site.	
<b>Priority #35 Hookup Generator for Well #3</b>	A backup generator is available for Well #3 but was never hooked up to the well to provide backup power to the pump in case of a power failure. The project would hookup the generator to the well pump.	\$5,000
<b>Priority #39 Remove Old Square Water Storage Tanks</b>	Remove old water storage tanks on the west side near the current water storage tank.	\$50,000

# Wastewater System Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #14</b> <b>Wastewater Treatment System Backup Disinfection</b>	<p>The city wastewater treatment plant currently has one UV disinfection setup to treat effluent before discharge. The city would like to add a second backup UV disinfection system in case one is down for repair.</p>	\$100,000
<b>Priority #17</b> <b>New Utility Buildings at Sewer Plant</b>	<p>The city is in need of new buildings for the water and sewer maintenance personnel and equipment to provide needed office space and room for equipment and materials. The buildings are proposed to be located on property owned by the City at the sewer plant site.</p>	\$500,000
<b>Priority #22</b> <b>Alley Sewer Main Replacement from Utah to Nevada Streets</b>	<p>Replace approximately 300-ft of sewer main within the alley between Utah and Nevada Streets including services.</p>	\$38,000
<b>Priority #27</b> <b>Swenson Way Lift Station Rehabilitation</b>	<p>The lift station is currently privately owned, and the owner would like to turn it over to the city. There are several maintenance upgrades that are required.</p>	\$125,000
<b>Priority #33</b> <b>Rehabilitate Highway 41 Sewer Main at Rocky Mountain Supply</b>	<p>This section of sewer main is experiencing collapsing issues and needs to be rehabilitated. A study should be developed to determine the best method for rehabilitation i.e., slip lining or replacement. The project affects about 400-ft of sewer main.</p>	<p>\$20,000 for the study                      \$50,000 to 100,000 project cost</p>

# Street and Alley Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #6</b> <b>Idaho Street ADA and Storm Water Improvements with Water project</b>	As part of the water main replacement project, the city would also install ADA and storm water upgrades throughout the project area. This would include new ADA ramps at sidewalk locations and installation of storm water inlets and french drains where necessary.	\$50,000 to \$100,000
<b>Priority #8</b> <b>Alley between Idaho and Montana Street Improvements</b>	The city would repave the alley between Idaho and Montana Streets from Reeder to Helena Avenue, approximately 1,500-ft. The project would also install storm water inlets with french drains to correct any storm water issues.	\$120,000
<b>Priority #10</b> <b>Pavement Rehab Reeder Street from Atlantic to City Limits</b>	Reeder Street pavement needs maintenance including crack sealing and chip seal. This would affect approximately 3,000-ft of Reeder Street.	\$75,000
<b>Priority #16</b> <b>Chip Seal Walnut Street from Center Street to Skihi Street</b>	The project would chip seal Walnut Street from Center Street to Skihi Street approximately 4,750-ft.	\$50,000
<b>Priority #20</b> <b>North Railroad Avenue Improvements</b>	Repave Railroad Avenue from Bannack Street to Franklin Street, approximately 2,000-ft.	\$200,000
<b>Priority #21</b> <b>Chip Seal Reader Street east of Atlantic Avenue</b>	Chip seal Reeder Street east of Atlantic Avenue, approximately 2,000-ft.	\$25,000
<b>Priority #23</b> <b>New French Drains with Street Projects</b>	The city will install storm water inlet french drains with road projects as necessary, ongoing work.	\$7,500 each



<p><b>Priority #25</b>  <b>Montana Street</b>  <b>Intersection Bulb</b>  <b>Outs</b></p>	<p>The city is currently working on design drawings to improve the remaining intersections south of Helena Avenue on Montana Street with a grant. Utilizing the engineering plans, the City will work toward improving each intersection as funds are available.</p>	<p><i>\$150,000 total project cost</i></p>
<p><b>Priority 32</b>  <b>Bridge</b>  <b>Improvements</b>  <b>(Clark Street and</b>  <b>Reeder Street)</b></p>	<p>Replace bridges crossing Blacktail Deer Creek at Reeder and Clark Streets. This will require the replacement or rehabilitation of two concrete bridges. A Preliminary Engineering Report would be recommended for each bridge to apply for TSEP funding for the project. Once funding is secured then the project could move forward.</p>	<p><i>\$40,000 for a PER</i>  <i>\$150,000 per bridge</i>  <i>\$340,000 total project cost</i></p>
<p><b>Priority 34</b>  <b>Bannack Street</b>  <b>and Swenson Way</b>  <b>PER and</b>  <b>Improvements</b>  <b>(Truck Route)</b></p>	<p>The city would like to identify Bannack Street and Swenson Way as truck routes, but the designation would require improvements. A Preliminary Engineering Report would be needed to evaluate current conditions and make recommendations. Once funding is in place the improvements could be made.</p>	<p><i>\$40,000 for a PER</i>  <i>\$400,000 construction cost</i>  <i>\$440,000 total project cost</i></p>

# Cemetery Priorities

Priority and Facility	Project Description	Estimated Cost
<b>Priority #37</b> <b>Survey and Pin</b> <b>Section E</b>	Survey and set pins for Section E of the cemetery.	\$20,000
<b>Priority #38</b> <b>Irrigation System</b> <b>for Section E</b>	Install irrigation system for Section E of the cemetery.	\$15,000
<b>Priority #40</b> <b>New Video Security</b>	Install video security system to prevent vandalism.	\$10,000 to \$15,000
<b>Priority #41</b> <b>East and</b> <b>Southwest Fencing</b>	Install new chain link fence on the east and southeast sides of the cemetery, approximately 3,000-ft.	\$120,000
<b>Priority #42</b> <b>Survey and Pin</b> <b>Single Men's</b> <b>Section (American</b> <b>Legion Section)</b>	Survey and set pins for American Legion Section of the cemetery.	\$20,000

# Ongoing Priorities

Priority and Facility	Project Description	Estimated Cost
Priority #11 Fire Hydrant Replacement	Replace 6 hydrants per year	\$6,000 per hydrant or \$36,000 per year
Priority #38 New French Drains	Install new french drains with street projects.	\$7,500 each
Priority #24 Tree Replacement Program	The city would like to replace 6 boulevard trees per year.	\$450 to \$600 per tree or \$2,700 to \$3,600 per year
Priority #31 College Police Officer	Work with college to provide full time police officer.	No cost to the city
Priority #36 Replace Police Car Every Two Years	The city will replace a police car every two years.	\$50,000 every two years

## 5.0 PROJECT PRIORITIES

The City of Dillon has prioritized capital improvement projects based on the following considerations, shown with the weight (percent) given to each criterion and the description for scores 1 through 3. A complete prioritized project list is provided in Appendix F.

- Consistency with Community Goals and Plans (15%)
  - 1 (Low Priority) - **Project does nothing to advance the community's** strategic goals.
  - 2 (Medium Priority) - Project **does little to advance the community's** strategic goals.
  - 3 (High Priority) - Project advances the strategic goals of the community.
- Public Health and Safety (15%)
  - 1 (Low Priority) - Project would have no impact on existing public health and/or safety status.
  - 2 (Medium Priority) - Project would increase public health and/or safety but is not an urgent, continual need or hazard.
  - 3 (High Priority) - Project addresses an immediate continual safety hazard or public health and/or safety need.
- Mandates or Other Legal Requirements (10%)
  - 1 (Low Priority) - Project is not mandated or otherwise required by court order, judgment, or inter-local agreements.
  - 2 (Medium Priority) - Project would address anticipated mandates, other legal requirements, or inter-local agreements.

- 3 (High Priority) - Project required by federal, state, or local mandates, grants, court orders and judgments; required as part of inter-local agreements.
- Maintains or Improves Standard of Service (5%)
  - 1 (Low Priority) - Project not related to maintaining an existing standard of service.
  - 2 (Medium Priority) - Project would maintain existing standard of service.
  - 3 (High Priority) - Project would address deficiencies or problems with existing services; would establish new service.
- Extent of Benefit (10%)
  - 1 (Low Priority) - Project would benefit only a small percentage of citizens or particular neighborhood or area.
  - 2 (Medium Priority) - Project would benefit a large percentage of citizens or many neighborhoods or areas.
  - 3 (High Priority) - Project would benefit all of the citizens, neighborhoods, or areas.
- Public Perception of Need (10%)
  - 1 (Low Priority) - Project has no public support or established voter appeal; is not identified by the citizens as a need.
  - 2 (Medium Priority) - Project has been identified by the citizens as a need in the community but lacks strong support.
  - 3 (High Priority) - Project has technical and strong political and public support; project was suggested by or even demanded by a large number of citizens.
- Efficiency of Service (5%)
  - 1 (Low Priority) - Project would have no impact on the efficiency of service.
  - 2 (Medium Priority) - Project would result in savings by eliminating obsolete or inefficient facilities.
  - 3 (High Priority) - Project would result in significant savings by increasing the efficiency of the performance of a service or reducing the ongoing cost of a service or facility.
- Supports Economic Development (10%)
  - 1 (Low Priority) - Project would discourage or directly prevent capital investment, decrease the tax base, decrease valuation, or decrease job opportunities.
  - 2 (Medium Priority) - Project would have no impact on capital investment, the tax base, valuation, or job opportunities.
  - 3 (High Priority) - Project would directly result in capital investment, increased tax base, increased valuation, or improved job opportunities.
- Feasibility of Project (5%)
  - 1 (Low Priority) - Project is unable to proceed due to obstacles (land acquisition, easements, approval required).

- 2 (Medium Priority) - Minor obstacles exist; project is not entirely ready to proceed.
- 3 (High Priority) - Project is entirely ready to proceed; no obstacles (land acquisition or easements, approvals required, etc.) exist.
- Operational Budget Impact (15%)
  - 1 (Low Priority) - Project would significantly increase debt service, installment payments, personnel or other operating costs or decrease revenues.
  - 2 (Medium Priority) - Project would increase or decrease debt service, installment payments, personnel or other operating costs or revenues.
  - 3 (High Priority) - Project would decrease debt service, installment payments, personnel or other operating costs or increase values.

## 6.0 PROJECT IMPLEMENTATION

The city, utilizing the above information and prioritization in Appendix F, will review the CIP every year with the city budget and capital improvements programs for each area. Based on that year's budget and funding opportunities the city will work toward implementation of projects as funding becomes available. No specific implementation program was developed in order for the city to be more flexible in determining needs based on funding opportunities in a specific year. Based on funding opportunities, some projects may be implemented before other projects on the prioritization list.

## 7.0 FUNDING SOURCES

Capital improvement plan projects can be funded from a variety of sources. The following is a general discussion of the more common sources available.

**General Funds:** The most commonly used method of financing capital improvement projects is the use of **the community's** general funds. These funds include the money raised by local property taxes for a given year together with other State taxes such as on fuel, liquor, and gambling. When a project is funded out of the general fund revenues, it is usually paid off in the budget of a given year and essentially becomes a "pay-as-you-go" funding concept based on revenues available. Alternatively, money may be set aside in an equipment fund to be used in the future for a project.

Historically, the general fund is a practical source for funding small capital improvement projects but there are generally not enough excess funds available to take on the larger capital improvement projects, thus requiring other funding sources such as the ones discussed later in this section.

**Solid Waste, Water, and Sewer Revenues:** The City of Dillon has enterprise funds based on the receipt of monthly user fees for city water and sewer systems. Ideally, the monthly rates will be set sufficiently high to include either a depreciation amount or capital improvement line item, which provides the means for accumulating funds necessary to address desired water and sewer capital improvements.

Again, revenue funds seem to work well for smaller projects and sometimes can be budgeted and planned to provide capital over several years for certain improvement projects but cannot be relied upon as a significant source of capital for large projects. Oftentimes reasonable and affordable amounts of available revenue capital are used as matching funds for obtaining grant funding (discussed below). Typically, presenting match funds to grant funding programs significantly improves the chances of securing that funding.

Federal and State Grant Programs: Depending on economic and political conditions, there are federal and state grant programs available to communities that help them meet their critical capital improvement needs. Programs are funded out of federal or state tax receipts, with budgeted allocations available to address the most critical or high-ranking needs throughout the state.

Generally, a community must submit a grant application that is ranked and processed on a competitive basis against requests received from other communities throughout the State. The needs and proposed projects are reviewed and ranked in priority, with the money available being allocated to those projects that are most pressing or those that maximize the benefits received for the grant money allocated. Usually most of the financial assistance goes for those projects needing capital improvement to meet regulatory agency requirements related to protecting and preserving the health and welfare of the residents.

Other grant funds are available for the purpose of stimulating economic development. Often public works infrastructure is needed to stimulate such development and projects are sometimes developed in such a fashion as to help meet community needs in addition to providing for the economic development. Generally, a commitment of creating and/or retaining a certain number of jobs is a requirement or stipulation for receiving economic development grants.

The following is a list of the most commonly used sources of grant funds in Montana:

- Community Development Block Grant Program (CDBG) - CDBG funds projects designed to principally benefit low- and moderate-income families. Applications are accepted annually, and funding can be applied to activities in five categories:
  - Planning Grants of up to \$50,000 for the preparation of capital improvements plans, preliminary engineering reports for water/wastewater projects, preliminary architectural reports to address deficiencies of an existing building or the need for a new facility, and other planning activities.
  - Public Facilities Grants of up to \$450,000 for public infrastructure improvements, and public facilities such as nursing homes and senior centers.
  - Housing and Neighborhood Renewal Grants of up to \$450,000 to rehabilitate or demolish substandard housing, facilitate new construction, and perform neighborhood renewal projects such as improving or constructing sidewalks or parks.

- Neighborhood Stabilization Program that provides emergency assistance to units of general local government to acquire foreclosed or abandoned structures to rehabilitate, resell, or redevelop these units in order to stabilize neighborhoods and provide affordable housing for income eligible households.
- Economic Development Program that assists businesses by making fixed-rate financing available to them at reasonable interest rates and by providing public improvements in support of economic development activities. These funds are intended to fill funding gaps left by other public and private financing options.
- Treasure State Endowment Program (TSEP) - grants of up to \$750,000 for public works infrastructure, including water and wastewater systems, storm sewers, solid waste disposal and separation systems, and bridges. Planning grants for preliminary engineering up to \$15,000 are also available. TSEP grants require various levels of matching funds. Applications are accepted biannually, and legislative approval is required.
- Department of Natural Resources and Conservation (DNRC) - grants of up to \$125,000 for projects protecting, preserving, or enhancing natural and renewable resources. Numerous public facility projects including drinking water, wastewater and solid waste development and improvement projects have received funding through this program. Planning grants for preliminary engineering up to \$8,000 are also available. Applications are accepted biannually, and legislative approval is required.
- Rural Development - grants of up to 75% of the eligible project costs for public works infrastructure and public facilities in rural communities, including solid waste disposal and storm drainage. Applications are accepted based on eligibility and available funding.
- Outdoor Recreational Grant Program (National Park Service) - **The National Park Service's Outdoor Recreational Grant Program awards park districts and local government agencies grants to acquire, plan, and develop land for public recreational purposes.** Using the Land and Water Conservation Fund, swimming pools, bike and walking trails, tennis courts, soccer fields, restrooms, and water facilities are just some of the eligible projects for this NPS grant program. Deadlines and amount of funding given varies from year to year.

Each grant program has very specific and rigid requirements to be met, such as providing a local match, demonstrating a majority of residents affected as being in the low- to moderate-income categories, documenting solid commitments for job creation/retention, demonstrating a public health concern or threat, etc. Whenever any such programs are considered for funding capital improvements, it will be critical to coordinate thoroughly and early-on with funding agency representatives to ensure that the project is eligible for the program and all the specific requirements can be met.

Loans and Bonding: Many of the same agencies listed above have loan money available for capital improvement projects. Many of the same requirements apply to the loan programs. A listing of the more common loan sources is as follows:

- Rural Development (RD) - loans of up to an amount commensurate with the community's ability to repay for public facilities and public works infrastructure. Emphasis is on assisting small, rural communities, with interest rates based on median household income and user rates. The maximum loan term is 40 years or the useful life of the facility. Applications accepted based on eligibility and available funding.
- Montana State Revolving Fund (SRF) - low-interest loans of up to 100% of eligible project cost with no local match required. Project must be on the SRF project priority list and have documentation of health/pollution problems or concerns. Administered through the Department of Environmental Quality. Applications are accepted based on eligibility and available funding.
- Department of Natural Resources and Conservation (DNRC) - unlimited loans to protect, preserve, or properly utilize natural resources such as groundwater. Loan limits are based **on the applicant's debt capacity. Applications are accepted based on available funding.**
- Intermediate Term Capital Program (INTERCAP) - loans of up to 100% of the project cost with no local match required. Loan term is limited to 15 years, the useful life of the project, or any borrower term limit set by statute. Loans can be used for infrastructure projects, vehicles and equipment, and energy retrofit projects, and are based on the community's ability to repay. Applications are accepted based on eligibility and available funding.

Nearly all loan programs require authorization of the community to pay back the loans, including the issuance of bonds, and several have other security requirements. Loan authorization is most often obtained through the issuance of bonds. Bonds are usually tied to general tax obligation or utility revenues. General obligation bonds are secured by the raising of property taxes with an amortization of the financing over several years to allow taxpayers to pay a smaller amount of the project's cost at a time. However, they do commit the borrower's resources over a long period of time and thus decrease the flexibility of how yearly revenues can be utilized.

A special form of general obligation is an Improvement District such as a Special Improvement District (SID) in a municipality or a Rural Improvement District (RID) in a county. Whatever the specific form, a special district is formed in the area of the improvements and the affected property owners are obligated to repay the project costs or a portion thereof. These generally work well for street and road improvements, sidewalk installation, lighting, bridges, etc.

Revenue bonds are issued on the promise and commitment of repayment through the monthly user fees associated with water or sewer systems. User rates are adjusted to provide the capability of bond repayment and required security. Since it is desired to keep monthly user rates within a reasonable limit, the amount of loans secured by revenue bonds becomes limited to the amounts obtainable with the monthly user fee.



Government Agencies: There are a few government agencies that have their own financial resources available to help with necessary capital improvements. These are always based on need, proper planning, and a determination by the agency that the project and its associated improvements are a worthy investment to serve the general public. Examples of such agencies include:

- Montana Fish, Wildlife and Parks - The MFWP Land and Water Conservation Fund has approved projects such as ball fields, public parks, golf courses, outdoor pools, and trails. The fund requires applicants to be prepared to pay for the entire project before being reimbursed for up to 50% of allowable costs.
- Montana Fish, Wildlife and Parks - Recreational Trails Program (RTP) funds grants up to \$90,000 for projects including: urban trail development, basic front and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities, and educational and safety projects related to trails.
- Montana Department of Environmental Quality (DEQ) - similar to EPA in programs to clean up the environment such as chemical spills, hazardous contamination, environmental remediation, etc.
- Montana Department of Transportation (MDT) - Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Environmental Protection Agency (EPA) - The State and Tribal Assistance Grants (STAG) program provides grants for public water and wastewater projects. A local match of 45% is required, and grant awards are tied to the federal appropriations process. EPA also provides special funding for projects to address serious environmental concerns such as hazardous waste sites, chemical contamination of a water supply (e.g., arsenic, copper, etc.), or other environmental threats to the health and welfare of the general public.
- US Department of Agriculture (USDA) - The Forest Service is offering Woody Biomass Utilization (WBU) Grants of up to \$250,000 for wood energy projects that require engineering services. The funds from the (WBU) program must be used to further the planning of such facilities by funding the engineering services necessary for final design and cost analysis.
- USDA also administers the Community Facilities Grant Program, which can be used to assist with the development of essential community facilities in rural areas and towns of up to 20,000 in population. Applicants must have the legal authority to construct, operate, and maintain the proposed facility, and also be unable to secure needed funds from commercial sources at reasonable rates and terms.

- Montana Department of Commerce - The Tourism Infrastructure Investment Program (TIIP) invests a portion of the Montana Department of Commerce's "bed tax" funding into new tourism-related infrastructure products, the enhancement of existing tourism facilities, and the preservation of Montana's heritage and cultural treasures. Non-profit sponsors or communities are eligible to apply for TIIP funds. The funds are awarded on an annual basis through a competitive application process. Sponsors are required to invest \$1 for every \$2 in TIIP Grant funds received for their project. The minimum TIIP grant is \$20,000.
- Economic Development Administration (EDA) - provides grants of up to \$500,000 (or greater for specific and unique circumstances) available for economically depressed areas (high jobless rate) or specific economic development projects based on job creation/retention. Applications accepted at any time, based on available funding.
- Federal Emergency Management Agency (FEMA) and Department of Homeland Security (DHS) - grants are awarded to fire departments to enhance their ability to protect the public and fire service personnel from fire and related hazards. Four types of grants are available: Assistance to Firefighters Grants (AFG), Staffing for Adequate Fire and Emergency Response Grants (SAFER), Fire Prevention and Safety Grants (FP&S), and the Assistance to Firefighters Station Construction Grants (SCG). The Pre-Disaster Mitigation (PDM) program provides funds to states, territories, Indian tribal governments, communities, and universities for hazard mitigation planning and the implementation of mitigation projects prior to a disaster event. Funding these plans and projects reduces overall risks to the population and structures, while also reducing reliance on funding from actual disaster declarations. PDM grants are awarded on a competitive basis and without reference to state allocations, quotas, or other formula-based allocation of funds. FEMA/DHS also provide grants for necessary planning and improvements to enhance safety and security of the area and its infrastructure. Programs include the Emergency Operations Center (EOC) Grant Program and the Interoperable Emergency Communications Grant Program (IECGP). Applications accepted based on available funding.
- U.S. Army Corp of Engineers - Water Resources Development Act (WRDA) grant funds are available to public entities for water and wastewater projects, as well as environmental restoration and surface water resource protection and development. An application is made through the Congressional delegation, and a local match of 25% is required.

Private Foundations: There are numerous foundations and private sources of both grant and loan money available that can sometimes be used on capital improvements. Generally, these are based on extreme need and the inability of finding funding elsewhere. Such programs are often competitive and entirely discretionary on the part of the grantor and thus may not be as reliable a source of funding as some others listed above. Private funding is also usually limited to fairly small amounts and targeted at specific needs (e.g., landscaping and enhancement, library expansion, purchase of life safety equipment, etc.).

Headwater RC&D - HRCD is a non-profit, 501(c)6 organization that is supported by private sector, business funds and focuses on providing technical assistance in support of business development in the region that includes Dillon. They assist local governments with funding for projects including planning, design, and construction that help with economic development.

APPENDIX A  
COMMUNITY SURVEY RESULTS

APPENDIX A.1  
CIP SURVEY

# City of Dillon Capital Improvements Plan Community Survey

Return to the City of Dillon at 125 North Idaho St., Dillon, MT 59725

Thank you for taking a few minutes to answer this survey. The survey can be obtained from the City of Dillon website at <http://www.dillonmt.org/> or a hard copy of the survey can be obtained from Dillon City Hall. Your answers will help the City Council and Planning Board better understand how you feel about the future of our community. The City has decided to revise and update its Capital Improvements Plan (CIP) to plan for capital projects over the next 5 to 10 years. Community input is a key component to developing the CIP and your answers will help in forming a CIP that meets the goals of the community. **Please complete the survey by February 26, 2021** and deliver hard copies to Dillon City Hall. Upon completion of the survey the City will conduct the 1<sup>st</sup> public meeting and a notice will be published when the public meeting will be held. Call Jeremy Fadness at (406) 443-3962 if you have any questions, and please, only one response per adult. You may make copies of this survey if you wish.

## Municipal Facilities and Services

When thinking about Municipal facilities and services that exist or are needed do you think spending is:

	<u>Don't Know</u>	<u>Too Much</u>	<u>Too Little</u>	<u>About Right</u>
Parks and Recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City Owned Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New Street Development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sanitary Sewer System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks/ADA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cemetery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Library	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Services in the City of Dillon

	Not at all Satisfied			Completely Satisfied		No
	In need of improvement			Could not be improved		Opinion
	1	2	3	4	5	X
Library	1	2	3	4	5	X
Parks & Recreation	1	2	3	4	5	X
City Facilities	1	2	3	4	5	X
Snowplowing	1	2	3	4	5	X
City Street Conditions	1	2	3	4	5	X
Sidewalks/ADA	1	2	3	4	5	X
Water Quality	1	2	3	4	5	X
Sewer System	1	2	3	4	5	X
Law Enforcement	1	2	3	4	5	X
Fire Protection	1	2	3	4	5	X

Are you willing to pay more taxes for improved services?

Library	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Parks & Recreation	<input type="checkbox"/> Yes	<input type="checkbox"/> No
City Facilities	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Snowplowing	<input type="checkbox"/> Yes	<input type="checkbox"/> No
City Street Conditions	<input type="checkbox"/> Yes	<input type="checkbox"/> No



**REQUEST FOR PUBLIC INPUT  
FOR THE UPDATE TO THE CITY OF DILLON CAPITAL IMPROVEMENT PLAN**

The City of Dillon is preparing an update to the Capital Improvement Plan and we invite you to help guide infrastructure and service priorities for the City based on the future growth and needs of the City of Dillon. Your opinions are important to this process to identify needs for the City. The City is conducting a Community Needs Survey. Hard copies can be obtained from the Dillon City Hall or a link to the web survey can be found on the City of Dillon website at <http://www.dillonmt.org/>. Surveys must be completed and returned to the City by February 26, 2021.

For additional information, contact Todd Hazelbaker as 406-683-4245 or Jeremy Fadness, WWC Engineering, 406-443-3962. Hard copies of the survey should be returned to the City Hall.

Publish in the Dillon Tribune on January 27 and February 10 of 2021.



APPENDIX A.2  
PARK SURVEY

# A Plan for The Dan Ibey Memorial Park

\* Required

Please answer a few questions about the Dan Ibey Memotial Park, known informally as Ibeyville Park in Dillon. It is located at the corner of Sunrise St. & Noble Ave.

1. If the park was renovated, what features would you like to see developed? Choose 3

*Check all that apply.*

- Playground
- Picnic pavilion
- Bandstand/Stage with electricity
- Bouche ball court
- ADA Accessible playground
- Basketball Court - full or half
- Sidewalks - dog stations - bike racks
- Flower or vegetable garden plots for rent
- Pickle Ball court
- Seasonal restrooms
- Horseshoe pit

Other:  \_\_\_\_\_

Move questions  
one and two to the  
end. Last 5  
questions should  
be 1 through 5.  
Add an optional  
question at the end  
to provide name  
and address

2. If the land bordering the north side of the park is developed, what features would you like developed? Choose 2

*Check all that apply.*

- Fenced dog yard
- Green space
- Merge into Ibeyville Park & develop?
- Sell to private developer with proceeds going to the parks
- Leave for the next generation to develop

Other:  \_\_\_\_\_

3. What have you seen in parks outside the area you would like to see in Dillon?

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4. Do you live in Mountain View Subdivision, known informally as Ibeyville, or close by? \*

*Mark only one oval.*

- Yes
- No

5. What are the ages of people living with you? \*

*Mark only one oval.*

- Children 0 to 12 years Old
- Teenagers 13 years to 18 years
- Adults
- Older adults 60 years +

6. What is the best feature of the Dan Ibey Memorial Park?

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7. What is the worst thing about the Dan Ibey Memorial Park?

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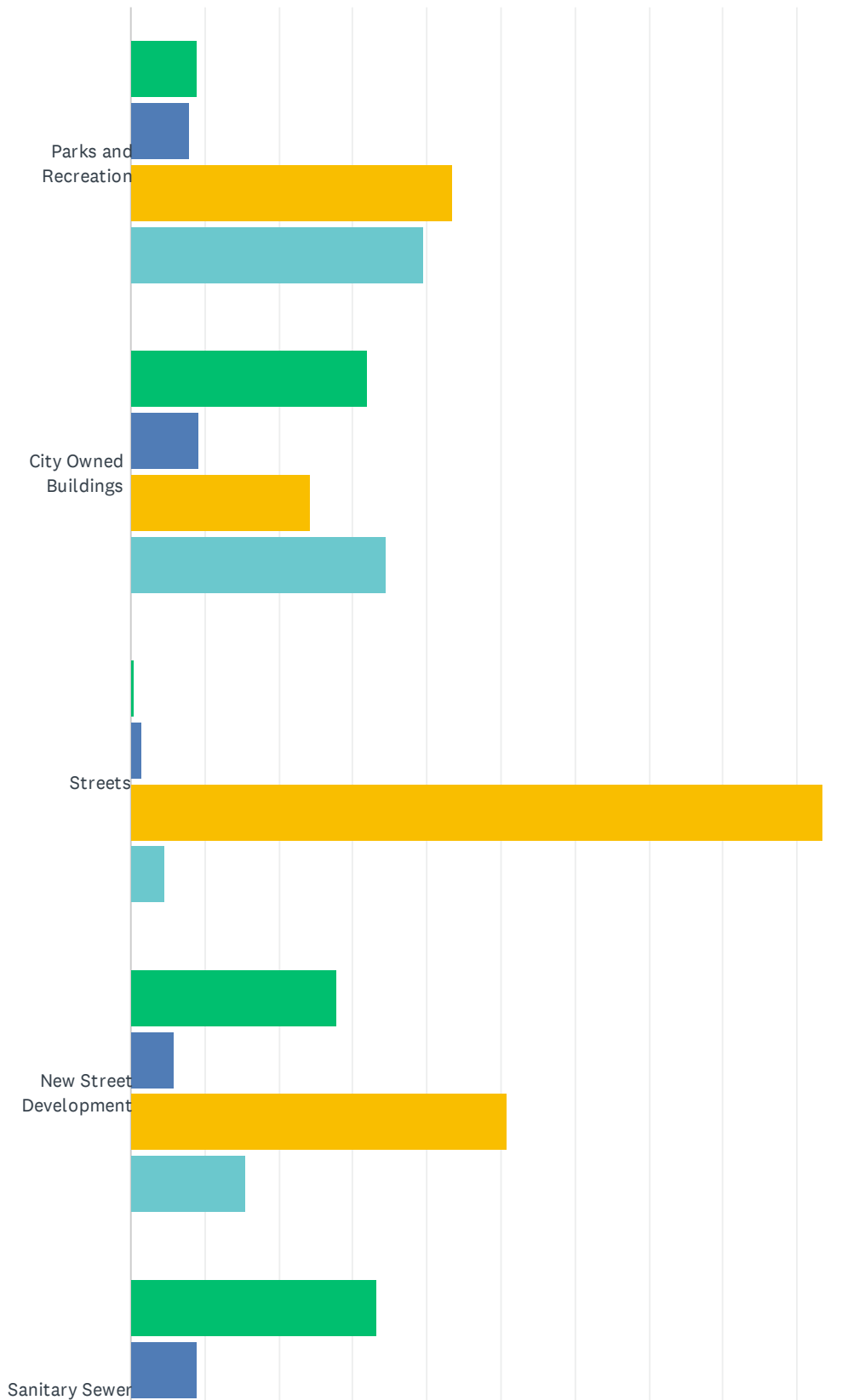
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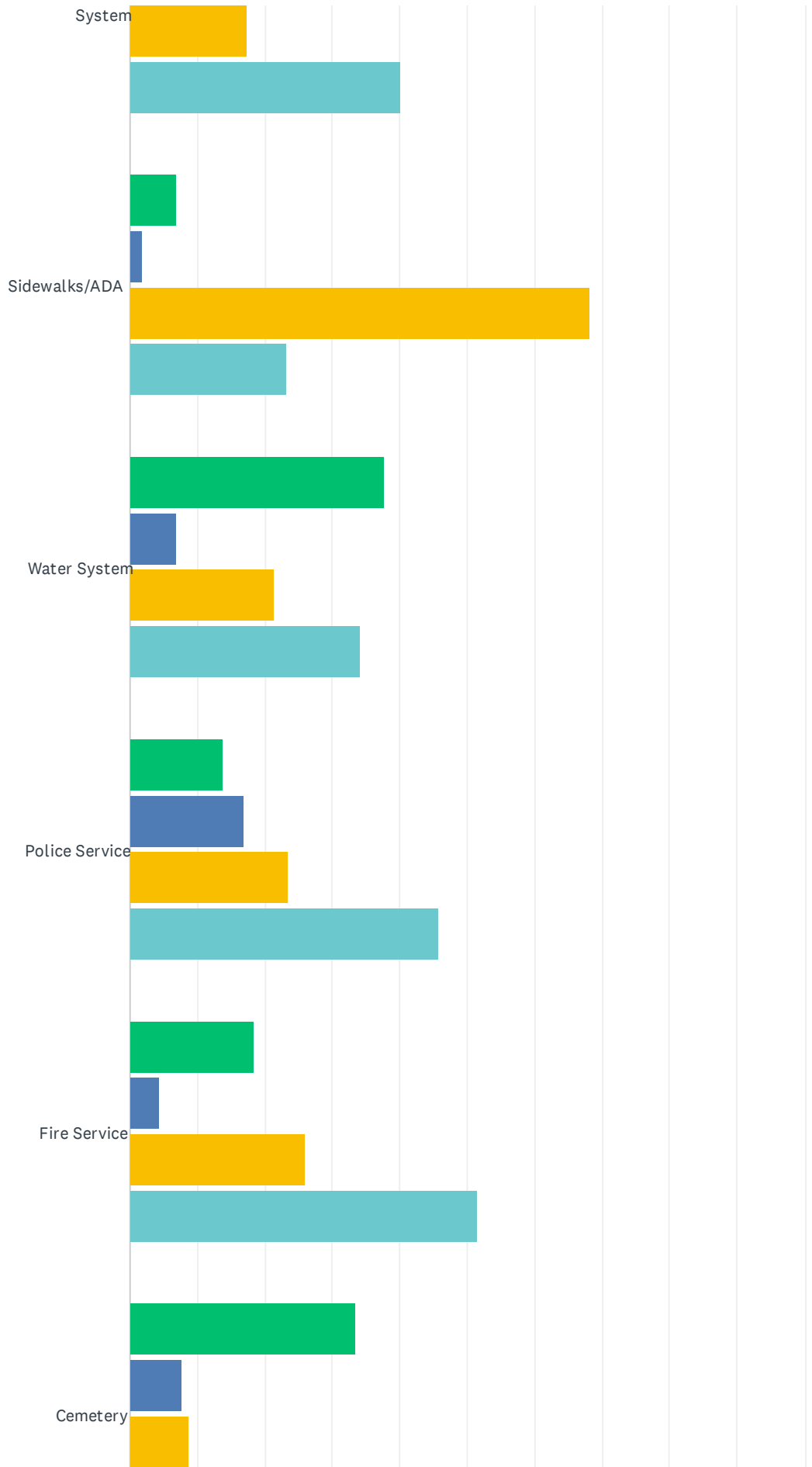
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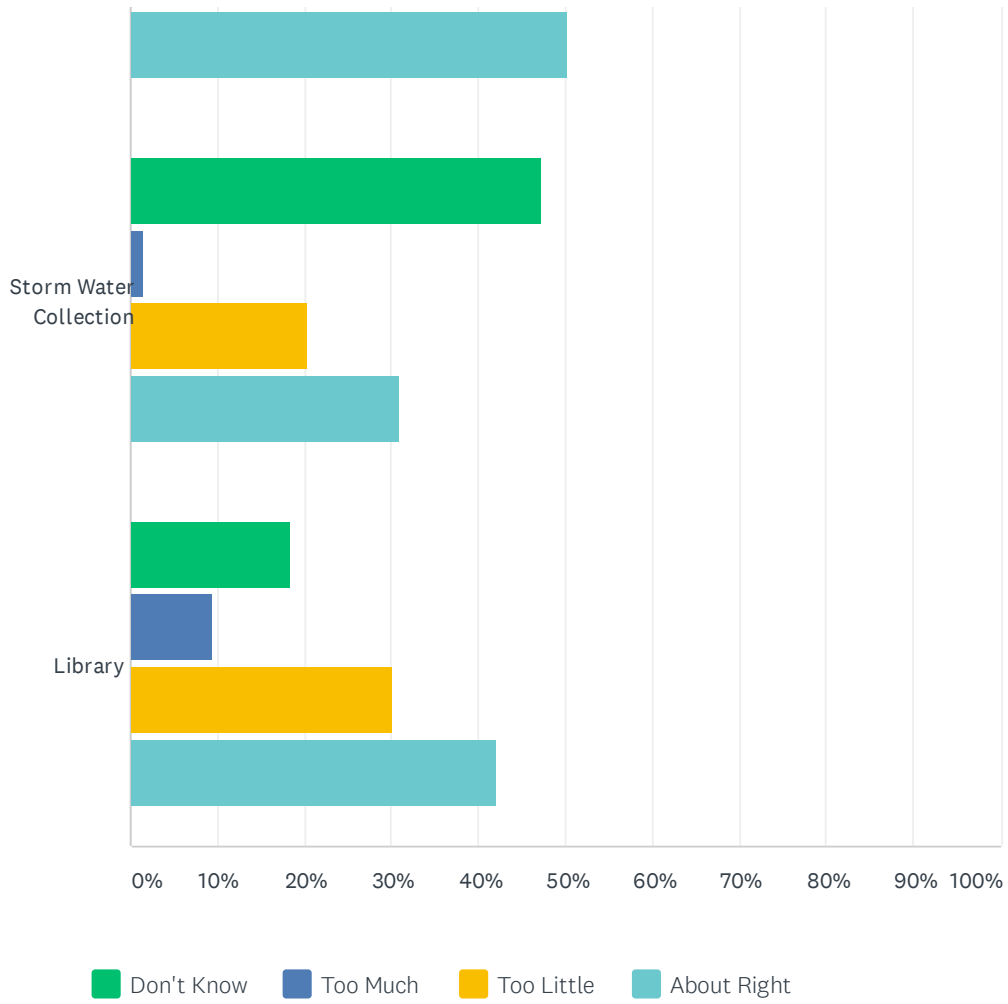
APPENDIX A.3  
CIP SURVEY RESULTS

# Q1 When thinking about Municipal facilities and services that exist or are needed do you think spending is...

Answered: 280 Skipped: 0





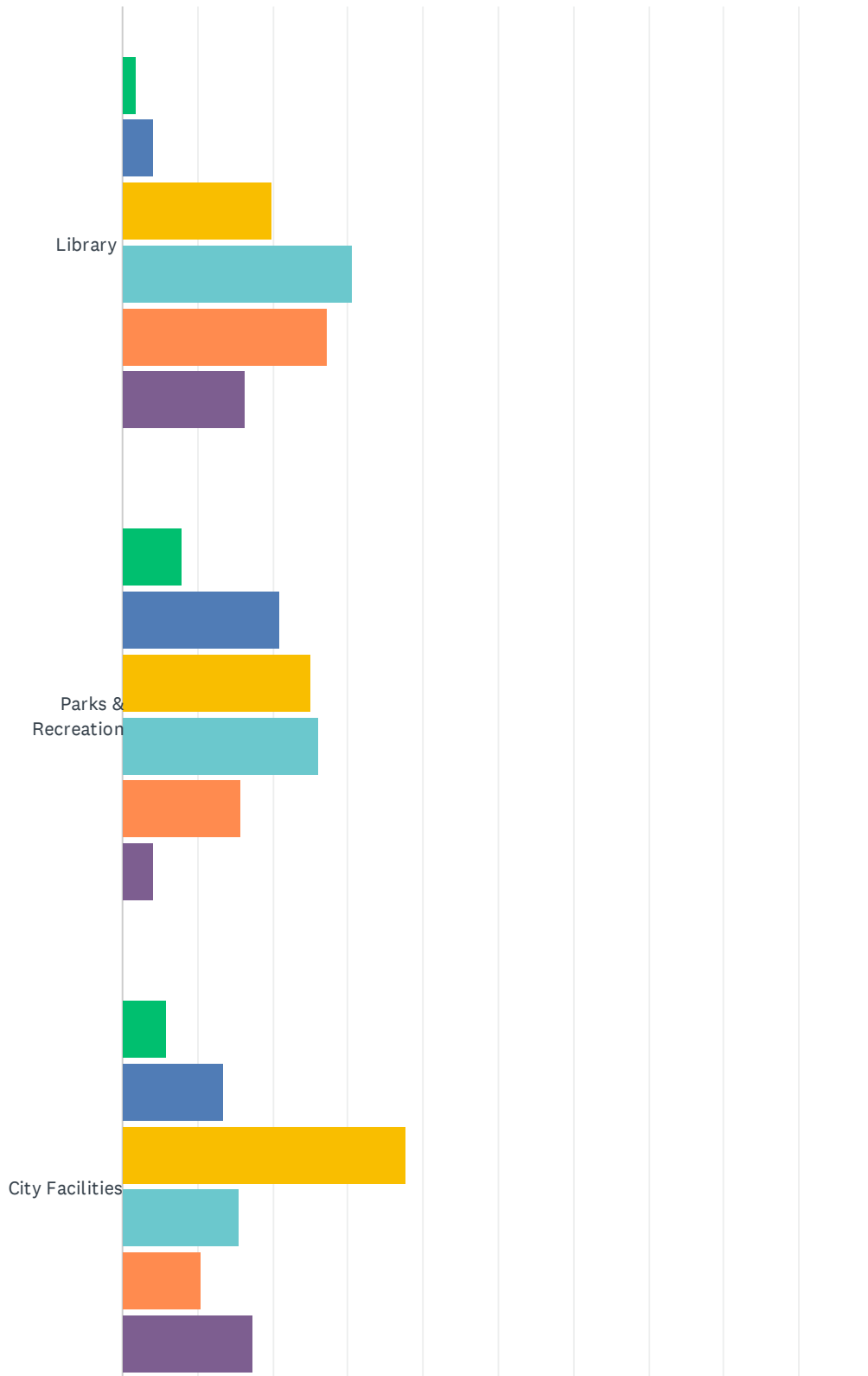


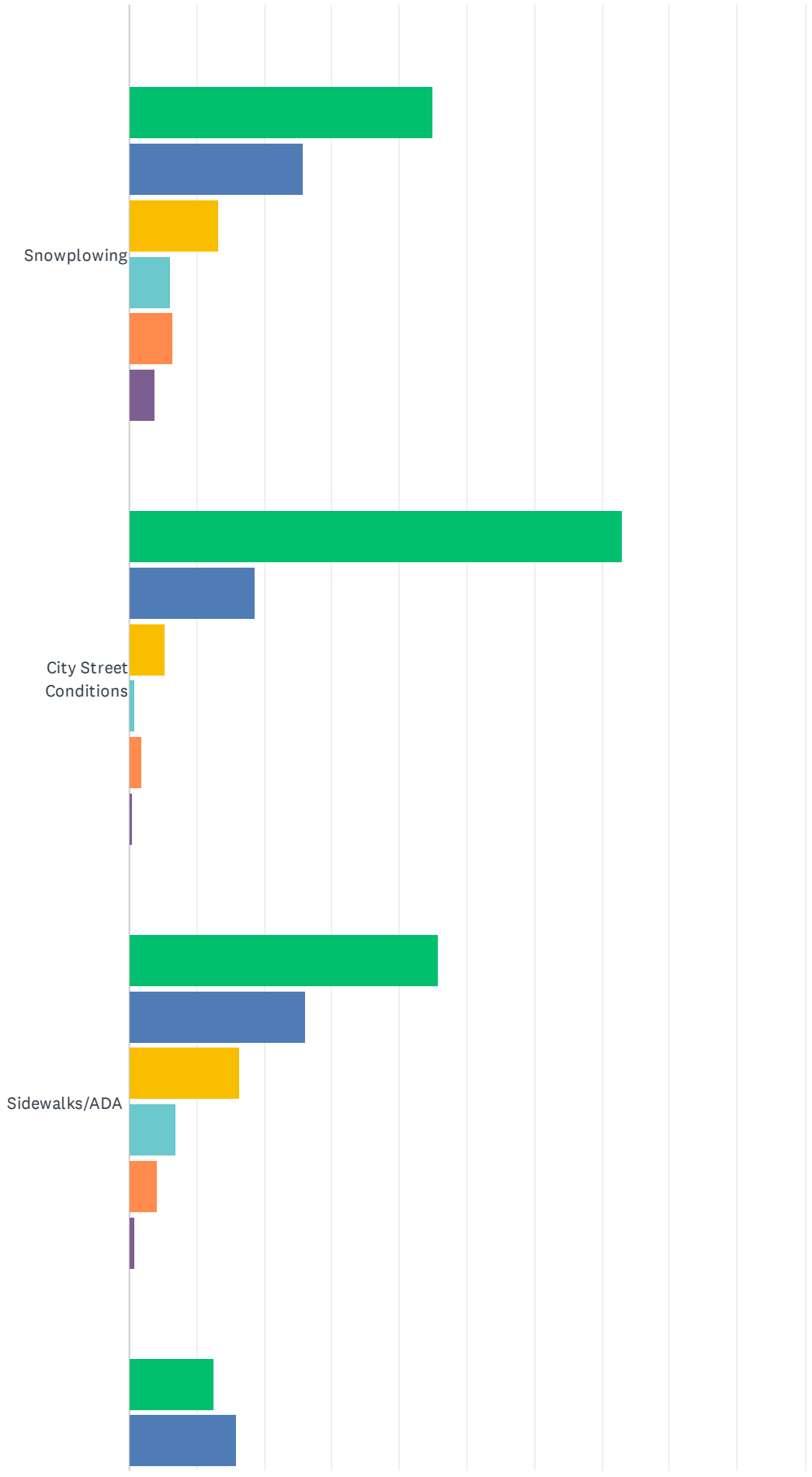


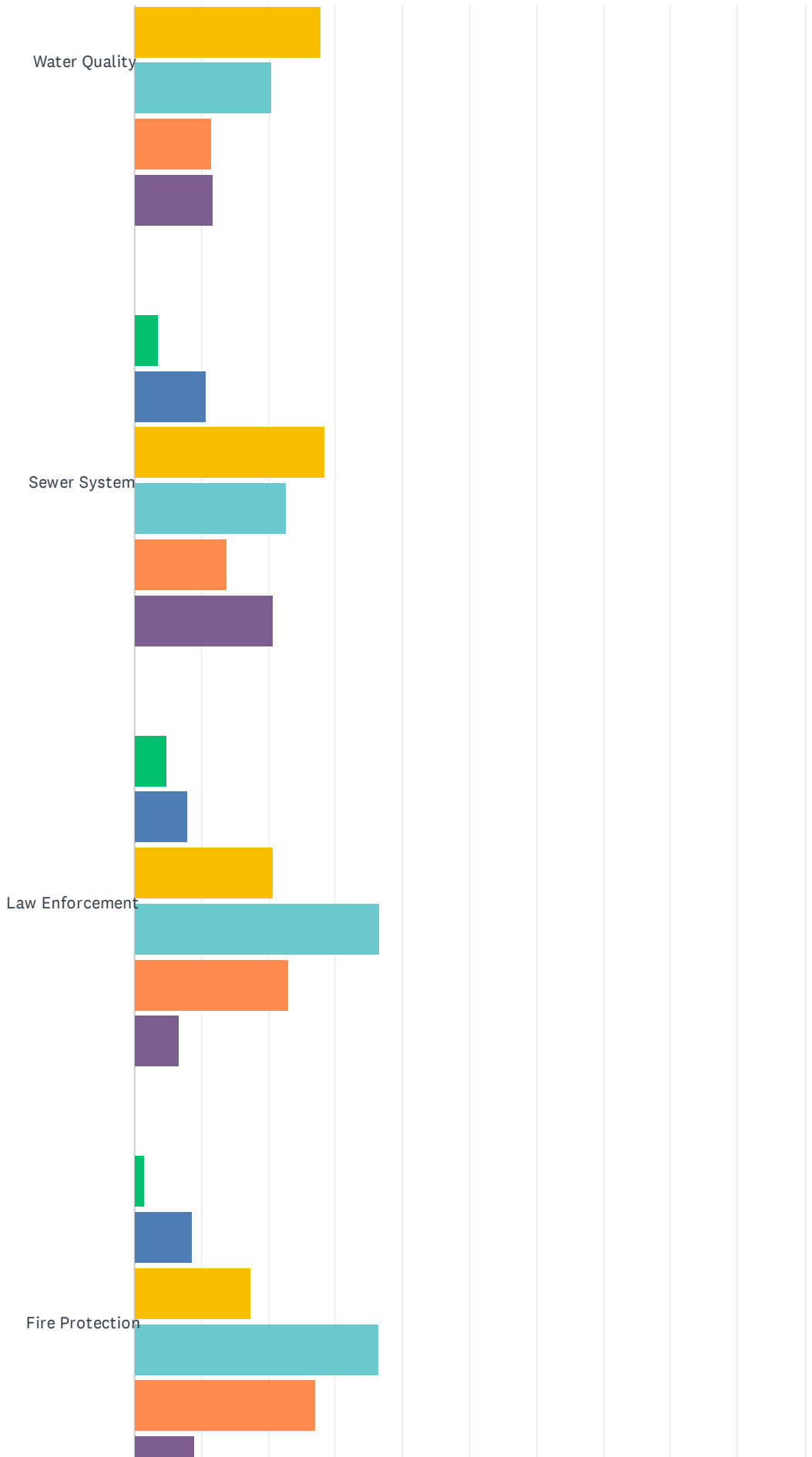
	DON'T KNOW	TOO MUCH	TOO LITTLE	ABOUT RIGHT	TOTAL
Parks and Recreation	9.06% 25	7.97% 22	43.48% 120	39.49% 109	276
City Owned Buildings	31.99% 87	9.19% 25	24.26% 66	34.56% 94	272
Streets	0.36% 1	1.43% 4	93.57% 262	4.64% 13	280
New Street Development	27.80% 77	5.78% 16	50.90% 141	15.52% 43	277
Sanitary Sewer System	33.33% 92	9.06% 25	17.39% 48	40.22% 111	276
Sidewalks/ADA	6.81% 19	1.79% 5	68.10% 190	23.30% 65	279
Water System	37.68% 104	6.88% 19	21.38% 59	34.06% 94	276
Police Service	13.72% 38	16.97% 47	23.47% 65	45.85% 127	277
Fire Service	18.35% 51	4.32% 12	25.90% 72	51.44% 143	278
Cemetery	33.45% 92	7.64% 21	8.73% 24	50.18% 138	275
Storm Water Collection	47.29% 131	1.44% 4	20.22% 56	31.05% 86	277
Library	18.35% 51	9.35% 26	30.22% 84	42.09% 117	278

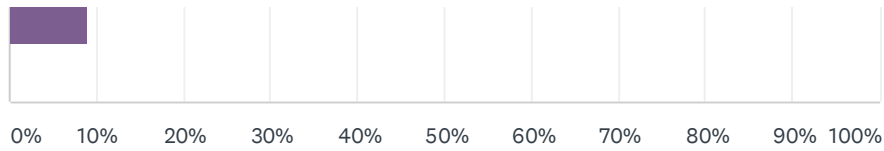
Q2 Listed below are services provided in the City of Dillon. On a scale of 1 to 5, with 1 being Not Satisfied and 5 being Completely Satisfied, please indicate your satisfaction with these services.

Answered: 267 Skipped: 13







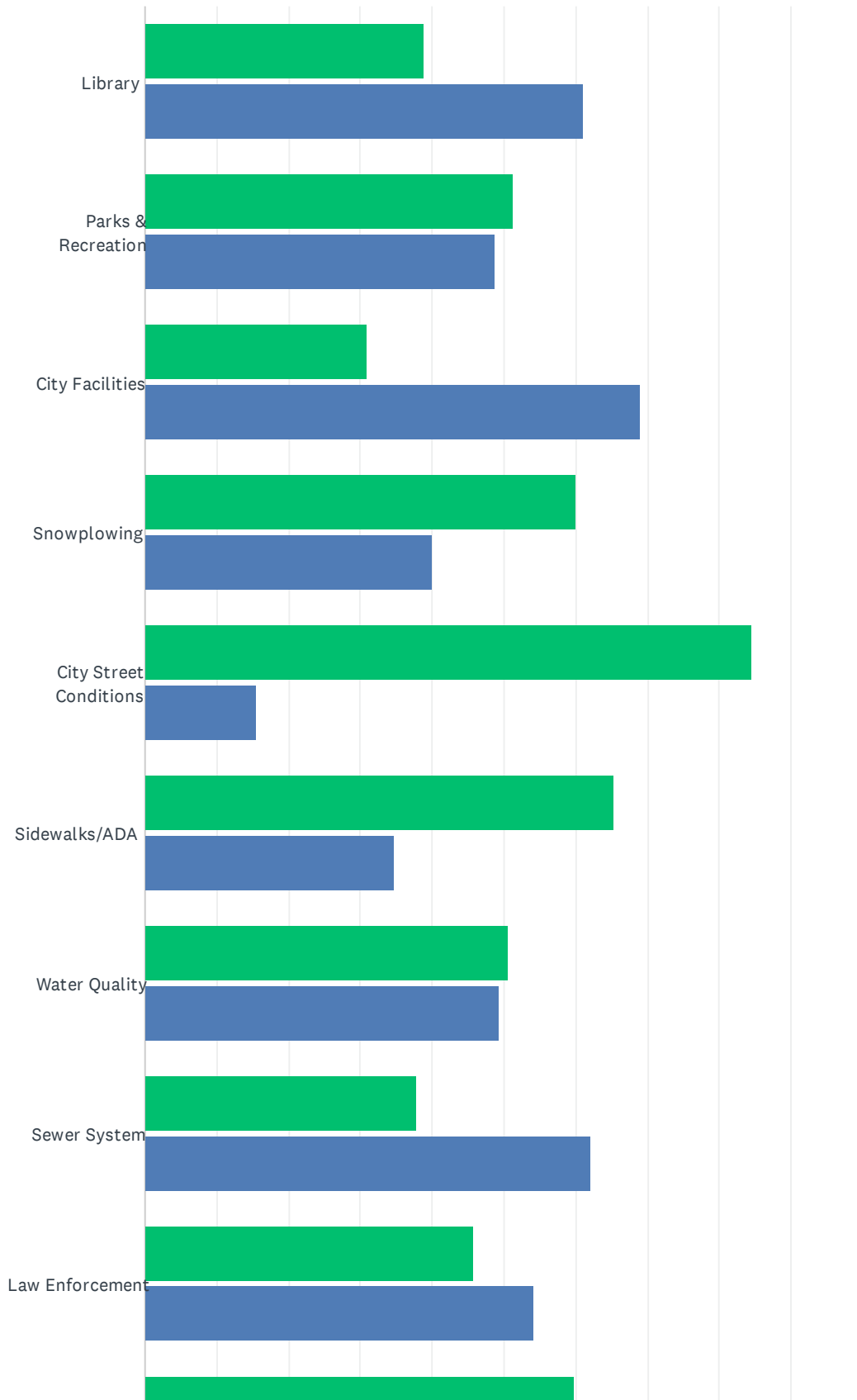


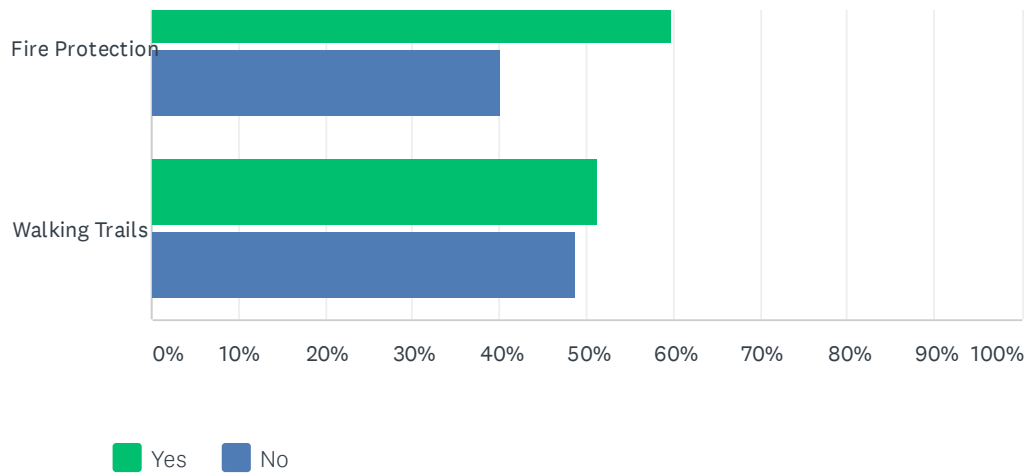
■ Not at all Satisfied Need Improvement 1   
 ■ 2   
 ■ 3   
 ■ 4  
■ Completely Satisfied Could not be Improved 5   
 ■ No Opinion

	NOT AT ALL SATISFIED NEED IMPROVEMENT 1	2	3	4	COMPLETELY SATISFIED COULD NOT BE IMPROVED 5	NO OPINION	TOTAL	WEIGHTED AVERAGE
Library	1.91% 5	4.20% 11	19.85% 52	30.53% 80	27.10% 71	16.41% 43	262	3.92
Parks & Recreation	7.98% 21	20.91% 55	25.10% 66	26.24% 69	15.59% 41	4.18% 11	263	3.21
City Facilities	5.77% 15	13.46% 35	37.69% 98	15.38% 40	10.38% 27	17.31% 45	260	3.13
Snowplowing	44.91% 119	25.66% 68	13.21% 35	6.04% 16	6.42% 17	3.77% 10	265	2.00
City Street Conditions	73.11% 193	18.56% 49	5.30% 14	0.76% 2	1.89% 5	0.38% 1	264	1.39
Sidewalks/ADA	45.83% 121	26.14% 69	16.29% 43	6.82% 18	4.17% 11	0.76% 2	264	1.97
Water Quality	12.55% 33	15.97% 42	27.76% 73	20.53% 54	11.41% 30	11.79% 31	263	3.03
Sewer System	3.46% 9	10.77% 28	28.46% 74	22.69% 59	13.85% 36	20.77% 54	260	3.41
Law Enforcement	4.91% 13	7.92% 21	20.75% 55	36.60% 97	23.02% 61	6.79% 18	265	3.70
Fire Protection	1.50% 4	8.65% 23	17.29% 46	36.47% 97	27.07% 72	9.02% 24	266	3.87

### Q3 Are you willing to pay more taxes for improved services?

Answered: 265 Skipped: 15





	YES	NO	TOTAL	WEIGHTED AVERAGE
Library	39.00% 101	61.00% 158	259	1.61
Parks & Recreation	51.34% 134	48.66% 127	261	1.49
City Facilities	30.98% 79	69.02% 176	255	1.69
Snowplowing	60.08% 155	39.92% 103	258	1.40
City Street Conditions	84.62% 220	15.38% 40	260	1.15
Sidewalks/ADA	65.25% 169	34.75% 90	259	1.35
Water Quality	50.58% 130	49.42% 127	257	1.49
Sewer System	37.80% 96	62.20% 158	254	1.62
Law Enforcement	45.74% 118	54.26% 140	258	1.54
Fire Protection	59.92% 154	40.08% 103	257	1.40
Walking Trails	51.15% 133	48.85% 127	260	1.49

# Q4 On a scale of 1 to 10, how would you rate the City of Dillon as a place to live?

Answered: 251 Skipped: 29

ANSWER CHOICES	RESPONSES	
Enter a number from 1 to 10	100.00%	251
Why?	84.06%	211



**Q5 List two priorities the City should focus on as it relates to infrastructure, facilities, or services that the City of Dillon provides?**

Answered: 226 Skipped: 54

## Q6 What would you like to see for the future of the City of Dillon?

Answered: 217 Skipped: 63

## Q7 What is most important to the long-term health and vitality of the City of Dillon?

Answered: 210 Skipped: 70

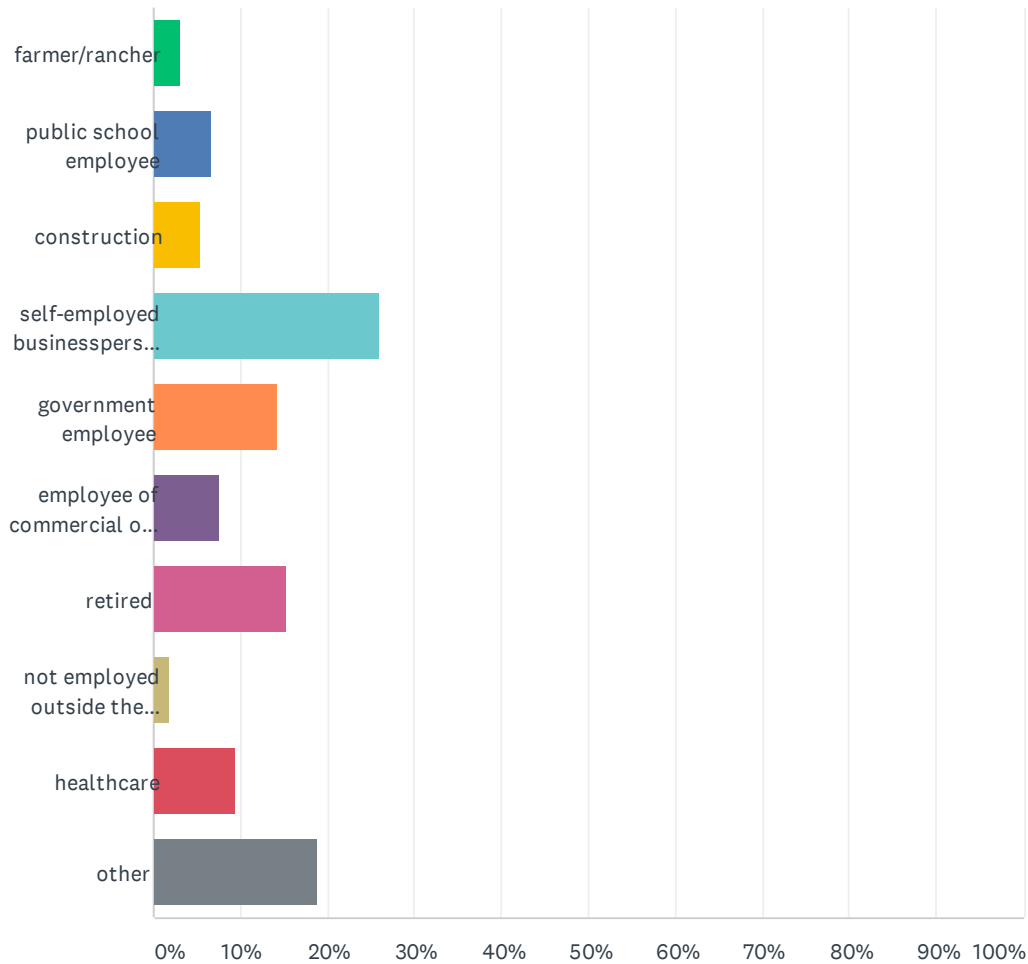
## Q8 General Information about You (Optional)

Answered: 218 Skipped: 62

ANSWER CHOICES	RESPONSES	
Do you live in the City of Dillon?	100.00%	218
How long have you lived in the City of Dillon	92.66%	202
How old are you?	93.58%	204

## Q9 Please describe your occupation. Check the one that best applies

Answered: 224 Skipped: 56

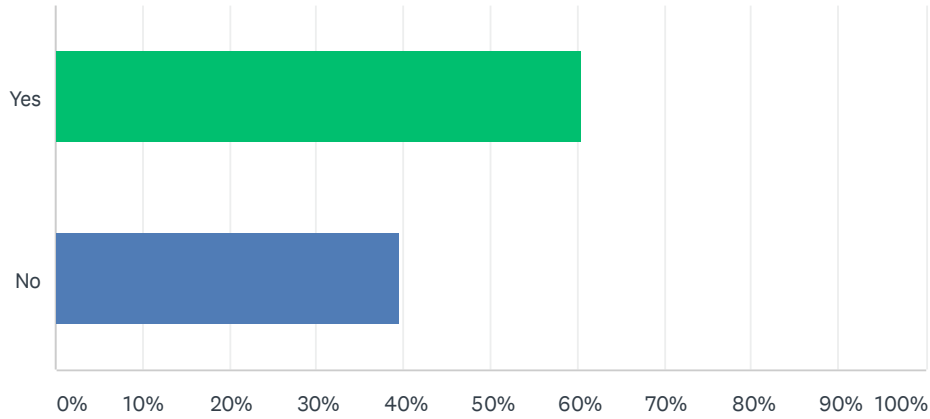


ANSWER CHOICES	RESPONSES	
farmer/rancher	3.13%	7
public school employee	6.70%	15
construction	5.36%	12
self-employed businessperson or business owner (other than farming or ranching)	25.89%	58
government employee	14.29%	32
employee of commercial or retail establishment	7.59%	17
retired	15.18%	34
not employed outside the home	1.79%	4
healthcare	9.38%	21
other	18.75%	42
Total Respondents: 224		

APPENDIX A.4  
PARK SURVEY RESULTS

# Q1 Do you live in Mountain View Subdivision, known informally as Ibeyville, or close by?

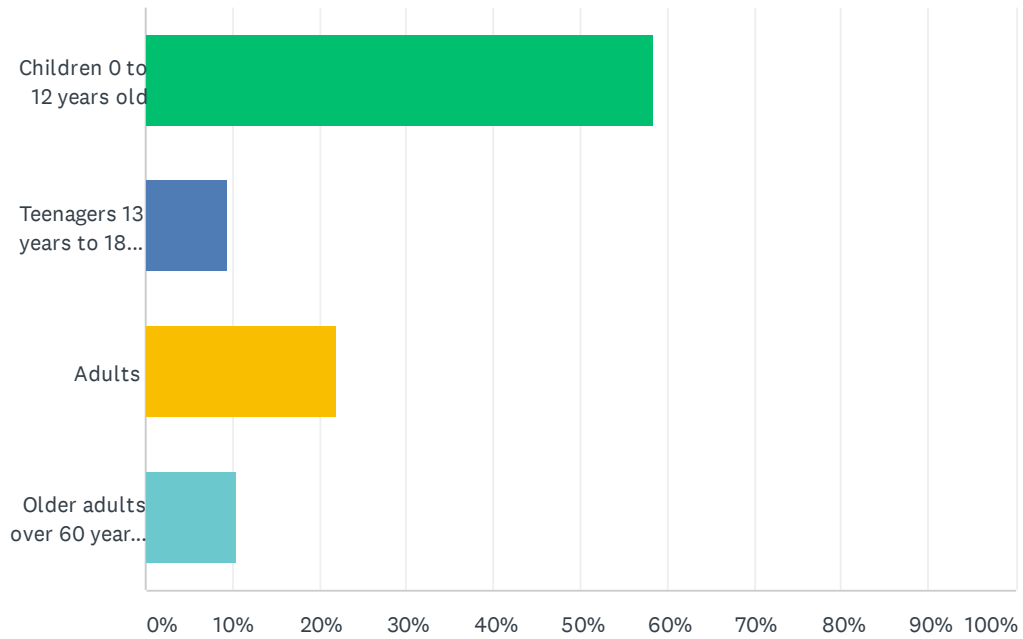
Answered: 96 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	60.42%	58
No	39.58%	38
TOTAL		96

## Q2 What are the ages of the people living with you?

Answered: 96 Skipped: 0



ANSWER CHOICES	RESPONSES	
Children 0 to 12 years old	58.33%	56
Teenagers 13 years to 18 years old	9.38%	9
Adults	21.88%	21
Older adults over 60 years old	10.42%	10
<b>TOTAL</b>		<b>96</b>



### Q3 What is the best feature of the Dan Ibey Memorial Park?

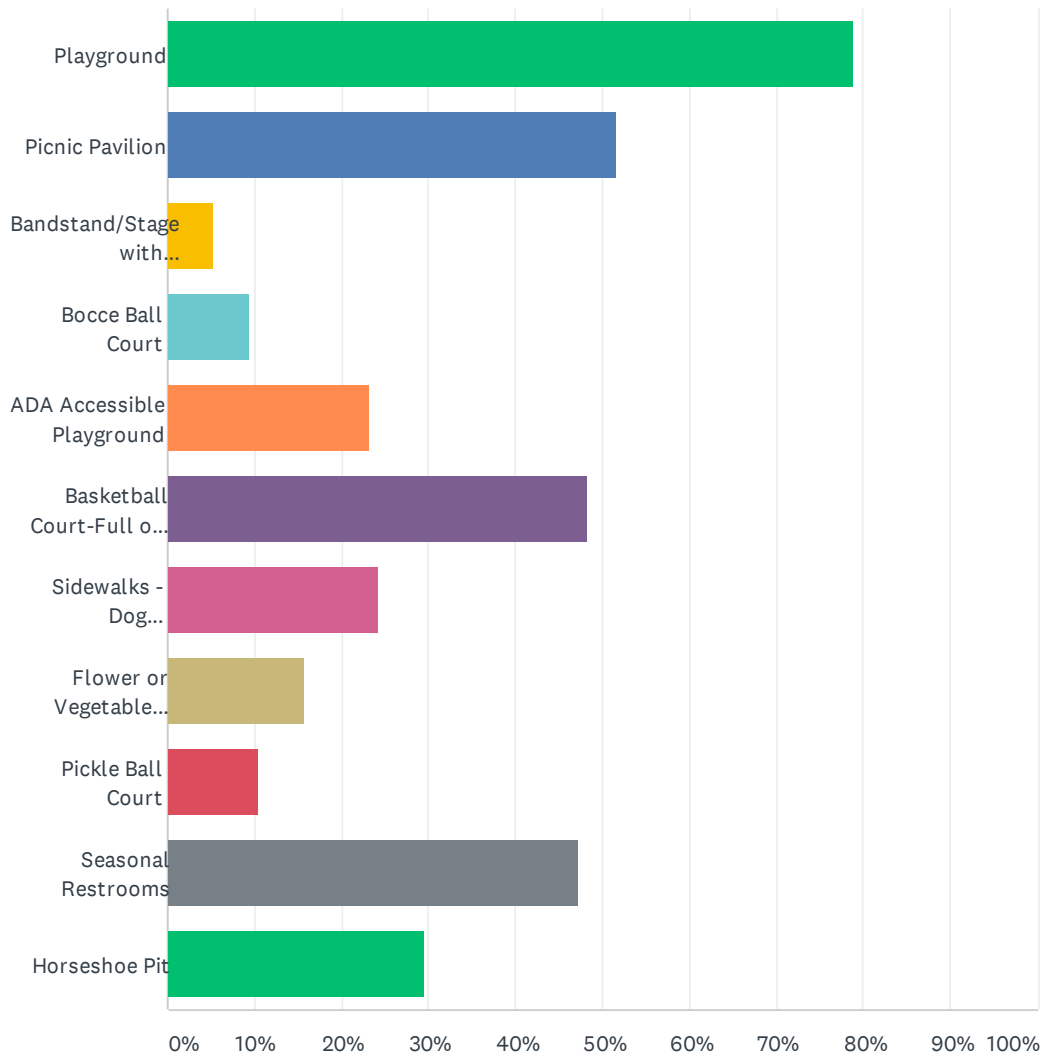
Answered: 90 Skipped: 6

## Q4 What is the worst thing about the Dan Ibey Memorial Park?

Answered: 91 Skipped: 5

### Q5 If the park was renovated, what features would you like to see developed? Choose 3.

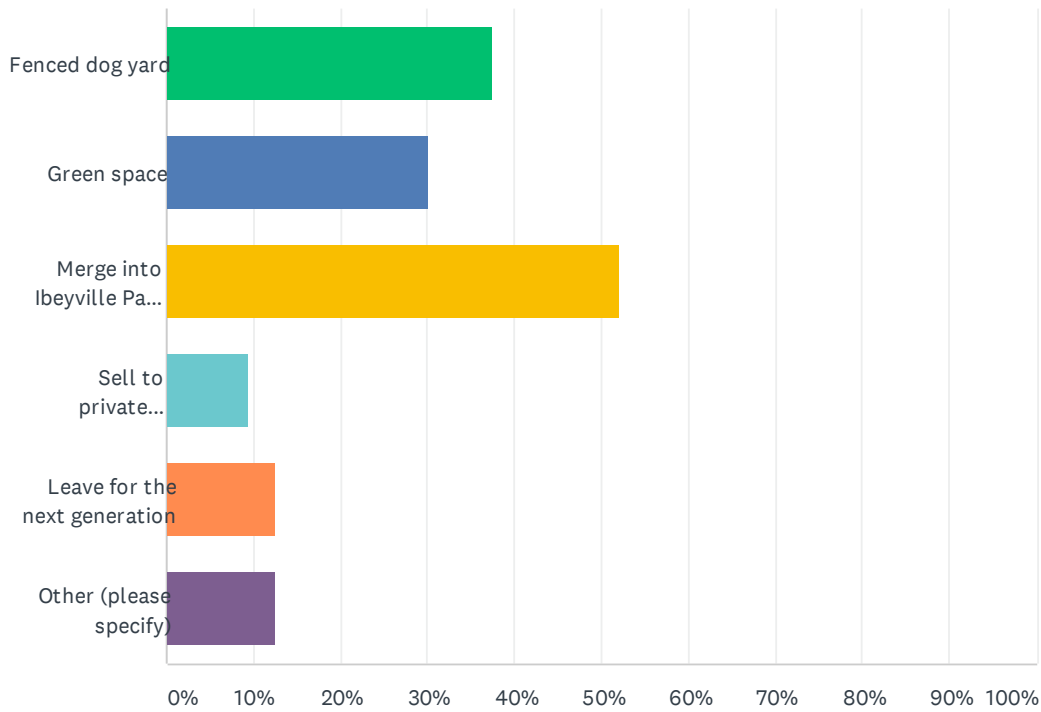
Answered: 95 Skipped: 1



ANSWER CHOICES	RESPONSES	
Playground	78.95%	75
Picnic Pavilion	51.58%	49
Bandstand/Stage with Electricity	5.26%	5
Bocce Ball Court	9.47%	9
ADA Accessible Playground	23.16%	22
Basketball Court-Full or Half	48.42%	46
Sidewalks - Dog Stations-Bike Racks	24.21%	23
Flower or Vegetable Garden Plots for Rent	15.79%	15
Pickle Ball Court	10.53%	10
Seasonal Restrooms	47.37%	45
Horseshoe Pit	29.47%	28
Total Respondents: 95		

### Q6 If the land bordering the north side of the park is developed, what features would you like developed? Choose 2

Answered: 96 Skipped: 0



ANSWER CHOICES	RESPONSES	
Fenced dog yard	37.50%	36
Green space	30.21%	29
Merge into Ibeyville Park & develop	52.08%	50
Sell to private developer with proceeds going to the parks	9.38%	9
Leave for the next generation	12.50%	12
Other (please specify)	12.50%	12
Total Respondents: 96		

**Q7 What have you seen in parks outside the area that you would like to see in Dillon.**

Answered: 77 Skipped: 19

**Q8 Optional response: Please provide a contact name and address.**

Answered: 28 Skipped: 68

APPENDIX B  
RESOLUTION



RESOLUTION NO.

A RESOLUTION ADOPTING AN UPDATE TO THE CAPITAL IMPROVEMENTS  
PLAN (CIP) FOR THE CITY OF DILLON, MONTANA

WHEREAS, the City of Dillon, Montana, with the assistance of a Community Development Block Grant (CDBG) Technical Assistance Grant and through a process of public meetings and a Community Needs Assessment Survey has provided the citizens of Dillon with opportunities to comment on the problems and issues facing the City's municipal facilities and services; and

WHEREAS, that process of assessing the municipal facilities and services resulted in the production of a Capital Improvements Plan (CIP) for the City prepared by WWC Engineering, consultants for the City, which contained a specific list of priorities of needed improvements to municipal public facilities and services; and

WHEREAS, in March 2007, the City of Dillon adopted a Capital Improvements Plan for the City; and

WHEREAS, the City has through a process of public input, has provided its citizens with opportunities to comment on the problems and issues regarding the City's municipal facilities and services which has resulted in a proposed revision and production of a CIP update for the City prepared by WWC Engineering, consultants for the City, that contains a specific list of priorities of needed improvements to municipal public facilities and services, attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED, that the City of Dillon hereby accepts its consultant's CIP, and adopts the recommendations contained therein as a guide for future scheduling and financing of capital improvements to Dillon's municipal facilities and services.

Passed, by the City Council of the City of Dillon, Montana, and approved by the Mayor this \_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
John McGinley, Mayor

\_\_\_\_\_  
Attest

APPENDIX C  
EXISTING SERVICES INFORMATION

## LAW ENFORCEMENT

The Dillon Police Department has primary responsibility of law enforcement within the City of Dillon. The police department is located with the Beaverhead County Sheriff's Department and detention center at the Beaverhead County Courthouse. The department currently employs eight (8) full-time officers and provides service 24-hours a day, 365 days a year. The Police Department shares a detention facility with the Beaverhead County Sheriff's Department.

The Bureau of Justice Statistics (BJS), within the Office of Justice Programs (OJP), within the United States Department of Justice (DOJ) publishes Local Police Department reports every three to four years. One aspect of this report is the average ratio of full-time officers per 1,000 residents. The most recent report (2016) shows that the average ratio of full-time officers per 1,000 residents in communities ranging in size from 1,000 to 9,999 residents is 2.3. Based on the city's current estimated population of 4,261, the City of Dillon Police Department maintains an officer to population ratio of about 1.87 full-time officers per 1,000 residents.

The city would like to work with Western Montana College to provide a dedicated police officer for the College. This would have no cost to the city and would be funded by the College.

The city will setup a program to replace a patrol car every 2 years as part of the city budget.

## FIRE PROTECTION AND EMERGENCY SERVICES

### **DILLON VOLUNTEER FIRE DEPARTMENT**

The city cooperates with the Beaverhead County Fire District #2 on the facility that houses both the city fire equipment and the district's fire equipment. The Dillon Volunteer Fire Department (DVFD) provides fire protection, emergency medical service, confined space rescue, wildland fire response, vehicle extrication, and responds to hazardous materials events within the City of Dillon.

The DVFD currently consists of thirty-one (31) volunteers and two (2) paid staff and operates from an existing fire station located 405 North Idaho Street. The fire station is located approximately 1-mile from most areas within the City of Dillon.

The DVFD also provides first response emergency medical services (EMS) but is not authorized to transport victims. The DVFD has Enhanced 911 (E-911) service through the Beaverhead County dispatcher. Ambulance service in the City of Dillon and outlying area is provided from Beaverhead Emergency Medical Services, located on Reeder Street.

Volunteer fire departments across the state and country are in need of additional volunteers to provide adequate service to their areas. The DVFD appears to have adequate participation

in the community but as with all departments additional volunteers are needed. As the city expands there may be a need for additional fire stations to serve new areas. Further, the city may need to transition to a paid fire department for service in the future if volunteer participation begins to decline and adequate fire protection cannot be provided.

No equipment needs were identified for the fire department at this time.

## PUBLIC TRANSPORTATION

### **BUS SERVICE**

The Dillon City Bus provides public transportation for the City of Dillon. Current operating hours for the Dillon City Bus are Monday through Friday, 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m. Rides are offered within the Dillon City limits and approximately one (1) mile outside the City limits to accommodate senior's, people under age 60, and people with disabilities on a need-by-need basis regardless of race, religion, income, or orientation. In other words, rides are available to all people in need. All rides are Free. In 2018, 2,529 rides were provided to senior citizens, 2,180 rides were provided to people under age 60 and 5,590 riders were provided to disabled individuals.

The Dillon City Bus service has two busses. The primary use bus is a 2017 Chevrolet Cutaway with ramp, which seats fifteen (15) with two (2) wheelchair securement stations. The secondary bus is a 2005 Chevrolet Express Van, which seats ten (10) passengers and has one (1) wheelchair securement station. Maintenance on the buses is performed by City of Dillon employees at the city shop or by the local Chevrolet service department. Maintenance is completed after every 3,000 miles driven. Copies of the maintenance records are on file at the City of Dillon.

APPENDIX D  
EXISTING FACILITIES INFORMATION

## WATER FACILITIES

### EXISTING WELLS

As reported in the previous CIP, the City of Dillon has four wells that supply water to the city. A fifth well is drilled but is not permitted. The wells are referenced to by number, see Table 1 and Well Map in Appendix E. The four wells have a combined pumping rate of approximately 2,500 gallons per minute (gpm). There have been no changes to the well system since 2007.

Table 1. Well Inventory

	Well #1	Well #2	Well #3	Well #4	Well #5
Location	Wheat Property near Tank #1	Wheat Property near Tank #1	City Hall	Corner of California and Center Streets	Mountain View Subdivision – Noble Street
Reported Capacity	500 gpm	500 gpm	1000 gpm	500 gpm	300 gpm
Total Depth	210-ft	84-ft	61-ft	82-ft	203-ft
Static Level	35-ft	46-ft	17-ft	17-ft	17-ft
Diameter	10-inch	12-inch	14-inch	16-inch	16-inch
Motor H.P.	50	40	100	40	No Pump at this time
Date Drilled	3/1948	1/1960	3/1963	6/1973	7/1980

The city also has a water right to Rattlesnake Creek of 80 “miner inches” (1,040 gpm), but due to expensive water treatment requirements, they are not currently using this source. The city wishes to retain these water rights for emergency purposes. The city may want to look into ways to utilize this water right in the future in order to keep the water right current so that they do not lose the right in the future and/or convert the water right into a groundwater right for additional wells.

Existing City of Dillon wells can produce 3,000,000 gpd of water. Based on the previous CIP and the fact that the population of Dillon has not changed substantially since 2005 the pumping can still provide the **city’s water needs without storage**. Even though the existing wells can provide the needed water capacity for the city it is recommended to develop Well #5 as a redundant well so that if one well goes down then there is a backup.

## EXISTING RESERVOIRS

Table 2. Reservoir Data

Description	Location	Capacity	Overflow Elevation	Year Installed
East Reservoir	East side of City near East Bench Canal	750,000 Gallons	5275 Feet	1995
West Reservoir	West Side of City near Well #1 and #2	1,000,000 Gallons	5275 Feet	2001

The previous CIP had indicated that the existing storage for the City of Dillon is adequate for the current population. Since the population of the city has not changed substantially since 2005 then storage is still adequate for the current population. Current storage does not adequately provide for fire flows in the event that no pumping is occurring. Based on this it would be recommended to add an additional storage tank to accommodate storage to provide adequate fire flows if needed in an emergency.

## EXISTING DISTRIBUTION SYSTEM

The City of Dillon has a network of water mains that contain approximately 176,200 feet of water main. The majority of the system is looped, and valves are provided to isolate certain areas for maintenance. A map of the water system with sizes is included in Appendix E. A water model was developed with the previous CIP and identified that existing pressures within the city range from 60-90 psi. This is a good pressure distribution throughout the city. Since the population of the system has not changed substantially since 2005 a new model was not run.

The majority of the water mains, **installed between the 1920's and 1950's**, are cast iron. Some PVC pipe was installed between 1995 and 2005. According to the previous CIP, fire flows in the downtown are approximately 2,500 gallons per minute, with the area North of Highway 41 seeing about 1,500 gallons per minute and residential areas seeing about 2,000 gallons per minute. Fire flows throughout the city are excellent. The city has established a program to replace approximately 6 fire hydrants per year.

## EXISTING TREATMENT

The **city's water is treated by a treatment** facility at Wells #1 and #2 before being pumped to the west reservoir. Treatment includes injecting orthophosphate for corrosion and sodium hypochlorite for disinfection. The water from Wells #3 and #4 are disinfected via injection of sodium hypochlorite and is also treated with orthophosphate for corrosion.

## WASTEWATER COLLECTION AND TREATMENT FACILITIES

### EXISTING WASTEWATER COLLECTION SYSTEM

The City of Dillon's wastewater collection system is primarily through gravity collection. One 18-inch collector runs within Montana Street collecting most of the city including central and western portions of the city as well as accepting wastewater from a privately owned lift station on Swenson Way. The east side of Dillon is served by a separate gravity sewer collector pipe, which varies in size from 12-inch to 21-inch and runs through Noble Street, Sacajawea Drive, and Oregon Street, see wastewater map in Appendix E. The existing collection system is made up of approximately 103,000-ft of pipe. Older pipe is typically vitrified clay pipe, 1917 to 1970. The remaining pipe is PVC installed after 1970.

Based on the previous CIP, the existing system collects on average 450,000 gallons per day of wastewater. The flow is split between the Montana Street collector at 63% of the flow and the Noble Street collector at 37% of the flow. The existing collection system is operating below capacity. The previous CIP estimated that 1,724 additional connections could be handled by the Noble Street collector and 1,100 additional connections could be handled by the Montana Street collector. Since the population has not substantially changed since the previous CIP, it is assumed that these estimates are still accurate.

Any development proposed to the east or south of the city would likely need to utilize existing mains running through existing residential neighborhoods. These are not typically sized as collectors and mains would need to be evaluated for capacity as part of a development proposal. **These existing neighborhood pipes are typically 8" PVC and can handle additional flow potentially up to 200 additional connections.**

### EXISTING WASTEWATER TREATMENT SYSTEM

**The City's original wastewater treatment system was constructed in 1955** with additional modifications and upgrades in 1973. Due to BOD exceedance, the facility was again upgraded in 1998. Finally, due to tighter effluent limits for discharge, a new treatment facility was designed and constructed in 2014. According to the MDEQ Discharge Permit, the current system is one cell Biological Nutrient Removal (BNR) mechanical plant, upgraded from a 5-cell aerated lagoon system, which was installed in pre-existing cell no. 4 in 2014. The BNR mechanical plant incorporates both denitrification and phosphorus removal processes. The current activated sludge facility design flow is 0.75 million gallons per day (mgd) for a design population of 5,200 people. Current population served is 4,200 (Application, 2014). A new headworks, consisting of a pair of two-foot-wide channels; one with a bar rack and the other a mechanical rotary screen, and Parshall flume have been installed for more efficient removal of debris and more accurate flow measurement. In this treatment system, influent will pass through aeration basins, clarifiers and the effluent will be directed to the UV disinfection and discharged into the Beaverhead River through a diffuser. Waste Activated Sludge (WAS) will flow from the clarifiers to the sludge storage located in the eastern portion of cell no. 4. Return Activated Sludge (RAS) will gravity flow back to the head of the aeration basin. The



WAS is then pumped to drying beds for future removal. Effluent flow data indicate that the I/I contribution to influent flow is approximately 0.040 mgd (Application, 2014).

The system has ultra-violet (UV) disinfection which operates year-round. Influent flow is measured with a Parshall flume and an ISCO mechanical flow meter. Effluent flow is measured using an in-pipe, mechanical flow meter that is calibrated annually by the manufacturer. Discharge is continuous to the Beaverhead River via a single port diffuser that discharges approximately 15 feet from the riverbank into the main flow of the receiving water. Table 3 summarizes the WWTP design details.

Table 3. Current Design Criteria Summary

<b>Facility Description: Two-celled, Biolac system; continuous discharge; UV disinfection.</b>	
Construction Date: unknown	Modification Date: 2014
Design Population: 5,200	Current Population: 4,200 (application)
Design Flow, Average Day (mgd): 0.750	Design Flow, Maximum Day, Summer (mgd): 1.0 Maximum Day, Winter (mgd): 0.700
Primary Cells: 1	Secondary Cells: 1
Number Aerated Cells: 1	Minimum Detention Time Total System (days): Winter - 26 Summer -20
Design BOD <sub>5</sub> Removal (%): unknown	Design BOD <sub>5</sub> Load (lb/day): 510
Design TSS Removal (%): unknown	Design TSS Load (lb/day): 510
Influent Flow (mgd): 1.025 (max daily)	Source: NA
Collection System Combined [ ] Separate [X]	Estimated I/I: 90,000 gallons per day (gpd) during wet weather/irrigation season
SSO Events (Y/N): unknown	Bypass Events (Y/N): none
Disinfection (Y/N): Y	Type: UV light

Currently the City of Dillon treats approximately 455,000 gallons per day in the winter and 606,000 gallons per day in the summer. There is additional capacity in the existing system to accept additional connections. At 250 gpd per household, this equates to an additional 852 available household connections that can be accommodated by the existing plant. This equates to a population increase of 2,103 people at an average of 2.5 people per household. With current growth and development trends within the city, it is not anticipated the city will add that many homes within the next 10 years. These trends can change quickly and therefore the city should evaluate all development proposals as they are submitted to ensure the treatment capacity of the system is not exceeded.

## STORM WATER SYSTEMS

### EXISTING STORM WATER COLLECTION SYSTEM

The City of Dillon collection system serves the main highway and business corridor through the city. The storm drain system is mainly within Montana Street, Atlantic Street, Helena

Street, Idaho Street, and Pacific Street corridors. There is approximately 20,600-ft of pipe. The previous CIP contains a detailed description of the city storm water systems. The city continues to address storm water drainage issues throughout the city with the installation of storm water inlets and french drains. This method does not require extensive pipe systems and the storm water is infiltrated into the ground. This method is effective at managing storm water runoff as a cost-effective solution. The city will continue to address storm water management on upcoming projects with the installation of inlets with french drains.

## ROAD AND STREET SYSTEM

There are several entities responsible for maintenance of roads within the City of Dillon. The entities and roads that are within the city are identified below:

The Montana Department of Transportation maintains Highway 41, Highway 91, and the Interstate 15 corridor and interchanges through the City of Dillon.

The City of Dillon maintains all remaining streets within the city.

**A community's transportation system is made up of a hierarchy of roadways, with each roadway being classified according to the function it provides. Some of these parameters are geometric configuration, traffic volumes, spacing within the community transportation grid, speeds, etc. It is standard planning practice to categorize roadways by their primary functions with typical designations being local streets/roads, collectors, minor arterials, and principal arterials. These functional classifications are applied to roadways within both "urban" and "rural" settings. A description of these functional classifications follows:**

**Principal Arterials.** The greatest portion of through travel occurs on principal arterial roadways. Principal arterials are high-volume travel corridors that connect major generators of traffic (e.g., community and employment centers), and are usually constructed with partial limitations on direct access to abutting land uses. Interstate Routes and major U.S Highways and State Routes are typical types of Principal Arterials. Principal Arterials may be multi-lane, high-speed, high-capacity roadways intended exclusively for motorized traffic with all access controlled by interchanges and road crossings separated by bridges. However, such facilities may include two-lane or multi-lane roadways based on the travel demands they serve and have less restrictive access provisions than Interstate routes.

**Minor Arterials.** Minor arterials are streets that connect both major arterials and collectors that extend into the urban area, while providing greater access to abutting properties. Direct access is limited to maintain efficient traffic flow. Minor arterials serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Minor arterials often serve as boundaries to neighborhoods and provide linkage to collector roads. Although the predominant function of minor arterials is the movement of through traffic, they also provide for considerable local traffic that originates from, or is destined to, points along the corridor.

Major and Minor Collectors. Collectors provide direct services to residential or commercial areas, local parks, and schools while also providing a high degree of property access within a localized area. In densely populated areas, they are usually spaced at half-mile intervals to collect traffic from local access streets and convey it to the major and minor arterials and highways. Urban collectors are typically one to two miles in length, while rural collectors may be longer (either could be a major or minor). Access may be limited to roadway approaches and major facilities, but some direct access to abutting land may be permitted.

Local Access Streets. Streets not selected for inclusion in the arterial or collector classes are categorized as local or residential streets. They allow access to individual homes, businesses, and similar traffic destinations. Direct access to abutting land is essential, for all traffic originates from, or is destined, to abutting land. Major through traffic should be discouraged.

A transportation map is provided in Appendix E. Highway 41 through the city is identified as a minor arterial, Highway 91 is identified as a major collector, and Kentucky Avenue is identified as a minor collector. The remaining streets are identified as local access streets. The previous CIP provides a detailed system analysis and recommendations are still applicable today. The City of Dillon conducted an assessment and ranking of city street priorities in 2019, this information is provided as an attachment at the end of this appendix.

Future development within the city should evaluate the need for additional street connections for existing and future traffic needs. Development should provide for future connectivity to adjacent properties in order to continue planned street corridors. Further, the city should work toward looking for opportunities to acquire additional street rights-of-way to make additional connections to improve traffic conditions. These include extension of Noble Street along the east side to eventually connect to Kentucky Avenue, additional right-of-way along Vine Street, and the north end of Cottom Drive to Walnut Street.

## PARKS, RECREATION FACILITIES, AND OPEN SPACE

The City of Dillon includes seven parks including Vigilante Park, Jaycee Park, Ray Lynch Park, **Ibey Memorial Park, Depot Park, Bicentennial Park, and Children’s Park.** Table 4 provides information on existing parks.

Table 4. Existing Parks

Name	Location	Description
Vigilante Park	East Center Street	The Park is 7 acres with a fence, baseball fields, playground, skate park, and toilets with running water. The Park is irrigated.
Depot Park	South Montana Street	The Park is 0.4 acres with landscaping, picnic tables, horseshoe pits, and no facilities. The Park is irrigated.
<b>Children’s Park</b>	East Center Street	The Park is 0.33 acres with fencing, covered pavilion, tables, kids cabin, and no facilities. The Park is irrigated.

Name	Location	Description
Bicentennial Park	West Center & Rife Street	The Park is 0.6 acres. The Park contains sidewalks, landscaping, benches, and a picnic shelter. The Park is irrigated.
Ibey Memorial Park	Noble Street	The Park is 1.6 acres with basketball courts, playground and no facilities. The developed portion is irrigated.
Jaycee Park	East Sebree	The Park is 1.6 acres with sidewalks, amphitheater, playground, splash pad, and has facilities. The Park is irrigated.
Ray Lynch Park	MT Highway 41	The Park is approximately 15 acres containing two small baseball fields and one large, developed field for the Dillon Cubs. There is parking, bleachers, and facilities provided for the Dillon Cubs field. The ball fields are irrigated.

The Dillon parks see substantial use in the spring, summer, and fall. The most recent park improvements have been completed for the Jaycee Park including installation of a splash pad, a new playground, restrooms, and an amphitheater. Residents would like to see improvements completed in Ibey Memorial Park. A survey was conducted as part of this CIP and residents are actively working on a plan for improvements. Ongoing maintenance is always a concern with park facilities and as parks are improved maintenance costs will increase depending on the level of improvements. The city should look at a development of a Parks and Trails Master Plan to develop a comprehensive inventory, assessment, and needs for the City of Dillon parks and trails system.

2019 Street Ranking										
Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
N. Idaho-000	Paved	2	5.6	Collector	1.5	Poor	1	High	0.5	8.6
N. Idaho-100	Paved	2	5.6	Collector	1.5	Poor	1	High	0.5	8.6
S. Idaho-000	Paved	2	5.6	Collector	1.5	Poor	1	High	0.5	8.6
E. Reeder-800	Paved	1	6.3	Collector	1.5	Fair	0.5	No Interest	0	8.3
S. Dakota-1000	Paved	1	6.3	Local	0.8	Poor	1	No Interest	0	8.1
N. Railroad-200	Milled	1	6.3	Local	0.8	Poor	1	No Interest	0	8.1
E. Bannack-100	Paved	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
E. Bannack-900	Paved	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
E. Bannack-1000	Paved	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
E. Center-1200	Paved	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
Oliver-300	Milled	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
Oliver-400	Milled	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
E. Reeder-900	Paved	2	5.6	Collector	1.5	Fair	0.5	No Interest	0	7.6
N. Railroad-300	Milled	1	6.3	Local	0.8	Fair	0.5	No Interest	0	7.6
N. Railroad-400	Milled	1	6.3	Local	0.8	Fair	0.5	No Interest	0	7.6
N. Railroad-500	Milled	1	6.3	Local	0.8	Fair	0.5	No Interest	0	7.6
N. Pacific-000	Paved	3	4.9	Collector	1.5	Poor	1	No Interest	0	7.4
N. Pacific-100	Paved	3	4.9	Collector	1.5	Poor	1	No Interest	0	7.4
N. Pacific-200	Paved	3	4.9	Collector	1.5	Poor	1	No Interest	0	7.4
N. Pacific-600	Paved	3	4.9	Collector	1.5	Poor	1	No Interest	0	7.4
E. Glendale-700	Paved	3	4.9	Collector	1.5	Fair	0.5	Moderate	0.25	7.15
E. Glendale-1000	Paved	2	5.6	Local	0.8	Fair	0.5	Moderate	0.25	7.15
E. Glendale-1100	Paved	2	5.6	Local	0.8	Fair	0.5	Moderate	0.25	7.15
Noble-300	Milled	2	5.6	Collector	1.5	Good	0	No Interest	0	7.1
Noble-400	Milled	2	5.6	Collector	1.5	Good	0	No Interest	0	7.1
W. Park-600	Paved	2	5.6	Collector	1.5	Good	0	No Interest	0	7.1
W. Park-700	Paved	2	5.6	Collector	1.5	Good	0	No Interest	0	7.1
E. Reeder-500	Paved	2	5.6	Collector	1.5	None	0	No Interest	0	7.1
E. Bannack-000	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Bannack-200	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Bannack-800	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Bannack-1100	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Bannack-1200	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Center-900	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Center-1000	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Center-1100	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
E. Reeder-1000	Paved	3	4.9	Collector	1.5	Fair	0.5	No Interest	0	6.9
Court	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
W. Helena-100	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
S. Idaho-600	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
S. Nelson-200	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
S. Nelson-300	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
N. Nevada-100	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
E. Sebree-800	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
E. Sebree-1000	Paved	2	5.6	Local	0.8	Fair	0.5	No Interest	0	6.9
N. Idaho-200	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Pacific-300	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Pacific-400	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Pacific-500	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
S. Pacific-200	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Washington-000	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Washington-100	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Washington-200	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Washington-300	Paved	4	4.2	Collector	1.5	Poor	1	No Interest	0	6.7
N. Dakota - 000	Paved	3	4.9	Local	0.8	Poor	1	No Interest	0	6.7
N. Railroad-100	Paved	3	4.9	Local	0.8	Poor	1	No Interest	0	6.7
S. Idaho-100	Paved	5	3.5	Collector	1.5	Poor	1	High	0.5	6.5
W. Center-100	Paved	3	4.9	Collector	1.5	None	0	No Interest	0	6.4
W. Park-400	Paved	3	4.9	Collector	1.5	Good	0	No Interest	0	6.4
W. Park-500	Paved	3	4.9	Collector	1.5	Good	0	No Interest	0	6.4
E. Reeder-700	Paved	3	4.9	Collector	1.5	None	0	No Interest	0	6.4
E. Chapman-300	Paved	2	5.6	Local	0.8	Good	0	No Interest	0	6.4
S. Nevada-000	Paved	2	5.6	Local	0.8	None	0	No Interest	0	6.4
S. Nevada-100	Paved	2	5.6	Local	0.8	None	0	No Interest	0	6.4
S. Nevada-200	Paved	2	5.6	Local	0.8	None	0	No Interest	0	6.4
Tendoy	Paved	2	5.6	Local	0.8	None	0	No Interest	0	6.4
E. Bannack-400	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
E. Bannack-600	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
E. Bannack-700	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
E. Center-600	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
E. Center-700	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
E. Center-800	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
Franklin-200	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
S. Pacific-1000	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
S. Railroad-300	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
S. Railroad-400	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
S. Railroad-600	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
Skihi-000	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
Vine-300	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
N. Walnut-000	Paved	4	4.2	Collector	1.5	Fair	0.5	No Interest	0	6.2
S. Argenta-600	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
S. Arizona-300	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Arizona-400	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Arizona-500	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Bozeman-200	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Bozeman-300	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. California-500	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
E. Dillon-100	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
W. Glendale-100	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
E. Helena-1000	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
E. Morse-900	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
E. Orr-600	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
W. Orr-100	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Railroad-000	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
N. Rife-100	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Rife-200	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Rife-600	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
E. Sebree-900	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
W. Sebree-100	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
N. Utah-000	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Utah-000	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Utah-200	Paved	3	4.9	Local	0.8	Fair	0.5	No Interest	0	6.2
S. Pacific-100	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Pacific-300	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Pacific-700	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Pacific-900	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
Thomsen-500	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
Virginia-000	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
Virginia-200	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
N. Washington-400	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Washington-000	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Washington-100	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Washington-200	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Washington-800	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
S. Washington-900	Paved	5	3.5	Collector	1.5	Poor	1	No Interest	0	6
N. Railroad-000	Paved	4	4.2	Local	0.8	Poor	1	No Interest	0	6
E. Glendale-400	Paved	5	3.5	Collector	1.5	Fair	0.5	Moderate	0.25	5.75
E. Glendale-500	Paved	5	3.5	Collector	1.5	Fair	0.5	Moderate	0.25	5.75
E. Glendale-800	Paved	4	4.2	Local	0.8	Fair	0.5	Moderate	0.25	5.75
E. Glendale-900	Paved	4	4.2	Local	0.8	Fair	0.5	Moderate	0.25	5.75
E. Glendale-1200	Paved	4	4.2	Local	0.8	Fair	0.5	Moderate	0.25	5.75
W. Bannack-100	Paved	4	4.2	Collector	1.5	None	0	No Interest	0	5.7
E. Center-500	Paved	4	4.2	Collector	1.5	None	0	No Interest	0	5.7

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
N. Idaho-500	Paved	4	4.2	Collector	1.5	None	0	No Interest	0	5.7
W. Park-300	Paved	4	4.2	Collector	1.5	Good	0	No Interest	0	5.7
E. Reeder-100	Paved	4	4.2	Collector	1.5	None	0	No Interest	0	5.7
E. Reeder-300	Paved	4	4.2	Collector	1.5	None	0	No Interest	0	5.7
E. Chapman-200	Paved	3	4.9	Local	0.8	Good	0	No Interest	0	5.7
E. Dillon-600	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
E. Morse-700	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
E. Morse-800	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
W. Morse-200	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Nelson-000	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Nelson-100	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
N. Nevada-000	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Nevada-300	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
N. Oregon-100	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
N. Oregon-000	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Oregon-000	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
E. Sebree-500	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Utah-300	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Wyoming-000	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Wyoming-100	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
S. Wyoming-300	Paved	3	4.9	Local	0.8	None	0	No Interest	0	5.7
E. Bannack-500	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
E. Center-400	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
E. Cornell-400	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
E. Cornell-700	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
Kentucky-700	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
S. Railroad-200	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
E. Reeder-000	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
Thomsen-600	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
Thomsen-700	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
Thomsen-800	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
N. Walnut-200	Paved	5	3.5	Collector	1.5	Fair	0.5	No Interest	0	5.5
S. Argenta-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Argenta-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Argenta-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Argenta-400	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Argenta-500	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Arizona-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Arizona-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Arizona-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
Barnett-700	Milled	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Bozeman-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5



Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
N. California-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. California-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. California-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. California-400	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. California-600	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
Cloudrest-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Colorado-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Dakota-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Dakota-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Dakota-400	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
E. Dillon-700	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Glendale-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Glendale-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Morse-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Morse-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Nelson-400	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
E. Orr-500	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
E. Orr-800	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Parkview-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Parkview-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Rife-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
Sacajawea Drive-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Sebree-200	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
W. Sebree-300	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
Sunrise-000	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
N. Utah-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Utah-100	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
S. Wyoming-400	Paved	4	4.2	Local	0.8	Fair	0.5	No Interest	0	5.5
Kentucky-400	Paved	6	2.8	Collector	1.5	Fair	1	No Interest	0	5.3
Kentucky-500	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Pacific-000	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Pacific-400	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Pacific-600	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Pacific-800	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
Thomsen-400	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
Virginia-100	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
N. Washington-500	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
N. Washington-600	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Washington-300	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Washington-400	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Washington-600	Paved	6	2.8	Collector	1.5	Poor	1	No Interest	0	5.3
S. Dakota-000	Paved	5	3.5	Local	0.8	Poor	1	No Interest	0	5.3

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
S. Dakota-500	Paved	5	3.5	Local	0.8	Poor	1	No Interest	0	5.3
S. Dakota-600	Paved	5	3.5	Local	0.8	Poor	1	No Interest	0	5.3
E. Poindexter-400	Paved	5	3.5	Local	0.8	Poor	1	No Interest	0	5.3
E. Poindexter-500	Paved	5	3.5	Local	0.8	Poor	1	No Interest	0	5.3
E. Glendale-600	Paved	6	2.8	Collector	1.5	Fair	0.5	Moderate	0.25	5.05
E. Center-000	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
E. Center-100	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
E. Center-200	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
E. Center-300	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
N. Idaho-300	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
N. Idaho-400	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
E. Reeder-200	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
E. Reeder-600	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
W. Reeder-100	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
W. Reeder-200	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
W. Reeder-300	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
W. Reeder-400	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
Vine-200	Paved	5	3.5	Collector	1.5	None	0	No Interest	0	5
S. Bozeman-100	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Dillon-500	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
W. Dillon-100	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Morse-500	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Morse-600	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Normal-100	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
N. Oregon-200	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Orr-700	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Orr-900	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
W. Orr-200	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
W. Orr-300	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Sebree-000	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Sebree-300	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
E. Sebree-1100	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
Spruce-100	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
N. Wyoming-000	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
S. Wyoming-200	Paved	4	4.2	Local	0.8	None	0	No Interest	0	5
W. Bannack-300	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
E. Cornell-100	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
E. Cornell-200	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
E. Cornell-300	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
E. Cornell-500	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
E. Cornell-600	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
Kentucky-600	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8

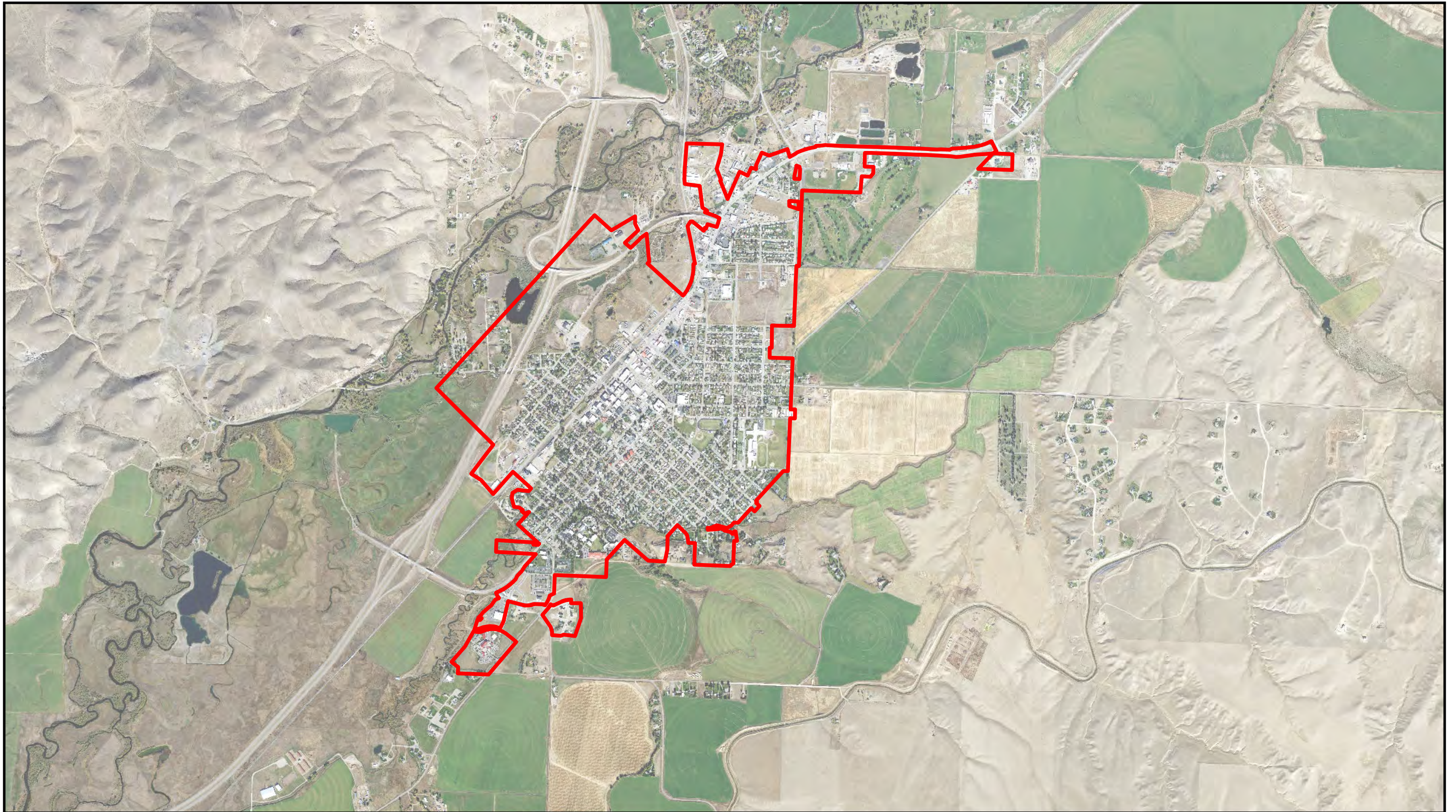
Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
Oliver-200	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
S. Railroad-500	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
Skihi-100	Paved	6	2.8	Collector	1.5	Fair	0.5	No Interest	0	4.8
S. Arizona-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Arizona-600	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. California-100	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Clark-100	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Colorado-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Dakota-300	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
W. Dillon-200	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Helena-1100	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Nelson-500	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
North-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
North-200	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Orr-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Orr-400	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
W. Orr-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Parkview-800	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Parkview-900	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
E. Poindexter-100	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Rife-400	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Rife-500	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
Sacajawea Drive-200	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
Tobacco Root-000	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
Tobacco Root-100	Paved	5	3.5	Local	0.8	Fair	0.5	No Interest	0	4.8
S. Idaho-200	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
S. Idaho-300	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
S. Idaho-400	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
S. Pacific-500	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
S. Washington-500	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
S. Washington-700	Paved	7	2.1	Collector	1.5	Poor	1	No Interest	0	4.6
E. Poindexter-200	Paved	6	2.8	Local	0.8	Poor	1	No Interest	0	4.6
E. Poindexter-300	Paved	6	2.8	Local	0.8	Poor	1	No Interest	0	4.6
W. Bannack-200	Paved	6	2.8	Collector	1.5	None	0	No Interest	0	4.3
Noble-200	Paved	6	2.8	Collector	1.5	Good	0	No Interest	0	4.3
N. Walnut-300	Paved	6	2.8	Collector	1.5	None	0	No Interest	0	4.3
S. Argenta-100	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Dillon-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Dillon-400	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
N. Legget-000	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
Madison-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Morse-400	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
N. Nelson-000	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Normal-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Normal-300	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
Ravalli-100	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Sebree-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Sebree-600	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
E. Sebree-1200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
Spruce-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
Tobacco Root-200	Paved	5	3.5	Local	0.8	None	0	No Interest	0	4.3
Barnett-500	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
Barnett-600	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
Butte-000	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
Butte-100	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
S. California-000	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
North-100	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
E. Orr-100	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
E. Orr-200	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
E. Orr-300	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
S. Railroad-100	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
S. Rife-300	Paved	6	2.8	Local	0.8	Fair	0.5	No Interest	0	4.1
E. Reeder-400	Paved	7	2.1	Collector	1.5	None	0	No Interest	0	3.6
W. Reeder-000	Paved	7	2.1	Collector	1.5	None	0	No Interest	0	3.6
Swenson-000	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-100	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-200	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-300	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-400	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-500	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Swenson-600	Paved	7	2.1	Collector	1.5	Good	0	No Interest	0	3.6
Butte-200	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Clark-200	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Clark-300	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Dillon-300	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Morse-100	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Morse-200	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Morse-300	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
E. Sebree-100	Paved	6	2.8	Local	0.8	None	0	No Interest	0	3.6
N. Montana-000	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
S. Montana-000	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
S. Montana-100	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
S. Montana-200	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
Vine-400	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
Vine-500	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
N. Walnut-100	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
N. Walnut-600	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
N. Walnut-700	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
N. Walnut-800	Paved	8	1.4	Collector	1.5	Fair	0.5	No Interest	0	3.4
Cloudrest-100	Paved	7	2.1	Local	0.8	Fair	0.5	No Interest	0	3.4
Harrington-000	Paved	7	2.1	Local	0.8	Fair	0.5	No Interest	0	3.4
Johnson-000	Paved	7	2.1	Local	0.8	Fair	0.5	No Interest	0	3.4
Ramshorn-200	Paved	7	2.1	Local	0.8	Fair	0.5	No Interest	0	3.4
Noble-000	Paved	8	1.4	Collector	1.5	Good	0	No Interest	0	2.9
Noble-100	Paved	8	1.4	Collector	1.5	Good	0	No Interest	0	2.9
Chestnut-300	Paved	7	2.1	Local	0.8	None	0	No Interest	0	2.9
N. Legget-100	Paved	7	2.1	Local	0.8	None	0	No Interest	0	2.9
N. Legget-200	Paved	7	2.1	Local	0.8	None	0	No Interest	0	2.9
Chestnut-500	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Chestnut-400	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Chestnut-200	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Ramshorn-000	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Ramshorn-100	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Sacajawea Drive-300	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Sunrise-100	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Vista Drive-000	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Vista Drive-100	Paved	8	1.4	Local	0.8	Fair	0.5	No Interest	0	2.7
Franklin-000	Paved	9	0.7	Collector	1.5	Good	0	No Interest	0	2.2
Franklin-100	Paved	9	0.7	Collector	1.5	Good	0	No Interest	0	2.2
N. Walnut-400	Paved	9	0.7	Collector	1.5	None	0	No Interest	0	2.2
N. Walnut-500	Paved	9	0.7	Collector	1.5	None	0	No Interest	0	2.2
W. Bannack-000	Paved	10	0	Collector	1.5	Fair	0.5	No Interest	0	2
E. Cornell-800	Gravel	10	0	Collector	1.5	Fair	0.5	No Interest	0	2
S. Pacific-1100	Gravel	10	0	Collector	1.5	Fair	0.5	No Interest	0	2
E. Helena-1200	Paved	9	0.7	Local	0.8	Fair	0.5	No Interest	0	2
W. Bannack-400	Gravel	10	0	Collector	1.5	None	0	No Interest	0	1.5
W. Bannack-500	Gravel	10	0	Collector	1.5	None	0	No Interest	0	1.5
Franklin-300	NRY	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Glendale-000	Paved	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Glendale-100	Paved	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Glendale-200	Paved	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Glendale-300	Paved	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Reeder-1100	Gravel	10	0	Collector	1.5	None	0	No Interest	0	1.5
E. Sebree-400	Paved	9	0.7	Local	0.8	None	0	No Interest	0	1.5
Chestnut-600	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Christensen	Gravel	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3

Street Name	Type	Paser Rating	Rating	Road Type	Rating	Wet Utilities Condition	Rating	Public Interest	Rating	Total Rating
E. Clark-000	Gravel	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Cottom Drive	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Fairway	Gravel	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Highland-500	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Highland-600	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
S. Idaho-700	Gravel	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Johnson-100	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Kent	NRV	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
S. Legget-300	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Monroe-500	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
Monroe-600	Paved	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
S. Nelson-600	NRV	10	0	Local	0.8	Fair	0.5	No Interest	0	1.3
S. Bozeman-400	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
N. Colorado-100	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
Granite	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
Hall	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
Harrington-100	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
Jefferson	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
S. Legget-400	NRV	10	0	Local	0.8	Good	0	No Interest	0	0.8
Madison-300	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
S. Nevada-400	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
S. Oregon-100	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
Powell	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8
N. Rife-500	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
N. Rife-600	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
N. Rife-700	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
Ruby-000	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
Ruby-100	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
E. Sebree-700	Paved	10	0	Local	0.8	None	0	No Interest	0	0.8
Timmons	NRV	10	0	Local	0.8	None	0	No Interest	0	0.8
Vigilante Drive	Gravel	10	0	Local	0.8	None	0	No Interest	0	0.8

APPENDIX E  
INFRASTRUCTURE MAPS



**Legend**

 Dillon City Boundary



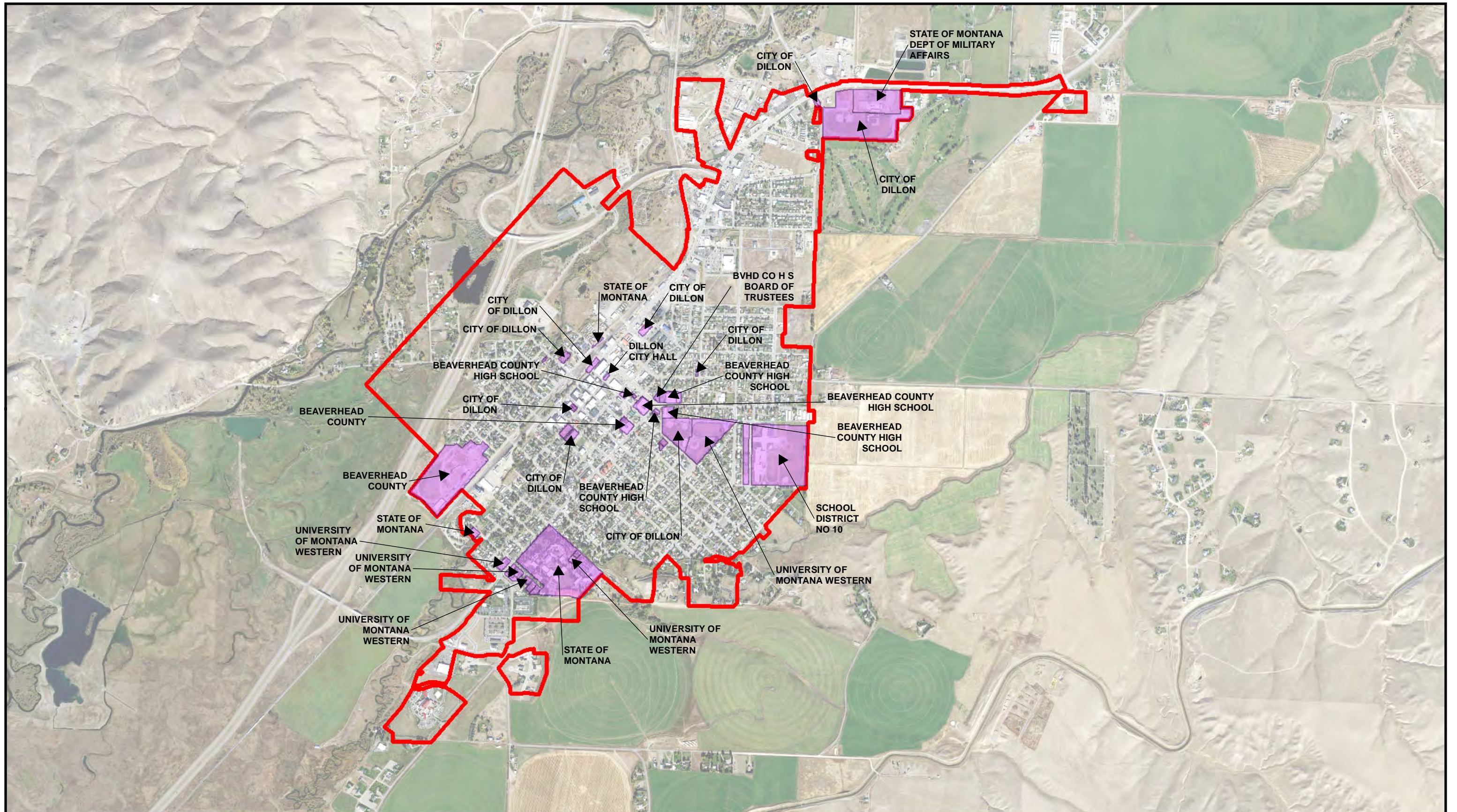
**EXHIBIT  
#1**

**CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN  
BOUNDARY MAP**

**CITY OF DILLON  
125 N IDAHO ST.  
DILLON, MT 59725**

  
**1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962**





**Legend**

Dillon City Boundary  Public Property

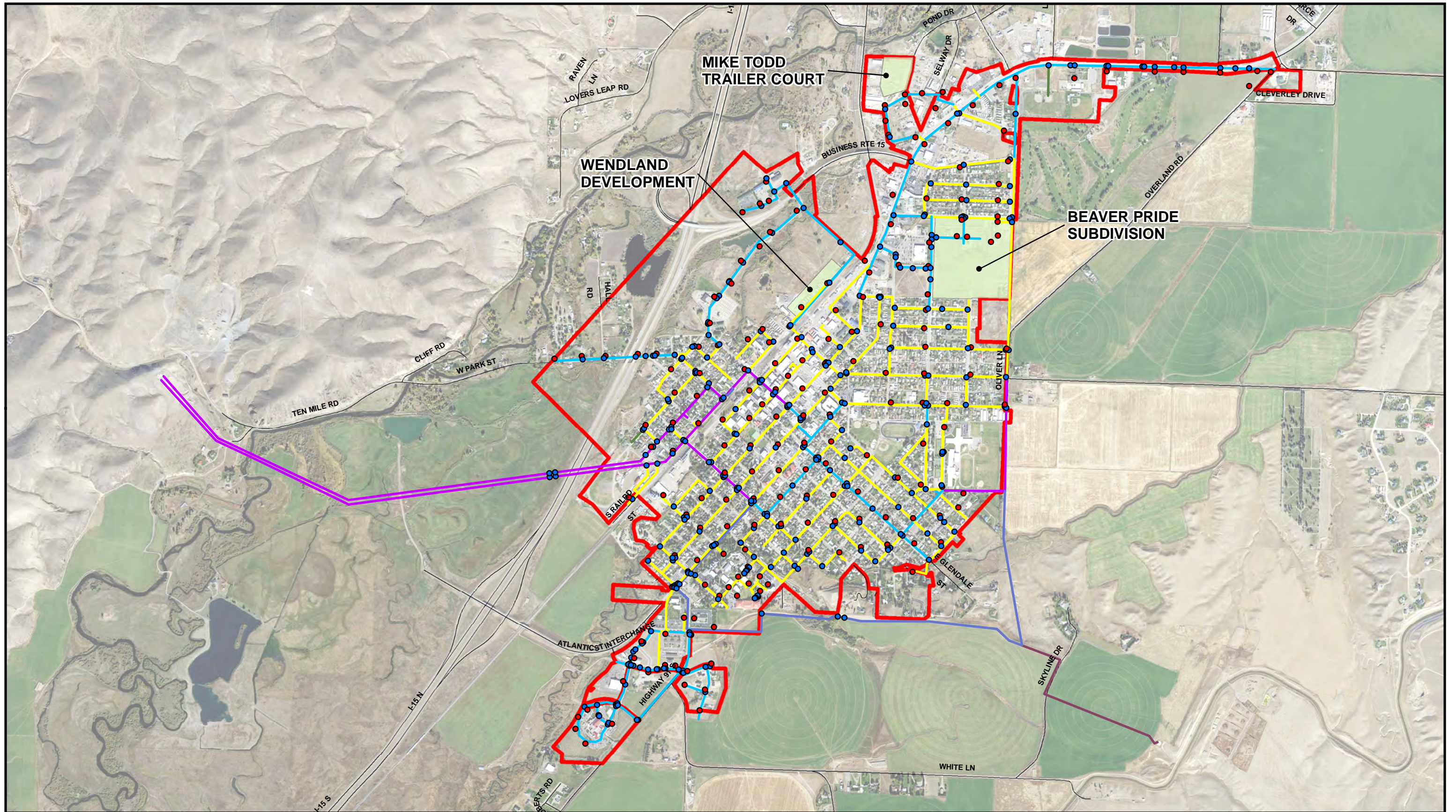


EXHIBIT  
#2

**PUBLIC PROPERTY**  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WWCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



1 in = 1,500 ft

**Legend**

Dillon City Boundary	EX-WATER-HYDRANT	EX-WATER-16IN	EX-WATER-10IN	EX-WATER-6IN
Future Development	EX-WATER-VALVES	EX-WATER-12IN	EX-WATER-8IN	EX-WATER-4IN

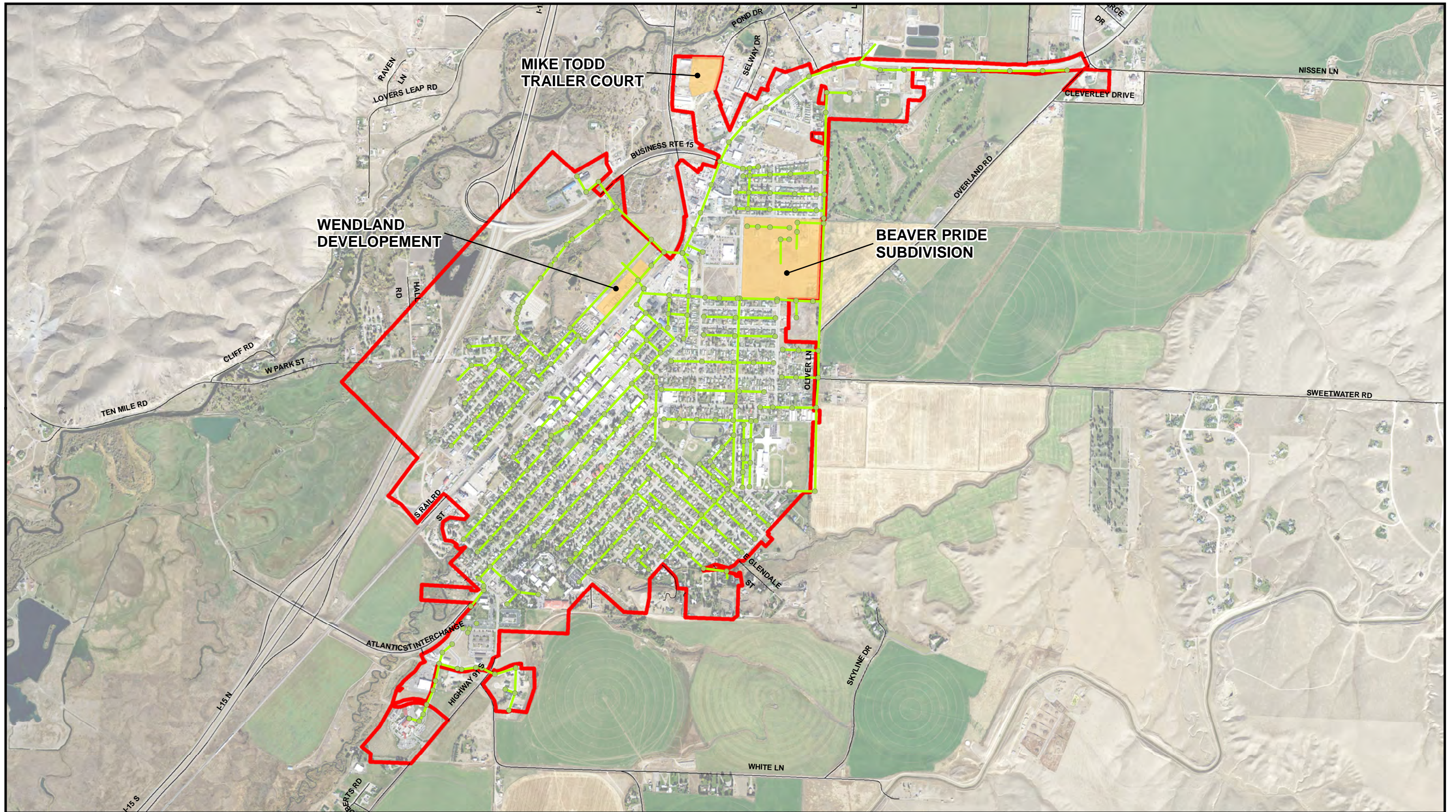


EXHIBIT  
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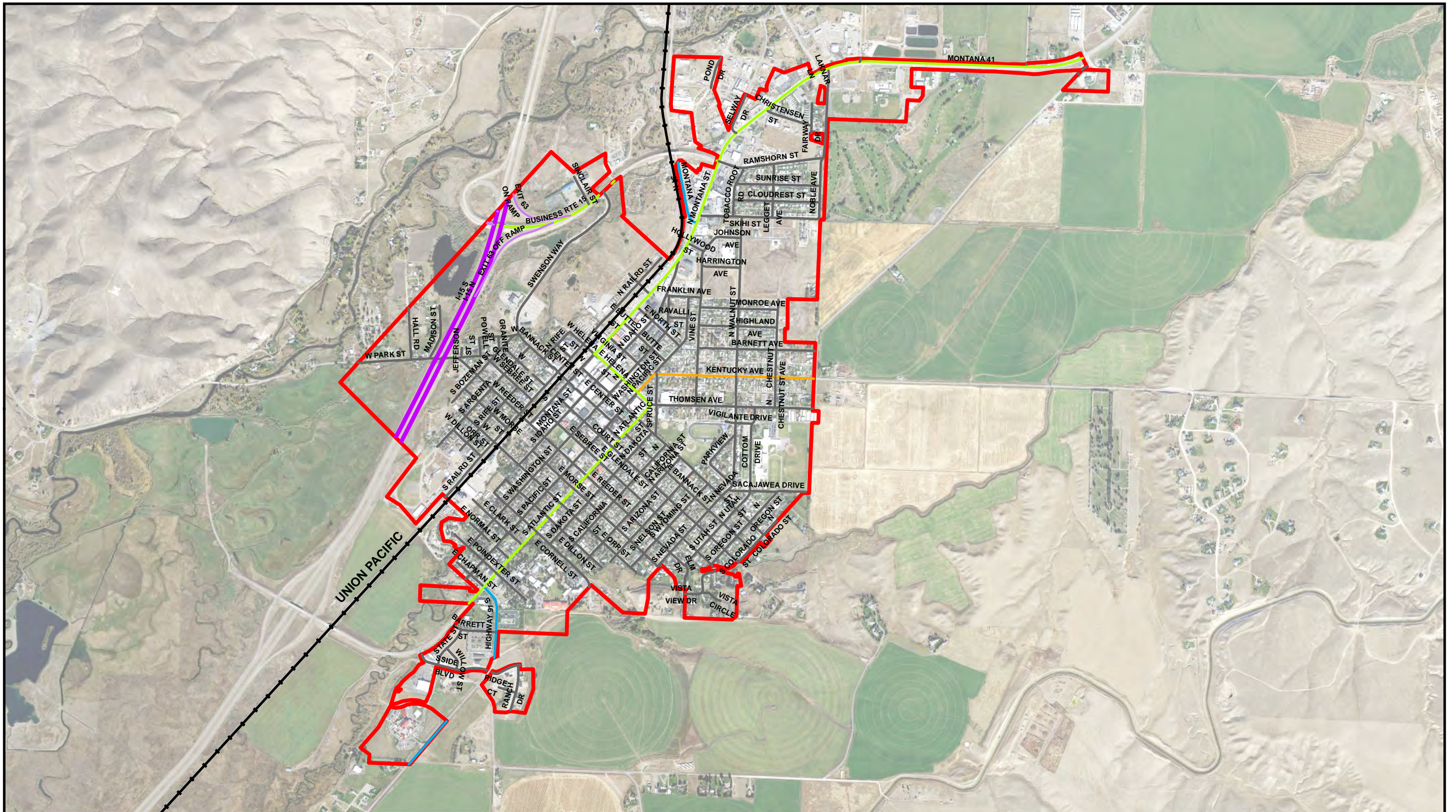
**EXISTING WATER UTILITIES**  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WWC ENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



<b>Legend</b> Dillon City Boundary      Manholes Future Development      Sewer Lines		1 in = 1,500 ft		<b>EXHIBIT #4</b>	<b>EXISTING WASTEWATER UTILITIES</b> <b>CITY OF DILLON</b> <b>CAPITAL IMPROVEMENTS PLAN</b>	<b>CITY OF DILLON</b> 125 N IDAHO ST. DILLON, MT. 59725	<b>WWCENGINEERING</b> 1275 MAPLE STREET, SUITE F HELENA, MT 59601 (406) 443-3962
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<b>Legend</b>	Dillon City Boundary	MAJOR COLLECTOR	MINOR COLLECTOR	Railroad
	MINOR ARTERIAL	NHS INTERSTATE	RAMP	1 in = 1,500 ft

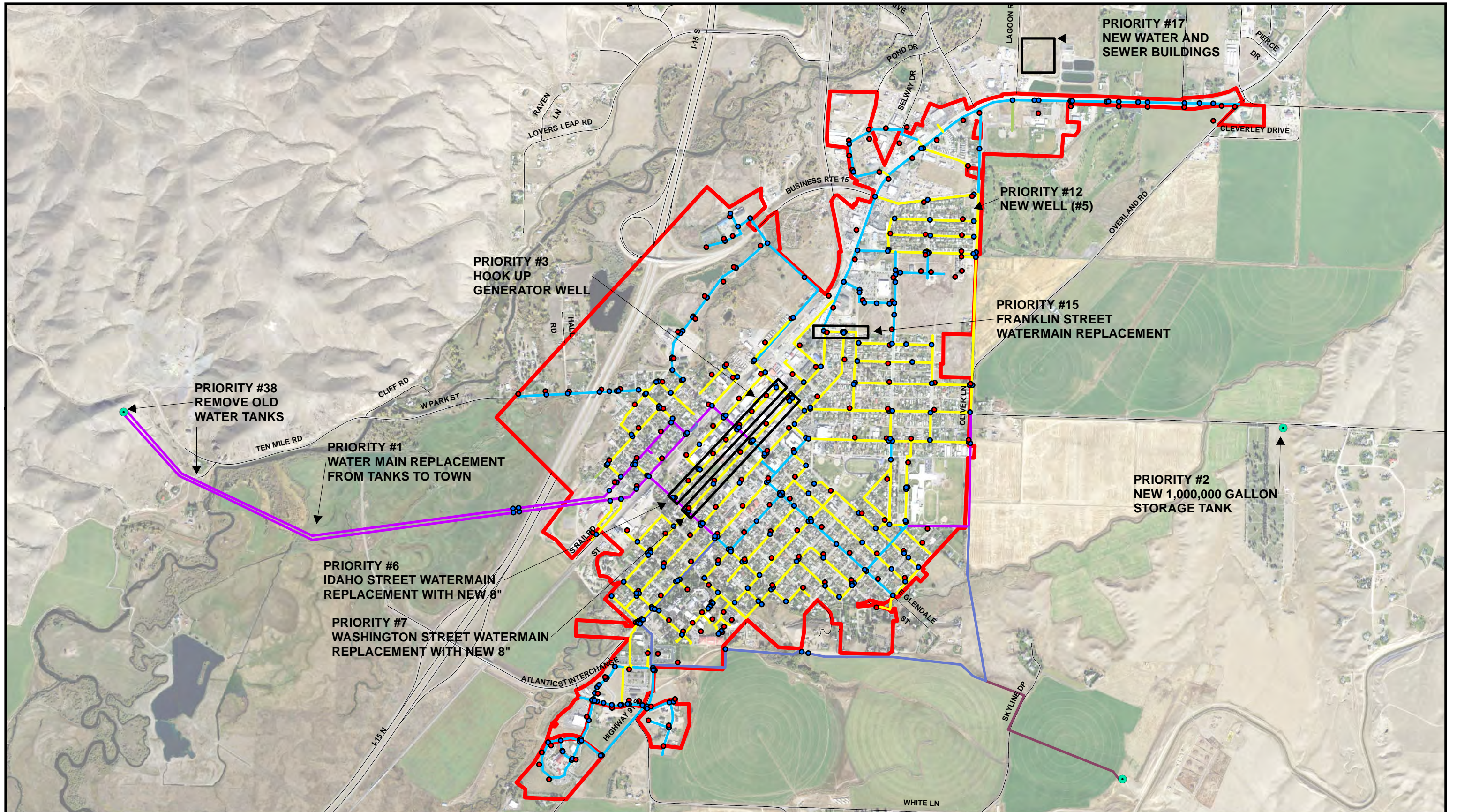


EXHIBIT  
#5

**EXISTING  
TRANSPORTATION  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN**

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WVCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



**PRIORITY #38  
REMOVE OLD  
WATER TANKS**

**PRIORITY #1  
WATER MAIN REPLACEMENT  
FROM TANKS TO TOWN**

**PRIORITY #6  
IDAHO STREET WATERMAIN  
REPLACEMENT WITH NEW 8"**

**PRIORITY #7  
WASHINGTON STREET WATERMAIN  
REPLACEMENT WITH NEW 8"**

**PRIORITY #3  
HOOK UP  
GENERATOR WELL**

**PRIORITY #15  
FRANKLIN STREET  
WATERMAIN REPLACEMENT**

**PRIORITY #12  
NEW WELL (#5)**

**PRIORITY #17  
NEW WATER AND  
SEWER BUILDINGS**

**PRIORITY #2  
NEW 1,000,000 GALLON  
STORAGE TANK**

**Legend**

- Dillon City Boundary
- EX-WATER-HYDRANT
- EX-WATER-VALVES
- EX-WATER-16IN
- EX-WATER-10IN
- EX-WATER-6IN
- EX-WATER-12IN
- EX-WATER-8IN
- EX-WATER-4IN
- Water tanks

1 in = 1,500 ft

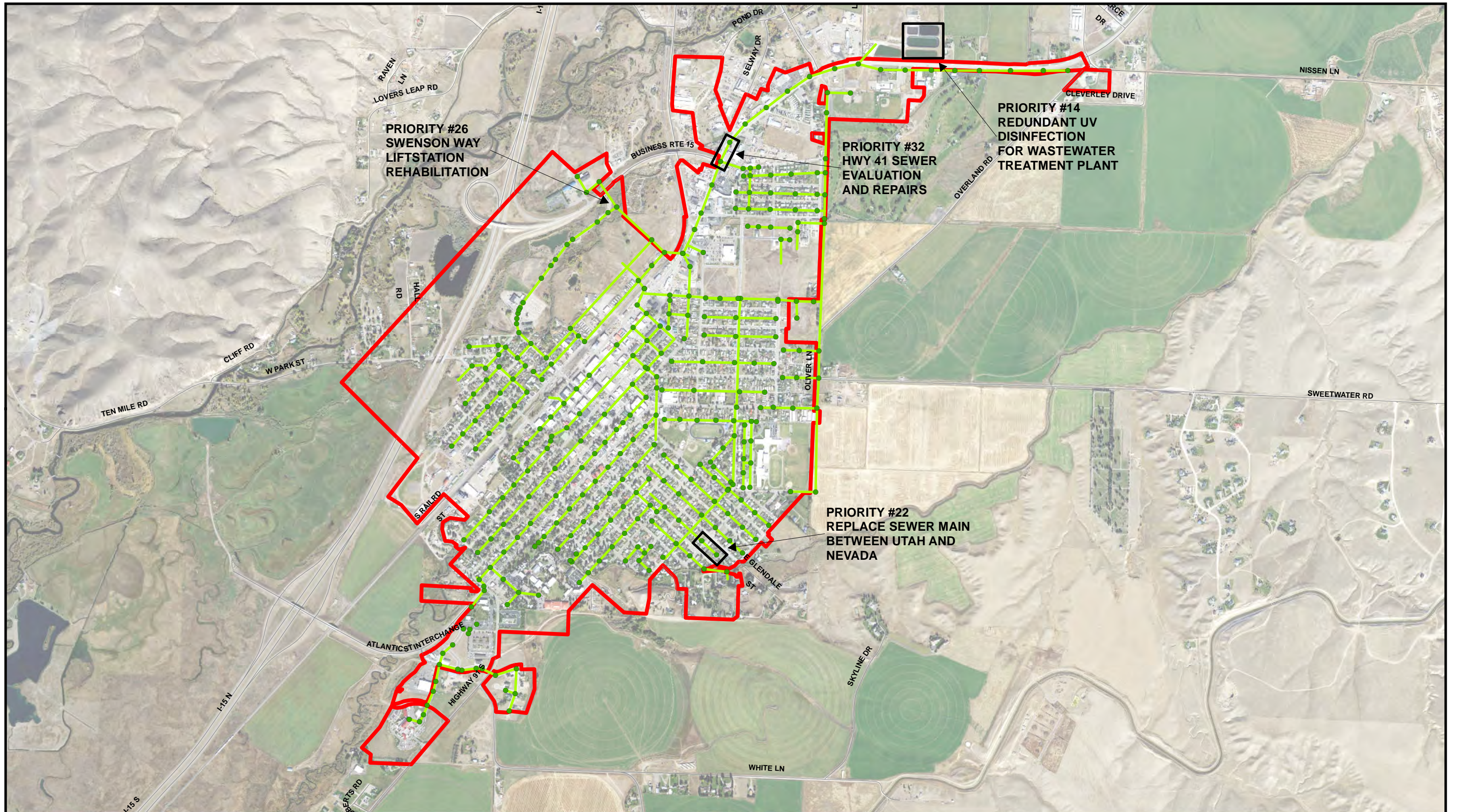


**EXHIBIT  
#6**

**WATER IMPROVEMENT  
PROJECTS  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN**

**CITY OF DILLON  
125 N IDAHO ST.  
DILLON, MT. 59725**

**WVCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



**Legend**

Dillon City Boundary
 ● Manholes  
 Sewer Lines

1 in = 1,500 ft

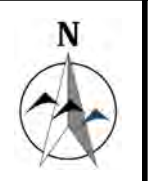
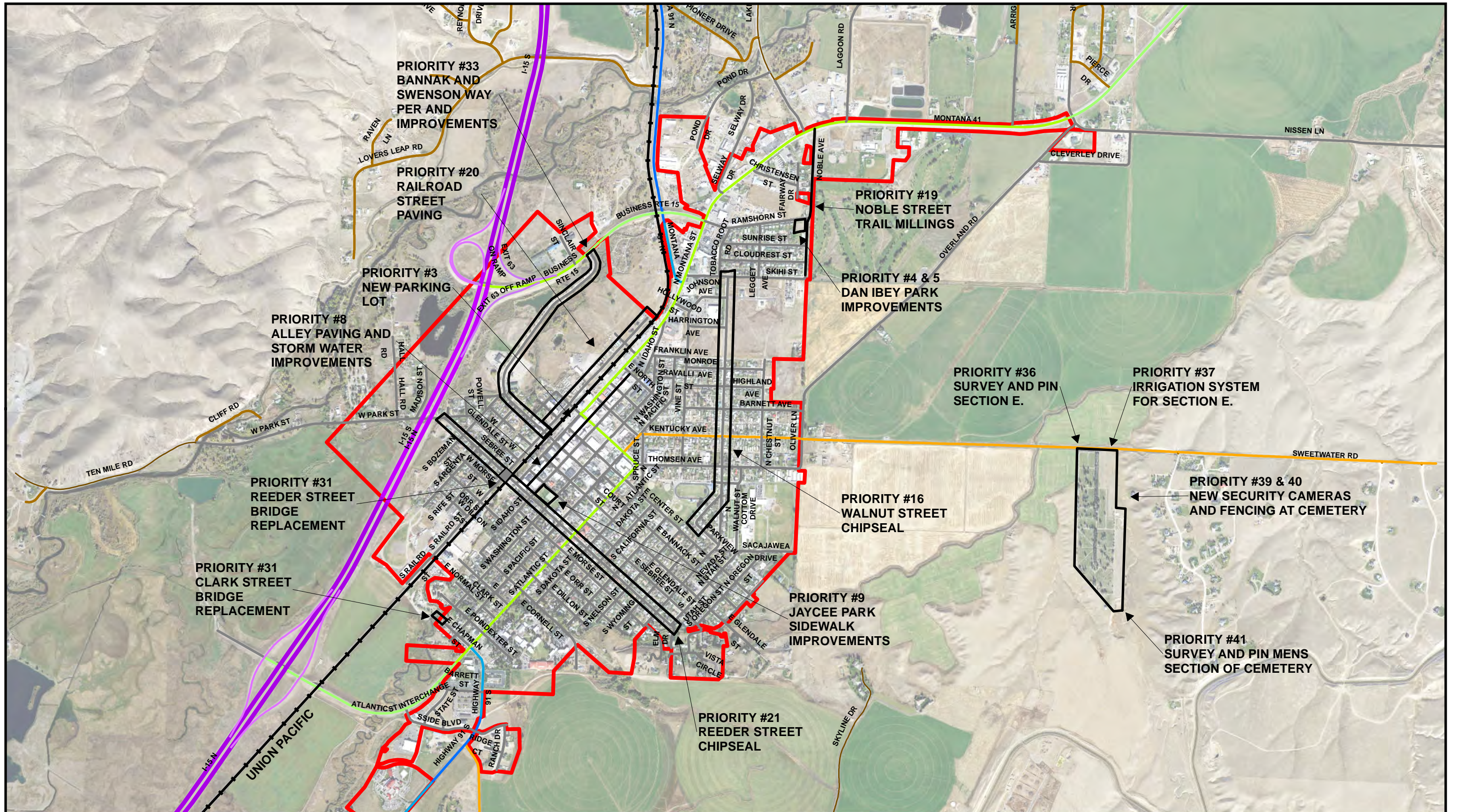


EXHIBIT  
#7

**WASTEWATER  
IMPROVEMENT PROJECTS  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN**

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WWCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



**Legend**

CITY	MINOR COLLECTOR	RAMP
MAJOR COLLECTOR	MINOR RURAL	RURAL
Dillon City Boundary	MINOR ARTERIAL	RAILROAD
	NHS INTERSTATE	

1 in = 1,500 ft

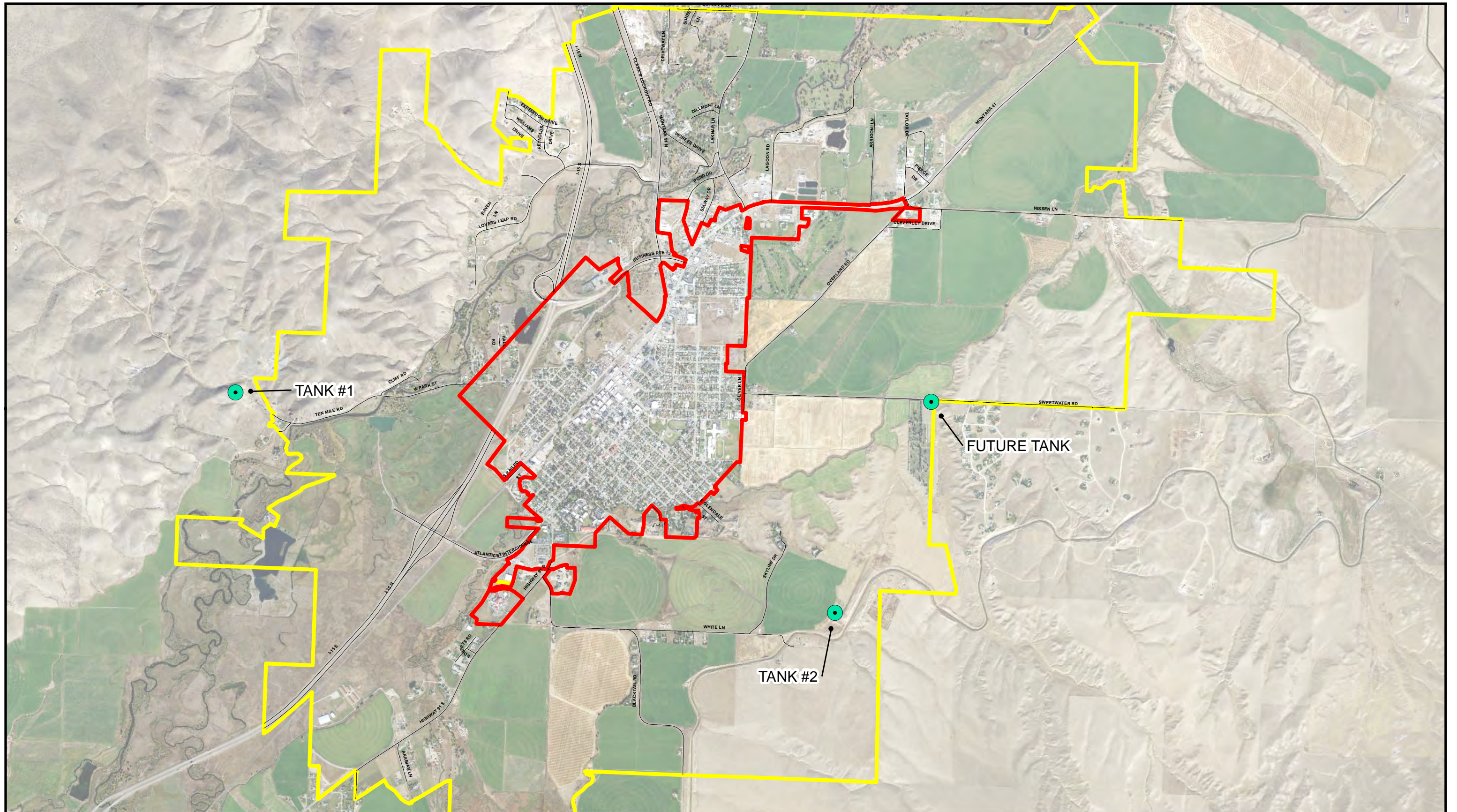


EXHIBIT  
#8

**ROAD & PARK  
IMPROVEMENT PROJECTS  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN**

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WWC ENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962



**Legend**

Dillon City Boundary
 ● WaterStrgTank  
 Dillon Growth Boundary

1 in = 2,500 ft



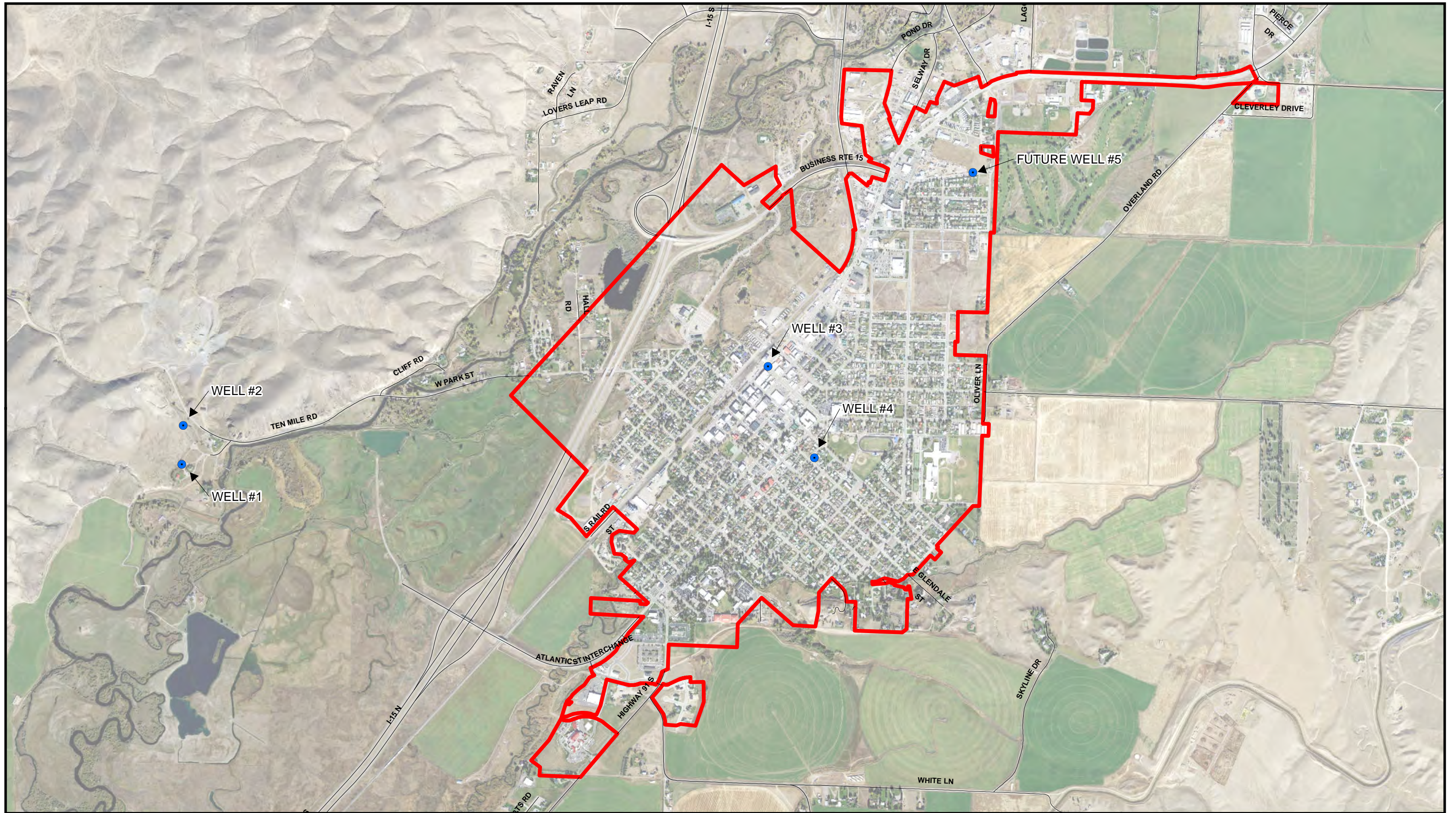
**EXHIBIT**  
#9

**WATER STORAGE TANKS**  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WVCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962





**Legend**

- Dillon City Boundary
- Wells

1 in = 1,500 ft



EXHIBIT  
#10

**WELL LOCATIONS**  
CITY OF DILLON  
CAPITAL IMPROVEMENTS PLAN

**CITY OF DILLON**  
125 N IDAHO ST.  
DILLON, MT. 59725

**WWCENGINEERING**  
1275 MAPLE STREET, SUITE F  
HELENA, MT 59601  
(406) 443-3962

APPENDIX F  
PROJECTS PRIORITIES

**City of Dillon 2021 Capital Improvements Plan Priority List**

<b>Project Number</b>	<b>Project</b>	<b>Average Score</b>
1	New Water Main from Tanks to Town	39.00
2	New 1,000,000 Gallon Water Storage Tank	39.00
3	City Parking Lot (Carpita Parking Lot) (Pave and Fence)	37.50
4	ADA Swing Dan Ibey Park	34.63
5	Dan Ibey Park Improvements - Upgrade playground, sprinklers, sidewalks, fences, basketball courts, and shelter	34.50
6	Idaho Street Water Main Replacement with new 8" Main (ADA and Storm Water Improvements)	33.38
7	Washington Water Main Replacement with new 8" Main	31.88
8	Alley between Idaho Street and Montana Street Improvements (Paving and Storm Water)	30.88
9	Jaycee Park Sidewalks (Interior and Exterior)	30.50
10	Pavement Rehab Reeder Street from Atlantic Street to City Limits (Crack Seal and Chip Seal)	30.38
11	Fire Hydrant Replacement Program (6 per year)	28.63
12	New Well #5	27.88
13	City Hall ADA Upgrades	27.75
14	Wastewater Treatment Disinfection System -	27.38
15	Franklin and Montana Water Main Replacement	26.63
16	Chip Seal Walnut Street from Center Street to Skihi Street	24.88
17	New Water/Sewer Utility Buildings at Sewer Plant	24.69
18	Library Back Door Drainage Project	24.63
19	Noble Street Trail Millings	24.38
20	North Railroad Avenue Improvements (Paving)	23.88
21	Chip Seal Reeder Street across Atlantic Street	23.75
22	Alley Sewer Main Replacement from Utah Street and Nevada Street	22.13
23	New French Drains with Street Projects	22.13
24	Tree Removal and Replacement Program (6 per year)	21.75
25	Montana Street Intersection Bulb Outs	21.72
26	Boulevard Tree Replacement Program	21.69
27	Swenson Way Lift Station Rehabilitation	21.44
28	City Hall Auditorium Floor Renovation	21.38
29	Shop Building Roof Replacement	21.38
30	Jaycee Park Security Cameras	20.50
31	Police Officer for College - No Cost to City College Funded?	20.06
32	Bridge Improvements (Clark Street and Reeder Street Crossings Blacktail Deer Creek)	19.50
33	Rehabilitate Sewer Main in Highway 41 at Rocky Mountain Supply	19.25
34	Bannack and Swenson Way PER and Improvements (Truck Route)	18.25
35	Hookup Generator to Pump House #3	18.13
36	Replace Police Car Every Two Years	17.63
37	Survey and Pin Section E	16.88
38	Irrigation System for Section E -	16.50
39	Remove Old Square Water Storage Tanks	14.50
40	New Video Security System	13.50
41	East and Southwest Side Fencing	13.25
42	Survey and Pin Single Mens Section (American Legion Section) -	12.00
43	City Hall Office Renovations	10.88