



**AGENDA
CITY OF HARRISONVILLE
PUBLIC WORKS COMMITTEE
REGULAR MEETING
CITY HALL
DECEMBER 5, 2013
6:00 PM**

- I. Call to Order**
 - A. Roll Call**
- II. Approval of Minutes**
 - A. Public Works Committee - Regular Meeting - Nov 7, 2013 6:00 PM**
- III. Agenda Items**
 - A. Sales Tax Ballot Options**
 - B. Sales Tax Funded Improvements**
- IV. Public Works Project Updates**
 - A. Public Works Update**
- V. Airport Reports**
 - A. Airport Report**
- VI. General Discussion**
- VII. Adjourn**

This meeting will be open to the public.

Posted on City Hall Bulletin Board this day of

Kim Hubbard, City Clerk



DRAFT
MINUTES
CITY OF HARRISONVILLE
PUBLIC WORKS COMMITTEE
REGULAR MEETING
CITY HALL
NOVEMBER 7, 2013
6:00 PM

I. Call to Order

The meeting was called to order at 6:00 PM by Chair Ivan Stull

Attendee Name	Title	Status	Arrived
Kevin Wood	Member	Present	
Doug Meyer	Alternate	Absent	
Morris Coburn	Member	Present	
David Dickerson	Member	Present	
Ivan Stull	Chair	Present	
Bill Mollenhour	Member	Present	

Others Present: City Administrator Keith Moody, Finance Director Mike Tholen, Public Works Director Jerry Gibbs, Assistant Public Works Director Eric Patterson, City Clerk Kim Hubbard, Jeff Kline-Burns and McDonnell, Street Superintendent Rodney Jacobs and Airport Manager James Green

II. Approval of Minutes

A. Public Works Committee - Regular Meeting - Oct 3, 2013 6:00 PM Accepted

III. Agenda Items

A. Gaslight Plaza Driveway Appeal Recommended

Mr. Gibbs gave an update on the Gaslight Plaza Driveway Appeal and reported that Mr. Soulis and MoDOT had reached an agreement. The agreement was that Modot would install a right in only and widen the east drive way.

The Committee was reminded that this is a city street and it is important to get a recommendation for approval or denial. Mr. Gibbs stated that the right in only does not comply for an arterial street and the cities distance standards. It was also noted that the street becomes the responsibility of the City again once the project is complete.

Mr. Moody stated that he and staff feel that this is not the best design and still believes

that the access to the property would still be very good with three (3) entrances.

Mayor Wood stated there had to be a negotiation and feels this resolution is a compromise that saved the TDD money.

It was approved to go to the Board of Aldermen for approval.

B. Water Treatment Facilities Plan Recommended

Public Works Director Gibbs reported this is a continuation on the water study and an update on the work that still needs to be done and reviewed the decisions that need to be made. Mr. Gibbs explained that a filter evaluation is needed to determine the conditions of the filters and requirements to improve rating to excess of 3mgd, a facilities plan needs to be completed not only to outline costs and identify timing of projects but to receive DNR's approval, and an engineering design to determine repairs needed for the overflow outlet structure.

Mr. Gibbs stated he was needing a positive recommendation to the Board to amend the contract by an amount not to exceed \$167,890 to complete these three items for Phase 2 of this project.

There was discussion regarding the use of a liner for the overflow outlet and Mr. Kline from Burns and McDonnell stated they do not recommend the use of a liner. Mr. Kline stated their firm recommends a box which can be made the appropriate size and can be extended if the dam is raised. There was also discussion regarding the use of liner and a hydrology study and that other alternatives can be looked at.

This item will go to the Board for approval.

C. Sales Tax Ballot Options

Mr. Moody reported in the Committee's packet was information on the ballot language and options regarding the objective for a 2014 sales tax election. Mr. Moody stated that the election can be held in April, August or November and a simple majority is needed for passage.

Mr. Moody explained there are two sales tax option available to fund street, sidewalk and storm water improvements. The "Transportation Sales Tax" option does not allow funds to be used for storm drainage improvements that are not directly related to street improvement. The "Capital Improvement Sales Tax" option allows funding of streets, sidewalks and stand alone storm drainage improvement projects, but the language must include a section related to issuing bonds even though the City does not intend to issue debt.

There was discussion on issuing a sunset based on a dollar amount or for a time duration and it was noted that a sunset provision is an option not a requirement. Mayor Wood stated he thought having two questions can make the process more difficult.

Finance Director Tholen strongly urged if a sunset option was used not to use a dollar amount as it is tough to stop the collection process on the exact amount. Issuing a

sunset date would be better but thinks that a 25 year time period is too long. Mr. Tholen stated he thinks shorter time periods are you have the option to ask for renewals. Mr. Tholen also pointed out that by using a transportation sales tax it is more focused than using a CIP sales tax as that is usually used for a specific project, i.e. swimming pool and it also cleaner to present and easier to track.

Mr. Moody stated there was no recommendation needed tonight but asked everyone to speak to their constituents prefer, think of how to label it, and remember there are restrictions on each option.

Mr. Tholen also noted that there could be two questions 1/8 of a cent for storm water and 1/8 cent for transportation and noted that this can make it more difficult to explain but it does allow for some flexibility.

D. Sales Tax Funded Improvements

Mr. Gibbs reviewed the list of proposed projects and explained one list is capital only and the other list is capital projects with surface improvements.

There was discussion that collector streets are eligible for federal funding through MARC at an 80/20 split that is a possibility for the city but there is no guarantee as the City would have to compete with other entities for those funds.

Alderman Dickerson asked how do we ensure that the proposed projects are the ones that get done. Mr. Moody stated that is up to the Board.

Superintendent Jacobs stated that the proposed streets are some of the major streets in the City and by improving these streets it will also improve others that come off of those streets.

Mr. Cook asked about improvements to South Street and Mr. Gibbs pointed out that South Street is a MoDOT street but that it is on our list for 2021.

It was pointed out again that Option 1 does not benefit everyone but Option 2 offers that all streets will see some type of re-surfacing.

Mayor Wood expressed his disappointment that Wall Street was scheduled for 2020 especially since the square is starting to see some revitalization. It was noted that projects can be moved around.

IV. Public Works Project Updates

A. Report

Mr. Patterson distributed his project update report. Mr Patterson updated the committee that the E Washington Street pre-construction meeting was today and they are anticipating a start date of December 2, the 2012 sidewalk project was complete and the 2013 sidewalk project has started.

It was reported that staff was not pleased with how RedZones field crews have been keeping staff updated on issues and there are some logistics to work through before continuing with the next process.

V. Airport Reports

A. Airport report

Mr. Green reviewed the airport report and noted that AGIS project has begun. Mr. Green reported land appraisal discussions are still taking place.

Discussion took place regarding the proposed land/lease agreement. Mr. Moody gave direction to Mr. Green to move forward with the agreement once MoDOT approves the agreement and cost of the appraisal.

VI. General Discussion

Mr. Patterson distributed a memo to the Committee regarding the Ann Street Sewer Replacement and explained that the amount being requested also includes additional footage to the project that was not originally discussed.

Mr. Patterson asked for a consensus of the Committee to move forward with this project and ask the Board for approval of the contract with Insituform Technologies, USA in amount of 442,734.90. The Committee's consensus was to move forward.

Mr. Gibbs stated he would like for the next Public Works Committee meeting to take place at the water warehouse so the Committee can see the outcome of the office make over.

VII. Adjourn

Alderman Dickerson made a motion to adjourn, Alderman Coburn seconded the motion and it was approved by a voice vote.

The meeting adjourned at 7:18 pm.

Kevin Wood, Mayor & Ex-Officio
Chairman of the Board of Aldermen

Minutes Acceptance: Minutes of Nov 7, 2013 6:00 PM (Approval of Minutes)

ATTEST:

Kim Hubbard, City Clerk

Minutes Acceptance: Minutes of Nov 7, 2013 6:00 PM (Approval of Minutes)



TO: Public Works Committee
FROM: Keith Moody, City Administrator
DATE: November 22, 2013
SUBJECT: Sales Tax Ballot Options

Type of Item: *Presentation*

Background:

A sales tax ballot question to fund street, sidewalk and storm water improvements is an objective listed for 2014. The first opportunity to place a question on the ballot is for the April 2014 election. Ballot language must be certified to the election Board no later than January 28, 2014 for the April 2014 election. August and November elections are also available although the April date is customarily when local issues appear on the ballot.

Review:

There are two sales tax options available for funding these types of improvements. Both require the same simple majority for passage. I have attached a sample ordinance for each sales tax. The “Transportation Sales Tax” option does not allow funds to be used for storm drainage improvements, therefore if this option were used the projects that are purely storm water related (on our list of projects) would have to be removed from the project list. Storm drainage improvements can be funded if they are directly related to a street improvement.

The ballot language for the transportation sales tax is simpler than the language for the “Capital Improvement Sales Tax” option which allows funding of streets, sidewalks and storm drainage improvements that are standalone projects. The ballot language for this option **MUST** contain a section related to issuing bonds even if the City does not intend to issue debt (which we do not).

The City also has the opportunity to sunset the tax. This can be done by establishing how many years the tax will be collected or sun setting after a certain dollar amount has been collected. Each of these options is reflected in attached ordinances. A half of one percent sales tax will generate roughly \$1 million per year. The list of projects to be funded by the tax is set up for \$25 million in funding. The list will need to be amended to reflect the term asked for in the ballot language.

A final consideration should be the date that the question appears on the ballot. In April 2014 the only anticipated question on the ballot will be for School Board seats. August 2014 will have primary questions for county, state and federal seats and November of 2014 will have general elections for the county, state and federal seats. Details below:

Auditor	U.S. Representatives
State Senators - even-numbered districts	State Representatives
Various judges* Some Supreme, Appellate and Circuit Court judges are either on the ballot or could be on the ballot depending on appointment dates.	
Associate Circuit Judges	Presiding County Commissioners
County Clerk	Clerk of the Circuit Court
Recorder of Deeds	Prosecuting Attorney
County Treasurer (3rd and 4th Class Counties except counties under township organization)	
County Auditor (1st class without a charter form of government; 2nd class counties)	
Collector of Revenue (except counties under township organization)	
Any other offices that are vacated due to death, resignation or any cause, and which, under law, are required to be filled at the 2014 general election.	

2010 election turn outs for Harrisonville were:

April	1,373 (PD/City Hall Sales Tax Question)
August	2,050 (PD/City Hall Sales Tax Question and Primary Elections)
November	2,745 (General Election for county, state and federal positions)

A. Discussion Item (ID # 1247)

Sales Tax Ballot Options

Attachments:

Ordinance for Capital Improvement Sales Tax Ballot Question (DOC)
 Ordinance for Transportation Sales Tax Ballot Question (DOC)

CITY OF
HARRISONVILLE

STATE OF
MISSOURI

BILL NO. S2005-23

ORDINANCE NO. _____

AN ORDINANCE CALLING A SPECIAL ELECTION IN THE CITY OF HARRISONVILLE, MISSOURI, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF SAID CITY THE QUESTION OF WHETHER TO IMPOSE A CAPITAL IMPROVEMENT SALES TAX OF ONE-HALF OF ONE PERCENT (0.5%) FOR STREET, STORM DRAINAGE AND SIDEWALK IMPROVEMENT PURPOSES.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1. Pursuant to Section 94.577 *et seq.* of the Revised Statutes of Missouri, a special election is hereby ordered to be held in the City of Harrisonville, Missouri, on April 5, 2014, on the following question:

Option 1: Shall the municipality of the City of Harrisonville, Missouri, impose a capital improvement sales tax of one-half of one percent (0.5%) for the purpose of funding street, storm drainage and sidewalk capital improvements, which may include the retirement of debt under previously authorized bonded indebtedness, such tax to terminate twenty (25) years from the date on which such tax is first imposed?

Or

Option 2: Shall the municipality of the City of Harrisonville, Missouri, impose a capital improvement sales tax of one-half of one percent (0.5%) for the purpose of funding street, storm drainage and sidewalk capital improvements, which may include the retirement of debt under previously authorized bonded indebtedness, such tax to terminate after \$25 million in sales tax revenue has been generated?

Section 2. The form of the Notice of Special Election for said special election, a copy of which is attached hereto and made a part hereof, is hereby approved.

Section 3. The City Clerk is hereby authorized and directed to notify the Board of Election Commissioners of Cass County, Missouri, of the adoption of this Ordinance no later than 4:00 P.M. on January 15, 2013, and to include in said notification all of the terms and provisions required by the Comprehensive Election Act, Chapter 115 of the Revised Statutes of Missouri, as amended.

Section 4. This Ordinance shall be in full force and effect from and after its passage and approval.

FIRST READ by the Board of Aldermen this ___th day of November, 2013.

SECOND READ AND PASSED by the Board of Aldermen on November __, 2013

ATTEST:

Mayor, Kevin Wood

Kim Hubbard, City Clerk

APPROVED by the Mayor this ___th day of November, 2013.

Mayor, Kevin Wood

Attachment: Ordinance for Capital Improvement Sales Tax Ballot Question (Sales Tax Ballot Options)

CITY OF
HARRISONVILLE

STATE OF
MISSOURI

BILL NO. S2005-23

ORDINANCE NO. _____

AN ORDINANCE CALLING A SPECIAL ELECTION IN THE CITY OF HARRISONVILLE, MISSOURI, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF SAID CITY THE QUESTION OF WHETHER TO IMPOSE A TRANSPORTATION SALES TAX OF ONE-HALF OF ONE PERCENT (0.5%) FOR STREET AND SIDEWALK IMPROVEMENT PURPOSES.

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1. Pursuant to Section 94.700 *et seq.* of the Revised Statutes of Missouri, a special election is hereby ordered to be held in the City of Harrisonville, Missouri, on April 5, 2014, on the following question:

Option 1: Shall the municipality of the City of Harrisonville, Missouri, be authorized to impose a transportation sales tax of one-half of one percent (0.5%) for street and sidewalk improvements such tax to terminate twenty-five (25) years from the date on which such tax is first imposed?

Or

Option 2: Shall the municipality of the City of Harrisonville, Missouri, be authorized to impose a transportation sales tax of one-half of one percent (0.5%) for street and sidewalk improvements such tax to terminate after \$25 million in sales tax revenue has been generated?

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FIRST READ by the Board of Aldermen this ___th day of November, 2013.

SECOND READ AND PASSED by the Board of Aldermen November ___, 2013

Mayor, Kevin Wood

ATTEST:

Kim Hubbard, City Clerk

APPROVED by the Mayor this ___th day of November, 2013.

Mayor, Kevin Wood

Attachment: Ordinance for Transportation Sales Tax Ballot Question (Sales Tax Ballot Options)



STAFF REPORT

TO: Public Works Committee
FROM: Jerry Gibbs, Director
DATE: November 22, 2013
SUBJECT: Sales Tax Funded Improvements

Type of Item: Report**Background**

Attached is the brochure from August of 2001 “Fix our Streets” initiative and the priorities identified by the 2005 CTAC (Citizens Transportation Advisory Committee). CTAC developed a priority list of 14 street projects. Many of the streets identified previously are identified in our Options 1 & 2. Their conclusions were the city is falling behind.

Issue - Recent citizen surveys confirm the majority of residents prefer sales tax vs. property tax funding for improving roads. A 1/2 cent sales tax should generate on average \$1,000,000 annually over a 25 year period. How best to frame the sales tax questions is political in nature. Obvious questions are what kind of projects would be supportive, how long should the sales tax be in place, how do you build support and when should an election be held?

The *Transportation Improvement Plan* completed by Transytems and the project list completed by the CTAC along with our capital improvement plan served as a guide for the improvements list. As a reminder the *Transportation Improvement Plan* was completed by Transytems in early 2011. It provided a snap shot of the road conditions in the city. A Pavement Condition Index (PCI) between 0-100 (higher the number the better the rating) was developed. A matrix was developed giving weighted values to each factor such as PCI, drainage, sidewalks, community values and cost of repairs. A score of 0-145 was developed. The highest score would have the greatest need.

Two possible scenarios for improvement are as follows.

Option 1 (Capital only) - This method identifies about \$25 million worth of street and

storm water improvement projects. Streets would be built to a city standard including sidewalks and stormwater improvements. If the sales tax sunset is set at less than 25 years, this list will need to be adjusted accordingly. Some of the recommendations are projects currently under design and have a local match such as Mechanic Street which has state funding commitments in place. Total cost as well as the amount of local funding anticipated is shown for these projects. The local funding total would come from the sales tax. If other funding is not successful, projects on the end would drop off.

The list also includes residential streets in areas without curb and gutter. Streets that are used to connect neighbourhoods, lead to schools, and are designated snow routes were given priority. Sidewalks would be added along those streets being reconstructed. Storm drainage improvements adjacent to the reconstructed streets are also included.

Option 2 (Capital with surface improvements) - This options includes a resurfacing allowance for expanding the amount of mill and overlay and chip seal / micro seal work completed. If the sales tax is set at 25 years the list will reflect \$21 million in capital improvements and \$4 million for surface improvements. The City currently budgets \$90,000 for chip seal and road repairs. Adding \$4 million in sales tax for resurfacing (mill and overlay, chip & micro seal) along with our current maintenance program would benefit each citizen and business in town. Each resident or business would see a road treatment on their street in ten years or less.

Summary - Option 1 - Some shorter residential streets would see attention first allowing a reserve to build to complete the larger projects on a pay as you go basis. This would also give the City time to seek funding opportunities with MARC, MoDOT and Federal Agencies on the larger streets that qualify for such funding.

Option 2 - Is similar to Option 1 but less capital projects included and adds a mill and overlay and other surface treatments by dedicating \$4 million additional to improve every street in town within 10 years.

Questions to answer:

- ☐ What would enhance voters support of a sales tax for road improvements?
Are voters more likely to support a list of capital improvements?
Are voters more likely to support a list or treatment that assures some enhancement to their street?

- ☐ How many years would be supported? 10, 15, 20, 25 or no sunset
- ☐ What projects would citizens most likely support?
- ☐ What time of year is better to gain a demographic diverse voter turnout?

B. Discussion Item (ID # 1248)

Sales Tax Funded Improvements

Attachments:

2003 sales Tax Initiative (PDF)

2006 Sales Tax Priorities (PDF)

Options 1 2 Revision 2 (3).xls (PDF)

Street Improvement Project Map- Option 1 (PDF)

Street Improvement Project Map- Option 2 (PDF)

20 YEARS OF IMPROVEMENTS

First 6 Years

2003

Sidewalk & Curb Replacement
Orchard Bridge Replacement
N Commercial - Resurface
Eastwood Rd (Mechanic to E South Street) - Resurface
Price St (E Mechanic to Elm) - Resurface
Ridgewood Rd - Resurface
Phasant - Resurface
Douglas Circle (Concrete) - Resurface
Brookridge Phase I (Meadowark to Douglas) - Resurface
Brookridge Phase II - Resurface
Stella (E Mechanic to E Pearl) - Resurface
Forrest Ave Phase I - Resurface
Forrest Ave Phase II - Resurface
Meadowark - Resurface
Pearson Circle - Resurface

2004

Sidewalk & Curb Replacement
Highland Drive Upgrade (Hwy 7 to Hwy 2)
Reconstruct Curb & Gutter
Bird Street Mill & Overlay
S Halsey (E South St to asphalt) - Resurface
Edgevale Dr (E South St to asphalt) - Resurface
Twin Oaks Phase I - Resurface

2005

Sidewalk & Curb Replacement
Locust/N Independence - Resurface
West Wall (Short St to Oakland St) - Reconstruction
Cantrell Rd - Resurface

Easton - Resurface

Outlook - Resurface
Twin Oaks Phase II - Resurface
Joy St - Resurface
Halsey Terrace Phase I - Resurface

2006

Sidewalk & Curb Replacement
Ash Street (Independence to Bradley) - Reconstruction
E Washington (S Independence to Highland Dr) - Reconstruction
Halsey Terrace Phase II (King to concrete) - Resurface

2007

Sidewalk & Curb Replacement
E Pearl (Square to Bradley) Reconstruction
Hillside Dr Phase II - Resurface
Clay Circle Phase I (curb replacement) - Resurface
Clay Circle Phase II - Resurface
Clearwater (south of Shelter to Anaconda) - Resurface
E Elm (Price to E Mechanic) - Resurface

2008

Sidewalk & Curb Replacement
E Pearl Rebuild (Bradley to Price) - Reconstruction

Next 14 years of Projects to be planned with future growth and utilization of our transportation system.

TERMS:

Curb— Residential areas the installation of a lazy back curb, Commercial areas the installation of 6" high back

Gutter— Storm water inlets

Reconstruction— Rebuild the road from the base, widen the roadway, install curbs and gutters

Resurface— The replacement of an overlay of 2" asphalt

FIX OUR STREETS, VOTE YES APRIL 2ND



TRANSPORTATION IMPROVEMENTS

Paid for by Harrisonville Betterment Committee
Jack Combs Treasurer

20 YEARS OF IMPROVEMENTS

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2003

Sidewalk & Curb Replacement
Orchard Bridge Replacement
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FIX OUR STREETS,
VOTE YES
APRIL 2ND



TRANSPORTATION
IMPROVEMENTS

Paid for by Harrisonville Betterment Committee
Jack Combs Treasurer

MAKE YOUR CHOICE FOR A BETTER COMMUNITY FIX OUR STREETS! VOTE YES APRIL 2ND

QUESTION 1

Shall the City of Harrisonville, Missouri, impose a sales tax of one-half of one percent for transportation purposes, such sales tax to continue for a period of twenty (20) years from the first date imposed?

QUESTION 2

Shall the City of Harrisonville, Missouri, issue it's general obligation bonds in the amount of \$6,000,000 for the purpose of acquisition of right-of-way for streets roads and bridges and construction, reconstruction, widening, overlaying, repairing and improving streets roads and bridges within the City, including installation of curbs, gutters, storm sewers and sidewalks appurtenant thereto?

BOND PROJECTS:

- Reconstruct Waters Road (Widen, Curb & Gutter) from M-291 to Jefferson Parkway
- Completely reconstruct Jefferson Parkway (Widen, Curb & Gutter) from Locust North to Waters Road.

These two roads will help alleviate the congestion of M-291 & Commercial and make that intersection safer and more user friendly. Since the State has control of M-291 this is the Cities plan to help Citizens with traffic congestion.

SALES TAX COMPARISONS FOR AREA COMMUNITIES

Belton.....	7.725%	Lee's Summit.....	7.600%
Raymore.....	7.725%	Pleasant Hill.....	7.225%
Peculiar.....	7.225%	Grandview.....	7.600%

If the Transportation Sales Tax is approved, the Harrisonville Sales Tax Rate would be 7.225%

All of the Cities listed above have a 1/2 cent Transportation Sales Tax

Questions & Answers

- **What happens if question 1 passes but not question 2?**
The City will collect the sales tax and build the projects as funds allow.
- **What happens if question 2 passes and not question 1?**
The City will not issue the bonds without a designated funding source to retire the debt. It will be financially impossible to improve Waters Rd or Jefferson Parkway without the issuance of bonds.
- **What can this money be spent for?**
Roads, curbs, sidewalks, walking /bike trails, storm water (If associated with roads). This money will be held in a separate account (Transportation Fund) and is subject to annual auditing which will assure all of the funds are spent in the above categories.
- **What happens if question 1 (sales tax) does not pass?**
We have calculated a need for \$605,000 in annual repairs. We can only fund \$320,000. So we loose ground on about 50% of our road repair needs per year. (With no upgrades)
- **How will the money from question 1 (sales tax) be spent**
It is anticipated that 50% of the money will fund the annual improvement and maintenance of existing roads. The other 50% will be spent paying off the bonds (question 2) for the immediate reconstruction of existing roads.
- **How did you determine what our existing needs are?**
The City has completed a study of the existing streets, with 77.25 miles of streets and calculating the life expectancy of each street we need to repair or rebuild 13.153 miles per year. We have calculated this and find a need for \$605,000 annually to fund this. The City has only been able to resurface approximately 2.34 miles per year over the last 5 years.
- **If passed when will the sales tax take effect?**
October 1, 2002

PROJECTS BY PRIORITY			
Project Number	Project Name	Project Description	Total Points
1	Jefferson Parkway	Upgrade from Waters Rd to Locust (also realign and have Jefferson adjoin N Independence and Locust would intersect with Jefferson)	49
2	Mechanic Street	Upgrade from Commercial to EE	47
3	Waters Road	Upgrade existing road and construct new road to Highway 7	45
4	Intersection of S Independence and South Street	Improve intersection, and relocate utility pole	45
5	Highway 291	Upgrade 291 (including the bridge over HWY 71) to the City Limits at Waters Rd	44
6	South Street	Upgrade from Intersection of S Independence eastward to the proposed Megan extension	36
7	Meghan Dr	New Roadwork, extend Meghan southward to Highway 2	35
8	Elm Street	Upgrade Elm between Bradley and Price Street, also realign intersection at Elm and Price	35
9	Timber Drive	New Roadwork, build Timber Drive east of Hwy 291 to Jefferson Parkway	34
10	Price Street	Upgrade Price from Mechanic to Elm Street	34
11	Cantrell Road	New Roadwork, extending Cantrell road from the HWY 71 exit south to HWY 2	33
12	South Wirt	Upgrade South of Mechanic to Washington	31
13	Alley and Chestnut	New Roadwork, extend alley northward and extend Chestnut westward to intersect with alley	30
14	Oakland Street	New Roadwork, construct Oakland (Lords Park) thru the new park land to West Street	29

Option 1:
Collector Street Reconstruction

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	MoDOT 80-20 Funding	
						MoDOT	City
1	2015	Mechanic	\$3,000,000	\$600,000	Independence to Stella	\$2,400,000	\$600,000
2	2018	Jefferson Parkway Phase 1	\$2,636,700	\$3,236,700	Locust to Community Center	\$2,109,360	\$527,340
3	2018	Jefferson Parkway Phase 2	\$1,939,700	\$5,176,400	Community Center to Waters	\$1,551,760	\$387,940
4	2019	Waters Road	\$2,962,000	\$8,138,400	Highway 291 to Jefferson	\$2,369,600	\$592,400
5	2020	West Wall Street	\$1,273,364	\$9,411,764	Oakland to Independence	\$1,018,691	\$254,673
6	2023	East Elm Street	\$1,287,780	\$10,699,544	Mechanic to Lincoln	\$1,030,224	\$257,556
SUBTOTAL			\$13,099,544			\$10,479,635	\$2,619,909

Residential Street Reconstruction and Storm Drainage Improvements

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
7	2014	Trade Fair Stormwater	\$155,000	\$10,854,544	Flooding of businessand one home on Kay and Joy Str		
8	2015	East Washington	\$331,080	\$11,185,624	Independence to Highland	875	28
9	2015	Butler Drive	\$548,640	\$11,734,264	Mechanic to Polk	1540	28
10	2015	Beckerdite Stormwater	\$390,000	\$12,124,264	Flooding of 4 homes between Edgevale and Oakvale		
11	2016	Highland Drive	\$1,305,932	\$13,430,196	Mechanic to South Street	2300	28
12	2017	Bradley Avenue	\$1,201,298	\$14,631,494	Ash to Pearl	2050	28
13	2018	Amy at Matt Channel Improvements	\$172,000	\$14,803,494	Flooding of 1-2 homes from Matt to Younger		
14	2019	King Drainage	\$212,000	\$15,015,494	Flooding on 1-2 homes between Wall and Mechanic		
15	2021	Highway 2 Bridge Replacement	\$400,000	\$15,415,494	Replace and widen to address traffic safety and flooding		
16	2021-22	North Lexington Street	\$2,800,200	\$18,215,694	Mechanic to Lancelot	4300	28
17	2024	W. Elm Street	\$805,000	\$19,020,694	Bradley to Price	1610	28
18	2025	S. Lexington	\$1,175,000	\$20,195,694	Mechanic to South Street	2350	28
19	2026	E. Chestnut Street	\$800,000	\$20,995,694	Independence to Bradley	1600	28
20	2027	King Street	\$1,350,000	\$22,345,694	Mechanic to Ash	2700	28
21	2028	Halsey Avenue	\$700,000	\$23,045,694	Mechanic to Elm	1400	28
22	2029	Main Street	\$850,000	\$23,895,694	Lee to South	1700	28
23	2030	Lee Street	\$535,000	\$24,430,694	Independence to Butler Dr.	1070	28
24	2030	Finney Street	\$450,000	\$24,880,694	Highland to Eastwood	900	28
25	2031	Shady Lane	\$350,000	\$25,230,694	Lake to Bradley	700	28
SUBTOTAL			\$14,531,150				

* Proposed width = 2 x 12' lanes + 2' C&G each side

Option 2:
Collector Street Reconstruction

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	MoDOT 80-20 Funding	
						MoDOT	City
1	2015	Mechanic	\$3,000,000	\$600,000	Independence to Stella	\$2,400,000	\$600,000
2	2022	Jefferson Parkway Phase 1	\$2,636,700	\$2,636,700	Locust to Community Center	\$2,109,360	\$527,340
3	2022	Jefferson Parkway Phase 2	\$1,939,700	\$2,539,700	Community Center to Waters	\$1,551,760	\$387,940
4	2024	Waters Road	\$2,962,000	\$5,501,700	Highway 291 to Jefferson	\$2,369,600	\$592,400
5	2025-26	West Wall Street	\$1,273,364	\$6,775,064	Oakland to Independence	\$1,018,691	\$254,673
6	2028	East Elm Street	\$1,287,780	\$8,062,844	Mechanic to Lincoln	\$1,030,224	\$257,556
SUBTOTAL			\$13,099,544			\$10,479,635	\$2,619,909

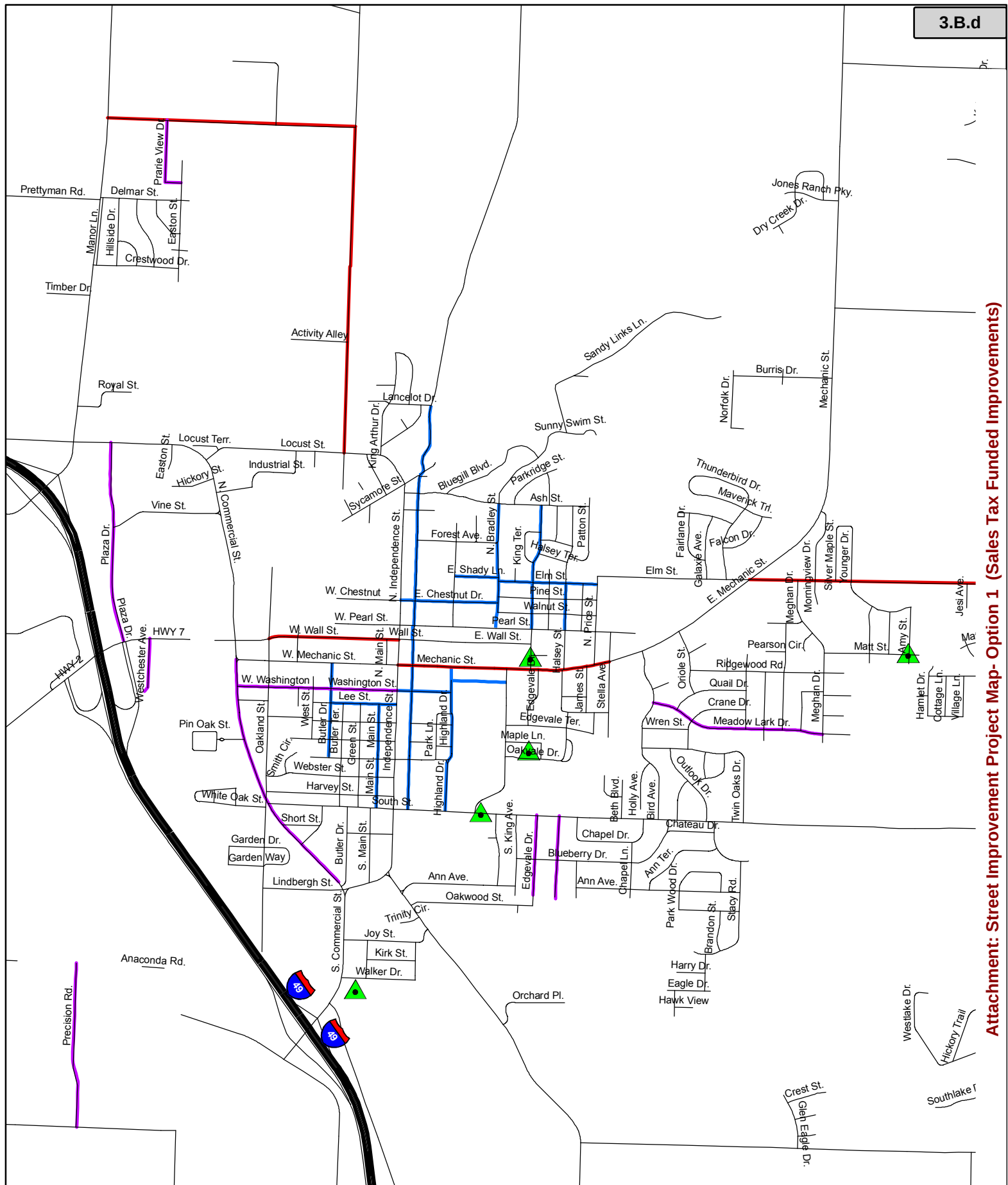
Residential Street Reconstruction & Storm Drainage Improvements

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
7	2014	Trade Fair Stormwater	\$155,000	\$8,217,844	Flooding of businessand one home on Kay and Joy Str		
8	2015	Beckerdite Stormwater	\$390,000	\$8,607,844	Flooding of 4 homes between Edgevale and Oakvale		
9	2017-18	Highland Drive	\$1,305,932	\$9,913,776	Mechanic to South Street	2300	28
10	2016	East Washington	\$331,080	\$10,244,856	Independence to Highland	875	28
11	2016	Butler Drive	\$548,640	\$10,793,496	Mechanic to Polk	1540	28
12	2018	Amy at Matt Channel Improvements	\$172,000	\$10,965,496	Flooding of 1-2 homes from Matt to Younger		
13	2019	King Drainage	\$212,000	\$11,177,496	Flooding on 1-2 homes between Wall and Mechanic		
14	2019-20	Bradley Avenue	\$1,201,298	\$12,378,793	Ash to Pearl	2050	28
15	2021	Highway 2 Bridge Replacement	\$400,000	\$12,778,793	Replace and widen to address traffic safety and flooding		
16	2027	North Lexington Street	\$2,800,200	\$15,578,993	Mechanic to Lancelot	4300	28
17	2029	W. Elm Street	\$805,000	\$16,383,993	Bradley to Price	1610	28
18	2030	S. Lexington	\$1,175,000	\$17,558,993	Mechanic to South Street	2350	28
19	2031	E. Chestnut Street	\$800,000	\$18,358,993	Independence to Bradley	1600	28
20	2032	King Street	\$1,350,000	\$19,708,993	Mechanic to Ash	2700	28
21	2033	Halsey Avenue	\$700,000	\$20,408,993	Mechanic to Elm	1400	28
SUBTOTAL			\$ 12,346,149				

* Proposed width = 2 x 12' lanes + 2' C&G each side

Resurfacing

Item #	Construction Year	Location	Estimated Cost	Cumulative Total	Location	Length	Width *
22	2015	S Commercial	\$320,600	\$20,729,593	Mechanic to Butler Dr (m&o)	4000	34
23	2015	W Washington	\$213,000	\$20,942,593	Independence to Commercial (m&o)	2800	30
24	2015	Slurry Seal- Area 1	\$177,000	\$21,119,593	4 miles of seals	21500	24
25	2017	Plaza Drive	\$329,000	\$21,448,593	Commercial Street to Mechanic Street	3872	36
26	2017	Meadowlark	\$128,700	\$21,577,293	Bird to Megan (m&o w repairs)	3300	26
27	2017	Slurry Seal- Area 2	\$242,300	\$21,819,593	5.5 miles seal	29040	24
28	2019	Edgevale	\$77,000	\$21,896,593	South Street to Oakwood Street	1370	24
29	2019	Halsey	\$99,038	\$21,995,631	South Street to McEwoen	1756	24
30	2019	Slurry Seal- Area 3	\$473,962	\$22,469,593	10.9 miles seal	57558	24
31	2021	Slurry Seal- Area 4	\$506,140	\$22,975,733	11.5 miles seal	60720	24
32	2021	Prarieview Drive	\$83,560	\$23,059,293	Waters to Easton	1270	28
33	2021	Westchester	\$60,300	\$23,119,593	Mechanic to Cul-de-sac	802	32
34	2023	Precision Dr	\$650,000	\$23,769,593	Anaconda to E 267th	2600	34
35	2025	Slurry Seal- Area 5	\$650,000	\$24,419,593	14.9 miles of seal	78672	
SUBTOTAL			\$4,010,600				

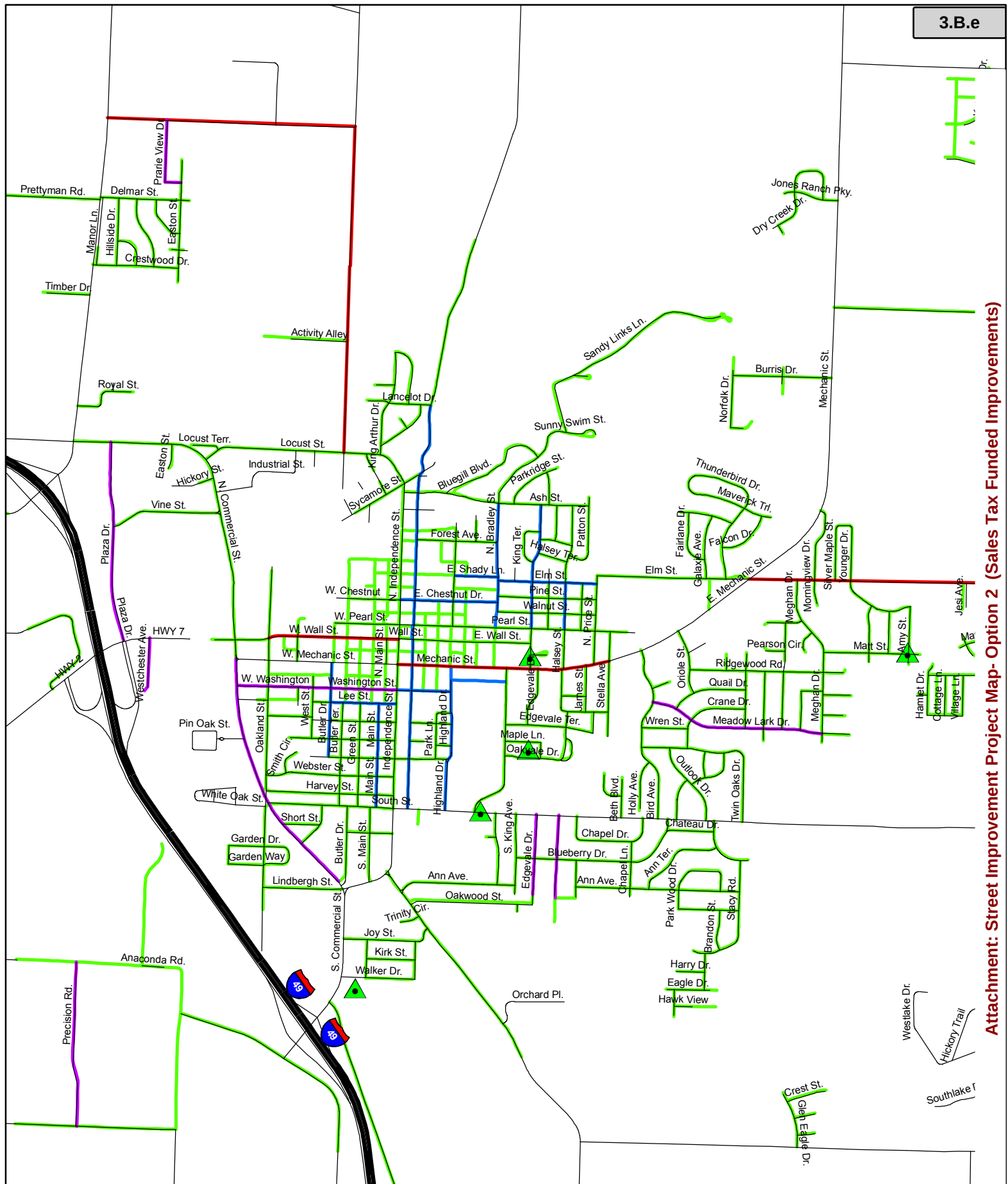


Legend

-  Storm Water Improvement Projects
-  Mill and Overlay Projects
-  Collector Reconstruction Project
-  Residential Reconstruction Projects

Capital Projects Option 1





Legend

- ▲ Storm Water Improvement Projects
- Mill and Overlay Projects
- Collector Reconstruction Project
- Residential Reconstruction Projects
- Resurfacing Projects

Capital Projects Option 2





STAFF REPORT

TO: Public Works Committee
FROM: Eric Patterson, Asst. Director
DATE: November 22, 2013
SUBJECT: Public Works Update

Type of Item: Report**WATER SYSTEMS**

- **KC Water Transmission Main:**
 - Kansas City Water has been slow to respond to Lees Summit's inquiries. Lees Summit and Harrisonville has asked KCW to be more proactive in negotiating.
- **Water Treatment Plant Upgrades Phase 1:**
 - SCADA IS 100% installed and running.
 - Burns and McDonnell is starting on the 1st amendment to the contract.
- **East Washington/South Lexington Waterline Improvements-**
 - Contractor should start approximately December 2nd.

SANITARY SEWERS

- **Ann Street Sanitary Sewer:** contracts signed
- **Foundation Drain Removal Program:** investigating applications to see if they meet the criteria
- **CCTV - RedZone** got off to a rough start but almost done with the video portion
- **Eastwood Sanitary Sewer Reroute:** Engineering almost done.
- **Clark Sewer** - Construction to start this month
- **WWTP sludge removal:** probably won't be awarded this year, we will be trying a different process and needs to go thru city attorney for language approval, we may need to appropriate these funds to 2014

STORMWATER

- **Morningview Storm Drainage Improvement Project:** Four easements acquisitions are required before the project can be bid.

GENERAL/TRANSPORTATION

- **Energize Missouri:**
 - starting the audit process
- **Mechanic Street-**
 - MODOT is in design phase

- Tentative bid date Spring 2015
- **291Partners in Progress-**
 - MODOT is in the R/W acquisition phase.
 - Offers have been submitted to all affected landowners
 - Condemnation proceedings expected to start in November
 - Utility relocation (electric, gas, cable) cannot start until R/W is cleared by MODOT.
 - Water and sewer will be bid as part of the overall contract
- **North Independence Bridge -**
 - Contractor is mobilized and beginning work.
 - Contractor hit a 1500 pair phone line and a fiber optic line, both were exactly where marked.
- **Pearl Street** - Dead tree removal and replacement program is complete
- **Asphalt mill & Overlays:** 100% Complete
- **Microsurfacing** 100% Complete
- **2013 Sidewalk Program:** Construction has started.

A. Discussion Item (ID # 1251)

Public Works Update



TO: Public Works Committee
FROM: Jerry Gibbs, Director
DATE: November 27, 2013
SUBJECT: Airport Report

Type of Item: *Report*

A. Discussion Item (ID # 1253)

Airport Report

Attachments:

Microsoft Word - November 2013 (PDF)

Potential Jet Fuel Sales (3).xls (PDF)

LAWRENCE SMITH MEMORIAL AIRPORT REPORT

For the month of November, 2013

Hangar and Tie Down Space:

- No Hangars are available, 11 confirmed people on the waiting list
- 6 Tie down spots available

Fuel:

- Potential jet fuel sales – approx. 550 gallons
- 100LL – our current price is \$5.70 per gallon
- Fuel prices in our service area:

Lee's Summit	\$4.92 per gal.
Ottawa	\$5.89 per gal.
Grain Valley	\$5.40 per gal.
Johnson County	\$6.30 per gal.
Butler	\$5.70 per gal.

AVGAS Sales: (Nov. 1st to Nov. 24th)

§ Price	\$5.70 per gallon
§ Gallons Sold	294.6
§ Revenue	\$1,679.16
§ Profit	\$207.62

Hwy 7 Truss Signs:

Recently staff observed contractors for MoDOT pouring footings along the westbound lane of 7 Hwy in front of the airport. After some investigation it was discovered these were footings for two separate over head truss signs for the Hwy 7 and I-49 interchange. One was planned to be just west of the airport entrance road and the other further west just north of the runway, according to the plans they were designed to be 30 feet above the hwy.

Staff contacted MODOT Highway Dept. and informed them they would have to get permission from the FAA to erect the structures. Working with them, and MODOT Aviation Sect., two airspace study cases (one for each sign structure) were filed and work was postponed until a determination was made by the FAA.

In early November the cases were determined, the FAA has determined that the sign located to the east (near the airport entrance) was not a hazard to air navigation and has already been completed. The proposed structure the west (in front of the runway) was deemed a hazard to air navigation and airport traffic. MODOT Aviation Sect. and the Highways Dept. are working to find a solution, if possible.

POTENTIAL JET FUEL SALES

(in gallons)

	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	<i>ANNUAL TOTAL</i>
2003	?	?	1,700	2,300	2,300	2,500	2,000	2,500	1,800	1,500	1,200	1,400	19,200
2004	1,800	2,500	3,500	2,500	1,500	1,500	3,000	2,800	2,000	2,000	3,200	3,400	29,700
2005	2,100	1,400	1,200	2,200	2,400	2,000	1,500	1,000	2,000	1,500	1,000	1,300	19,600
2006	1,000	1,500	1,800	1,800	1,000	1,300	1,000	1,200	1,500	1,000	1,100	800	15,000
2007	500	1,000	1,000	1,200	1,000	1,200	1,000	500	600	500	300	200	9,000
2008	200	200	200	100	100	200	300	400	200	250	150	100	2,400
2009	150	100	100	150	200	250	150	250	150	150	100	100	1,850
2010	250	350	250	150	150	100	100	150	100	0	200	250	2,050
2011	350	300	250	200	250	200	250	350	200	200	250	200	3,000
2012	150	250	150	200	400	300	200	200	300	200	350	100	2,800
2013	350	250	150	200	250	300	450	250	200	350	550		3,300

Attachment: Potential Jet Fuel Sales (3).xls (Airport Report)