

**SPRING HILL PLANNING COMMISSION  
REGULAR MEETING AGENDA**

Thursday, August 4, 2011  
7:00 p.m.  
Spring Hill Civic Center  
401 N. Madison St.

**CALL TO ORDER**

**ROLL CALL**

Tobi Bitner  
Janet Harms  
Brian Haupt  
Valerie Houpt

Bill Kiesling  
Troy Mitchell  
Michael Newton  
Stephen Sly  
Cindy Squire

**APPROVAL OF AGENDA**

**FORMAL COMMISSION ACTION**

1. Approval of Minutes  
July 7, 2011
2. Capital Improvement Program (CIP)  
Presented by Melanie Landis, Finance Director

**DISCUSSION**

3. Update on Growth Area Meetings
4. KOMA/KORA Training session 9/15/2011

**ADJOURN**

## PUBLIC HEARING PROCEDURE

1. Chairperson opens the public hearing.
2. Commission members describe what, if any, ex-party contacts they might have had regarding this case; indicating the nature of the communication and *whom* it was with.
3. Commission members describe what, if any, conflicts of interest they may have and dismiss themselves from the hearing.
4. Staff presents a report and comments regarding the case.
5. Applicant or agent of the applicant makes brief presentation of the case or request.
6. Commission members ask for any needed clarification of the applicant or agent.
7. Public comments are solicited from the audience. Each member of the audience must fill out a Citizen Participation/Comment Form.
8. Commission members ask for any further clarifications from applicant or staff.
9. Public Hearing is closed.
10. Members deliberate the request.
11. 14-day Protest Period begins after the Planning Commission Public Hearing is closed.

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\* **Protest Petitions:** Any protest petition must be filed in the Office of the Spring Hill City Clerk within 14 days from the conclusion of the public hearing held by the Planning Commission. Sample copies of protest petitions may be obtained from the City Clerk Office at 401 N. Madison, Spring Hill, KS 66083 (913-592-3664).

The following minutes are subject to modification  
And are not official minutes  
Until approved by the Planning Commission

**SPRING HILL PLANNING COMMISSION  
REGULAR MEETING  
July 7, 2011**

Members Present: Janet Harms  
Brian Haupt  
Valerie Houpt  
Troy Mitchell  
Steve Sly

Members absent: Tobi Bitner  
Bill Kiesling  
Michael Newton  
Cindy Squire

Staff Present: Jim Hendershot, Community Development Director  
Mary Nolen, Community Development Assistant

**CALL TO ORDER**

Vice-Chairman Harms called the meeting to order at 7:00 P.M.

**ROLL CALL**

Roll call by Mary Nolen.

**APPROVAL OF AGENDA**

**Motion by** Brian Haupt to approve the agenda.  
**Seconded by** Troy Mitchell. Motion passed 5 yes 0 no 0 abstention

**FORMAL COMMISSION ACTION**

1. **Approval of Minutes:** June 2, 2011

**Motion by** Brian Haupt to approve the minutes from June 2, 2011.  
**Seconded by** Steve Sly. Motion passed 5 yes 0 no 0 abstention

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**2. Conditional Use Permit**

Case Number: CU-03-11  
Request: Renew Communication Tower  
Address: 19005 Webster St.  
Applicant: SSC, Inc

Vice-chair Harms asked if there was any contact or conflict of interest, and with none stated, Mr. Hendershot presented his staff report.

**BEGINNING OF STAFF REPORT**



Zoning Map

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**BACKGROUND:**

The applicant, SSC, Inc, has submitted an application for the renewal of a conditional use permit for operations and maintenance of a telecommunications tower facility located at 19005 N. Webster Street.

The previous conditional use permit was approved on June 22, 2006 (ordinance attached) with a five year renewal date. In addition, the conditional use approval contained conditions of no nighttime lighting except for a red obstruction warning light, no commercial advertising on the tower, and lease space for two additional carriers be provided.

All required notification of neighboring property owners has been completed with no comments received by staff. In addition the required publication of the public hearing notice was published in the official newspaper.

**GOLDEN FACTORS:**

The review of the proposed conditional use permit is consistent with Golden v. City of Overland Park, 224 Kan. 591, 584 P. 2d 130 (1978).

- 1. Neighborhood Character.** The surrounding area is industrial in use or vacant.
- 2. Adjacent Zoning.** With the exception of the highway right-of-way to the west, all adjoining property is zoned industrial.
- 3. Suitability for Current Zoning.** The site is zoned industrial which allows communication towers as a conditional use. The tower is in compliance with Section 17.336.A.7 as required by the industrial conditional use regulations contained in 17.330.C.4.

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5. **Length of Time at Current Zoning.** The site has been zoned "M1" General Industrial for many years.
6. **Public Gain Balanced by Landowner Hardship.** Public gain includes regulating the property with a Conditional Use Permit.
7. **Conformance with Comprehensive Plan.** The proposed conditional use permit would be in conformance with the Spring Hill Comprehensive Plan, which shows the parcel as industrial.

**RECOMMENDATION:**

Staff recommends the approval of CU-03-11 for a communications tower located at 19005 N Webster with the following conditions:

1. The conditional use permit is subject to renewal in five years (June, 2016).
2. There shall be no nighttime lighting of or on the tower except for the red obstruction warning lights
3. No commercial advertising shall be allowed on the tower
4. Space for at least two additional platforms shall be provided to lease to other companies

**END OF STAFF REPORT**

The tower is located behind the police station at 191<sup>st</sup> St. Rex Currie of Selective Sites was present. It was asked if there were open spots on the tower, and Mr. Currie said there were 2 available spots for collocation.

**Motion by** Brian Haupt to approve of CU-03-11 for a communications tower located at 19005 N Webster with the following conditions:

1. The conditional use permit is subject to renewal in five years (June, 2016).
2. There shall be no nighttime lighting of or on the tower except for the red obstruction warning lights
3. No commercial advertising shall be allowed on the tower
4. Space for at least two additional platforms shall be provided to lease to other companies

**Seconded by** Valerie Houpt. Motion passed 5 yes 0 no 0 abstention

3. Conditional Use Permit

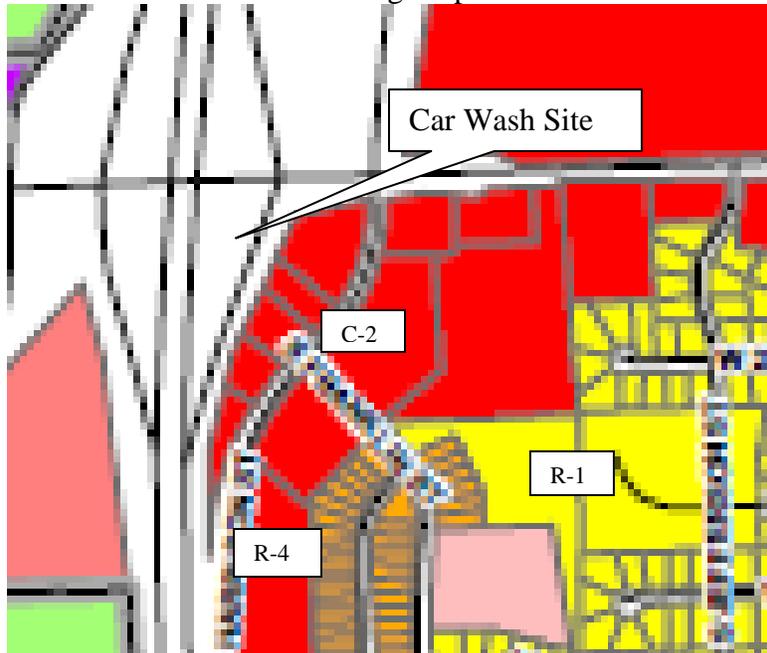
Case Number: CU-04-11  
Request: Renew Car Wash  
Address: 22361 Harrison St.  
Applicant: Big C

Vice-chair Harms asked if there was any contact or conflict of interest, and with none stated, Mr. Hendershot presented his staff report.

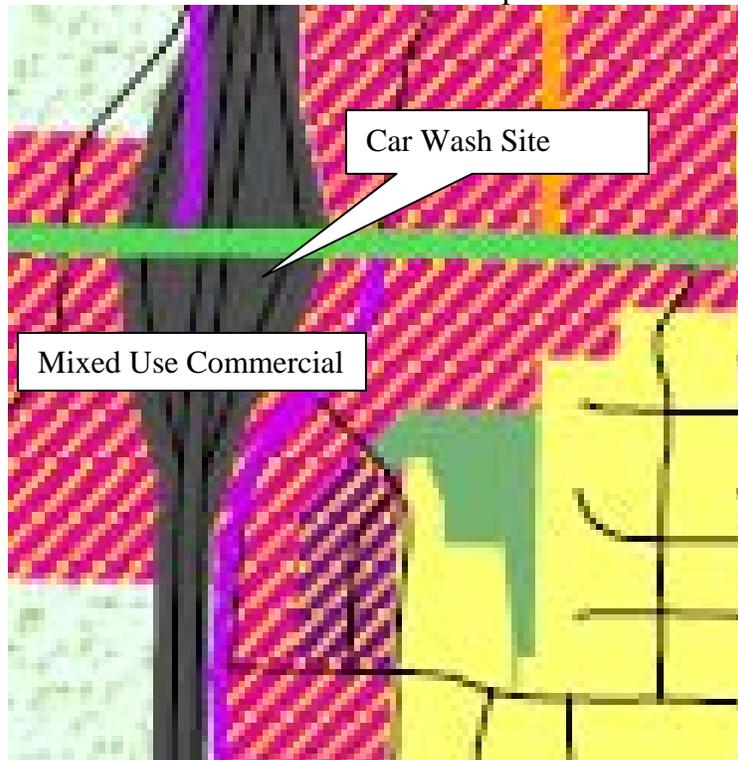
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### BEGINNING OF STAFF REPORT

Zoning Map



Future Land Use Map



**BACKGROUND:**

The applicant, Big C, LLC, has submitted an application for the renewal of a conditional use permit for the operation of a car wash located at 22361 S. Harrison.

Initially approved and constructed in 2001 and renewed in 2006 the conditional use permit stipulates a five-year renewal requirement (ordinance attached).

All required notification of neighboring property owners has been completed with no comments received by staff. In addition the required publication of the public hearing notice was published in the official newspaper.

**GOLDEN FACTORS:**

The review of the proposed conditional use permit is consistent with Golden v. City of Overland Park, 224 Kan. 591, 584 P. 2d 130 (1978).

- 1. Neighborhood Character.** The surrounding area is commercial or highway right-of-way..
- 2. Adjacent Zoning.** With the exception of the highway right-of-way to the west, all adjoining property is zoned general commercial.
- 3. Suitability for Current Zoning.** The site is zoned general commercial which allows a car wash as a conditional use. The site is in compliance with Section 17.336.A.4 as required by the general commercial conditional use regulations contained in 17.326.C.4.
- 5. Length of Time at Current Zoning.** The site has been zoned C-2 for many years with the initial approval for the car wash being in 2001 and renewed in 2006.
- 6. Public Gain Balanced by Landowner Hardship.** Public gain includes regulating the property with a Conditional Use Permit.
- 7. Conformance with Comprehensive Plan.** The proposed conditional use permit would be in conformance with the Spring Hill Comprehensive Plan, which shows the parcel as mixed use commercial.

**RECOMMENDATION:**

Staff recommends the approval of CU-04-11 for a car wash located at 22361 S. Harrison with the following condition:

1. The conditional use permit is subject to renewal in five years (June, 2016).

**END OF STAFF REPORT**

Mr. Hendershot noted that there have been no issues or complaints associated with the car wash on Harrison St.

**Motion by** Valerie Hought to approve of CU-04-11 for a car wash located at 22361 S. Harrison with the following condition:

1. The conditional use permit is subject to renewal in five years (June, 2016).

**Seconded by.** Brian Haupt. Motion passed 5 yes 0 no 0 abstention

**4. Final Plat**

Case Number: FP-01-11  
Request: Phase 1B  
Address: Prairie Ridge Subdivision  
Applicant: Don Margitier

Vice-chair Harms asked if there was any contact or conflict of interest, and with none stated, Mr. Hendershot presented his staff report.

## BEGINNING OF STAFF REPORT

### BACKGROUND:

The applicant, Prairie Ridge Development has submitted an application for Phase 1B of Prairie Ridge Subdivision. In 2009 the Planning Commission approved a reduction in scope from Phase 1 due to economic conditions. The first phase of this reduction, Phase 1A, is complete with respect to the infrastructure and homes are under construction. Phase 1B continues the progress of the overall project of the Phase 1 Final Plat.

### STAFF COMMENT:

There are 78 single-family lots in the original Phase 1 Final Plat of Prairie Ridge at Spring Hill that was approved in 2007. Phase 1A consisted of 13 lots and Phase 1B consists of 16 lots. The original Phase 1 Final Plat has not been changed in any manner. This phase continues the progress of the project in smaller phases.

Of primary concern with Phase 1A was the construction of turning lanes on 199th Street at the entrance to the subdivision. The Planning Commission recommended and the City Council approved the delay of this construction with further discussion on the issue to be taken up with Phase 1B of the project. Staff and the developer understand the importance of traffic safety with respect to development and increased population. However, this phase of the project remains below the 50% target as discussed in previous meetings of the Planning Commission. Staff and the developer also feel it is important to identify a precise trigger point for the 199th Street improvements. As a result, the Improvement Agreement for Phase 1B will identify any building permits beyond the 50% mark of lots contained in the original Phase 1 Final Plat as being denied until the 199th Street improvements are completed. In short, the 40th building permit application will be denied if the 199th Street improvements are not completed.

### RECOMMENDATION:

Staff recommends approval of Prairie Ridge Phase 1B Final Plat with the following conditions;

1. Future submittals of Final Plat Phases within the original Phase 1 Final Plat will recognize that any building permit applications beyond 50% of the original Phase 1 Plat (40 of 78) will be denied pending the completion of the 199th Street improvements as identified in the traffic impact study. These improvements consist of a left turn lane for east bound traffic and right turn lane for west bound traffic.

## END OF STAFF REPORT

Mr. Hendershot talked about the history of this subdivision. There are 78 lots in the first final plat filed in 2007. In 2009, that plat was amended to include 13 buildable lots and the associated infrastructure. Now the developer would like to build the infrastructure for 16 more lots, and is requesting permission to proceed.

Traffic turn lanes will be required when the total buildable lots for this first phase hit 40 building permits pulled. The improvement agreement will be required to state this fact, that with permit # 40, turn lanes must be in place.

Ms. Houpt asked who pays for the construction of the turn lanes, and it was noted that the cost is paid by the developer, in conjunction with plans that Johnson County may have at that time.

**Motion by** Brian Haupt to recommend approval of FP-01-11 Phase 1B of the Final Plat for Prairie Ridge with the following conditions:

1. Future submittals of Final Plat Phases within the original Phase 1 Final Plat will recognize that any building permit applications beyond 50% of the original Phase 1 Plat (40 of 78) will be denied pending the completion of the 199th Street improvements as identified in the traffic impact study. These improvements consist of a left turn lane for east bound traffic and right turn lane for west bound traffic.

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**Seconded by.** Troy Mitchell. Motion passed 5 yes 0 no 0 abstention

5. Update on Growth Area Meetings

Mr. Hendershot described his last meeting with the Miami County Commissioners and staff. They had approximately 50 residents attend the meetings they held on June 21 and June 22 in Miami County. They were happy with the turn out, and with the questions and comments from the residents.

6. Update on Planning Commission Membership  
Growth Area changes

Mr. Hendershot shared the recommendation of the Planning Commission to the City Council. Currently, the Planning Commission has one member from unincorporated Johnson County, one member from unincorporated Miami County, one member from the Miami County Growth Area, and 6 City members. The recommendation was to have one member from unincorporated Johnson County, one member from unincorporated Miami County, and 7 City members. The seat for the Miami County Growth Area representative is that held by Michael Newton. The term for that seat expires in February, 2012. When that term expires, the seat will be changed to become the 7<sup>th</sup> seat for the City representative.

This will come up before the City Council later in the year.

**ADJOURN**

**Motion by** Valerie Hought to adjourn.

**Second by.** Troy Mitchell. Motion passed unanimously.

Meeting adjourned at 7:45 PM.

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Mary Nolen, Planning Secretary



# Memorandum

**To:** Planning Commission  
**From:** Melanie Landis, Finance Director  
**Cc:** Jim Hendershot, Community Development Director  
**Date:** July 29, 2011  
**Re:** 2012 – 2016 Capital Improvement Program (CIP)

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Attached is the 2012 – 2016 Capital Improvement Program. This document includes all projects proposed to be completed over the next five years. While project costs are only estimates and can change during the course of design or construction, it is important to note that available funding will also drive the actual progress of these projects. Residential development over the course of the next few years may drive the need for additional projects and updates to this CIP will occur on an annual basis during the budget process.

Once the Planning Commission has reviewed and made suggestions or approved this Capital Improvement Program, it will then be forwarded to the City Council for approval as well. The CIP will become an official City document and is viewable by citizens and will be made available on our website.

If you have specific questions about any of the projects listed within this CIP, please contact Jim Hendershot.

Thank you.

# CITY OF SPRING HILL, KANSAS

## FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

Each year, the City of Spring Hill carries out capital projects to meet community needs related to infrastructure design, construction, maintenance, studies and surveys. The Capital Improvements Program (CIP) is a formal method for establishing priorities and scheduling capital improvements in line with the funding sources available for those projects.

### **SUMMARY**

The Spring Hill Capital Improvements Program (C.I.P.) for 2012 to 2016 is conservative. It includes projects slated to begin within the next five years within the City. Like all cities, there are more capital project needs than dollars to fund them. The proposed program envisions the need for many outside sources of funding and City staff works diligently to leverage those dollars.

### **FINANCING**

Within the list of projects is a proposed financing source for each project. It is important to note that this program is only an estimate of dollars needed for each project and the final decisions on sources used to finance each project lies with the City Council. Below is a summary of each source of funds available and includes a discussion of the uses, benefits and limitations of each source.

- **CARS (County Assisted Road System).** The Johnson County CARS program is a County/City matching grant designed to fund major street construction projects. The County's portion is funded through the County sales tax. This program varies but is typically a 70/30 matching source of funds.
- **CDBG (Community Development Block Grant).** Community Development Block Grants are federal grants which are administered by Johnson County. Johnson County qualifies as an entitlement County, due to the large population, which typically provides \$100,000 annually on the Johnson County side of Spring Hill.
- **CSHF (Consolidated Special Highway Fund).** The CSHF includes funding that all Kansas cities receive directly from the State Treasurer for certain highway aid payments distributed on a per capita basis from the State's Special City and County Highway Fund as well as revenues transferred from the General Fund and other funds. This fund is used for road construction, reconstruction, alteration, repair, and maintenance.
- **Debt Service.** The Debt Service Fund is intended for funding projects that affect the general welfare of the entire City. General Obligation bonds are used to fund projects over \$100,000. These bonds are backed by full faith and credit of the City. Once the bonds are issued, the City must levy the appropriate level of property taxes to retire the debt. Short-term financing may be used for a smaller project as a temporary note and must be paid off over a four-year period.
- **Federal and State Grants.** While federal and state grants are not as readily available as in the past, the City continues to be an active participant in the granting process and pursues funds available for current projects. The Kansas Department of Transportation (KDOT) is an example of a state program that the City works with on a regular basis to earmark available transportation funds.

- **General Fund.** The General Fund provides revenue to fund projects through various sources of revenue including ad valorem taxes, sales tax, motor vehicle taxes, franchise fees and various user fees.
- **General Purpose Retailers Sales Tax.** Beginning April 2009, a one-half of one percent additional sales tax was implemented for the City of Spring Hill. The purpose of this sales tax is for funding projects of a parks or recreation nature. These sales tax collections are held in a separate fund for the purpose of funding specific projects.
- **Reserve Funds.**
  1. The System Development Reserve Fund collects system development fees as part of the building permit process. These fees are used to offset the cost of the expansion and upgrades to the water and sanitary sewer systems and any debt incurred as a result of those projects.
  2. The Capital Equipment Replacement Reserve is a fund used for the upgrade or replacement of large equipment. Revenues to this fund consist of transfers from operating accounts within City funds.
- **Special Parks and Recreation Fund.** One half (1/2) of the liquor tax money received by the City from the State of Kansas must, by state statute, be placed in this fund for the purpose of parks and recreation.
- **SMAC (Johnson County Stormwater Management Program).** The Johnson County Stormwater Management Program is a Johnson County sponsored grant program, which provides 75% of the funding for major improvements to serious stormwater issues within Johnson County municipalities.
- **Special Assessment General Obligation Bonds.** This source is normally used to finance specific improvement such as street, sewer, water, sidewalks, etc. A benefit district is created by petition and public hearing. The properties deemed to benefit from the project are the primary source of revenue to retire the bonds. The funding split between property owners and the city-at-large, as well as the term of the assessments, are determined by policy.
- **Water and Sewer Utility Funds.** Utility funds are enterprise operational funds which maintain the infrastructure and regular operating expenses of each utility. Revenues for these funds are generated through monthly user fees and can only be used for improvements to the water and sewer utilities.

## **CAPITAL IMPROVEMENT PROJECTS**

The projects listed within the CIP include a brief description of the project, the year in which the project is slated to begin, the anticipated funding source, the total project cost and the estimated budget impact. All projects are subject to review at any time and are all dependent upon available funding. Population growth will have an impact on the CIP and the priority of projects over time.

**City of Spring Hill, KS**  
**2012 - 2016 Capital Improvement Program**

<b>Project Year</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Department</b>	<b>Funding Source</b>	<b>Project Cost</b>	<b>Annual Budget Impact</b>
2012	West Lake Park	Project implementation of the City's Lake Park improvements to design, engineering and land acquisition. First phase \$100,000. Total estimated project cost is \$1.1M and does not include land acquisition costs.	Parks	Debt Service Fund Sales Tax / Excise Tax	\$100,000	\$27,000
2012	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (Ongoing project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$5,000 Sewer Fund	\$105,000	\$5,000
2012	Wilson, Race and Main Street Drainage Improvements	Phase 2: The storm water improvement project was designed in 2001 and planned as a three part project beginning with Main street, Wilson street and Race street. The first phase has been completed.	Storm Water	\$400,000 USDA Loan \$1,200,000 SMAC	\$1,600,000	\$20,200
2012	Refurbish Water Tower	Once a new raw water line is provided for AGC, the existing water tower will need to be drained and refurbished.	Water	Water Fund	\$150,000	\$150,000
2012	Annual Street Rehab Program	The Public Works Department maintains a street rating program designed to place a ranking and prioritization on all of the city streets. Once a street has been ranked, a priority is established as to the need for repair, mill and overlay or complete rehabilitation. The program is set up on a five (5) year cycle and updated annually. Prioritization will be reviewed annually and matched to available funding. A street listing is attached to this CIP.	Street	Consolidated Highway Fund	\$160,000	\$160,000
2012	Sidewalk Rating/ Rehabilitation Program	The sidewalk rating program will develop a priority listing of sidewalks in need of repair or upgrading due to ADA requirements and future infrastructure improvements. Rehab will be dependent upon funding available.	Street	Consolidated Highway Fund	\$50,000	\$50,000
2012	Celia Dayton Park Improvement	Improvements to this park will include replacement of playground equipment with climbing structure in addition to new benches, picnic tables, trash can and dog waste station.	Parks	Special Parks	\$18,000	\$18,000

**City of Spring Hill, KS**  
**2012 - 2016 Capital Improvement Program**

<b>Project Year</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Department</b>	<b>Funding Source</b>	<b>Project Cost</b>	<b>Annual Budget Impact</b>
2013	Raw Water Line to AGC	To provide better water service, the City will build a water line from the Spring Hill City lake to AGC to provide them untreated water for their manufacturing process. This will allow the City to use the entire water tower at AGC for the City's water needs.	Water	Water Fund	\$150,000	\$150,000
2013	West Lake Park	Improvements to the City's Lake to include fishing docks, park area and recreational features. First phase \$500,000. Total project cost is \$1.1M and does not include land acquisition costs.	Parks	Debt Service Fund Sales Tax	\$500,000	\$36,360
2013	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (On-going project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$10,000 Sewer Fund	\$110,000	\$10,000
2013	Removal of Ground Storage Tank	Due to the maintenance and operation cost, the ground storage tank at Washington and Allen will be removed.	Water	Temporary Notes	\$350,000	\$94,800
2013	Annual Street Rehab Program	The Public Works Department maintains a street rating program designed to place a ranking and prioritization on all of the city streets. Once a street has been ranked, a priority is established as to the need for repair, mill and overlay or complete rehabilitation. The program is set up on a five (5) year cycle and updated annually. Prioritization will be reviewed annually and matched to available funding. A street listing is attached to this CIP.	Street	Consolidated Highway Fund	\$190,000	\$190,000
2013	Sidewalk Rating/ Rehabilitation Program	The sidewalk rating program will develop a priority listing of sidewalks in need of repair or upgrading due to ADA requirements and future infrastructure improvements. Rehab will be dependent upon funding available.	Street	Consolidated Highway Fund	\$50,000	\$50,000
2013	Melvin Murray Playground Project	Placement of playground equipment at Melvin Murray Park.	Parks	Special Parks	\$35,000	\$35,000

**City of Spring Hill, KS**  
**2012 - 2016 Capital Improvement Program**

<b>Project Year</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Department</b>	<b>Funding Source</b>	<b>Project Cost</b>	<b>Annual Budget Impact</b>
2014	New Water Tower	A water tower will be constructed to replace the storage tank. This project would be in conjunction with Johnson County Rural Water District No. 7 for the construction of a 1.5 million gallon water tower.	Water	KDHE Revolving Loan	\$1,400,000	\$93,200
2014	Wilson, Race and Main Street Drainage Improvements	Phase 3: The storm water improvement project was designed in 2001 and planned as a three part project beginning with Main street, Wilson street and Race street.	Storm Water	\$125,000 GO Financing \$375,000 SMAC	\$500,000	\$18,000
2014	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (Ongoing project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$20,000 Sewer Fund	\$120,000	\$20,000
2014	Annual Street Rehab Program	The Public Works Department maintains a street rating program designed to place a ranking and prioritization on all of the city streets. Once a street has been ranked, a priority is established as to the need for repair, mill and overlay or complete rehabilitation. The program is set up on a five (5) year cycle and updated annually. Prioritization will be reviewed annually and matched to available funding. A street listing is attached to this CIP.	Street	Consolidated Highway Fund	\$228,000	\$228,000
2014	Sidewalk Rating/ Rehabilitation Program	The sidewalk rating program will develop a priority listing of sidewalks in need of repair or upgrading due to ADA requirements and future infrastructure improvements. Rehab will be dependent upon funding available.	Street	Consolidated Highway Fund	\$50,000	\$50,000

City of Spring Hill, KS  
2012 - 2016 Capital Improvement Program

Project Year	Project Name	Project Description	Department	Funding Source	Project Cost	Annual Budget Impact
2015	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (Ongoing project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$20,000 Sewer Fund	\$120,000	\$20,000
2015	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (Ongoing project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$20,000 Sewer Fund	\$120,000	\$20,000
2015	Annual Street Rehab Program	The Public Works Department maintains a street rating program designed to place a ranking and prioritization on all of the city streets. Once a street has been ranked, a priority is established as to the need for repair, mill and overlay or complete rehabilitation. The program is set up on a five (5) year cycle and updated annually. Prioritization will be reviewed annually and matched to available funding. A street listing is attached to this CIP.	Street	Consolidated Highway Fund	\$219,000	\$219,000
2015	Sidewalk Rating/ Rehabilitation Program	The sidewalk rating program will develop a priority listing of sidewalks in need of repair or upgrading due to ADA requirements and future infrastructure improvements. Rehab will be dependent upon funding available.	Street	Consolidated Highway Fund	\$50,000	\$50,000

# City of Spring Hill, KS

## 2012 - 2016 Capital Improvement Program

Project Year	Project Name	Project Description	Department	Funding Source	Project Cost	Annual Budget Impact
2016	City Hall / Police Facilities	The current City Hall and Police Department facilities do not meet the current needs of the City. Design options have been completed. Final location has yet to be determined.	Administration	Debt Service Fund	\$5,000,000	\$363,600
2016	Sanitary Sewer Main Rehabilitation	A sanitary sewer flow study was conducted in 1998. Due to the findings of that study, staff has been working toward rehabilitation of the sewer mains to repair reduction of inflow and infiltration. Currently, approximately 1/2 of the old sewer lines have been rehabilitated. (Ongoing project reflected in each CIP year dependent upon funding)	Sanitary Sewer	\$100,000 CDBG \$20,000 Sewer Fund	\$120,000	\$20,000
2016	Annual Street Rehab Program	The Public Works Department maintains a street rating program designed to place a ranking and prioritization on all of the city streets. Once a street has been ranked, a priority is established as to the need for repair, mill and overlay or complete rehabilitation. The program is set up on a five (5) year cycle and updated annually. Prioritization will be reviewed annually and matched to available funding. A street listing is	Street	Consolidated Highway Fund	\$156,000	\$156,000
2016	Wastewater Treatment Plant Expansion	In 2007, Archer Engineering conducted a study, mandated by KDHE, to address the need for future expansion of the City's WWTP and Collection System. Archer's study indicated that the WWTP would need to be expanded by 2023. In 2008 the City contracted with GBA to expand upon the Archer study and provide alternative recommendations. GBA determined that with immediate improvements and/or alterations to some of the components at the WWTP and Collection System the City would not have to expand the WWTP until 2035.  Based upon GBA's recommendations staff approached KDHE proposing the following improvements to the WWTP and Collection System: <ol style="list-style-type: none"> <li>1. Sludge Storage Improvements;</li> <li>2. Flow Equalization Improvements;</li> <li>3. Installation of new catwalks around both basins;</li> <li>4. Build a new office and warehouse structure.</li> </ol> KDHE has granted approval of the project and SRF funding is available; however, design and construction have been delayed until 2016 or until the health of the sewer fund can support such improvements.	Sanitary Sewer	KDHE Revolving Loan	\$3,800,000	\$252,900

## Spring Hill Sidewalk Priority List

Project	# of Blocks	Estimated Cost
1 Race Street: Lawrence Avenue to Hale	3	\$14,850
2 Lawrence Avenue: Webster Street to Race Street	2	\$9,900
3 Victory Road: 223rd Street to Webster Street	<i>under review</i>	<i>under review</i>
4 Webster Street: 223rd Street to Victory Road	<i>under review</i>	<i>under review</i>
5 Vine Street: Nichols Street to Hale Street	1	\$4,950
6 Washington Street: North Street to South Street	14	\$69,300
7 South Street: Harrison Street to Webster Street	7	\$34,650
8 Allen Street: Harrison Street to Webster Street	6	\$29,700
9 Hale Street: Harrison Street to Webster Street	7	\$34,650
10 Wilson Street: Race Street to Lincoln Street	4	\$19,800
11 Harrison Street: South Street to Allen Street	11	\$53,900
12 Spring Street: Harrison Street to Washington Street	4	\$19,800
13 King Street: Harrison Street to Webster Street	6	\$29,700
14 Lawrence Avenue: Harrison Street to Webster Street	7	\$34,650
15 Nichols Street: Harrison Street to Webster Street	7	\$34,650
16 Madison Street: King Street to Spring Street	7	\$34,650
17 North Street: Harrison Street to Webster Street	7	\$34,650

*Public Works and Planning will be reviewing this plan.*

*Costs per linear ft will be updated at that time. Estimated costs are included above.*

## Annual Street Overlay Project

This involves placement of a new layer of pavement over the existing road surface, generally between 1 ½ to 3 inches in thickness. Typically this process needs to be completed every 5 years on each City street that has an asphalt surface, provided the funds are available.

Parking and access to and from streets are restricted during both the grinding and paving operations, however, traffic controls are typically established by the contractor in lieu of closing streets altogether. Asphalt Overlays are used on streets that exhibit light to moderate stress related failures. Severe potholes or more significant road surface damage requires additional work before the overlay can occur. The damaged sections of the road surface must be completely rebuilt prior to overlaying, which add additional cost. Because water is detrimental to all pavement repair treatments, it's suggested that residents and adjacent businesses not wash vehicles or water lawns on the date work is scheduled. Pavement overlay will generally extend the life of a street between 5-10 years.

### **The Annual Overlay Project is developed from the annual Street Rating Program.**

The street condition rating is completed every three years. A visually rating is performed on each City street from observed structural conditions. ***The ratings are meant to give a value to indicate preservation needs for the current standard of street***, i.e. 20' wide gravel street rated at 2.50 would not demand the same required improvements as would a curbed 28' street with an 8" asphalt surface that has the same numerical rating of 2.50, and the costs will differ substantially.

The ratings are recorded on the rating spreadsheet and then evaluated.

The "field rating" is based on **structural conditions**, but the "final rating" includes **traffic safety, usage of the street, volume of traffic, capital improvements, the material of the street surface and logistical project development. Financial restrictions will also dictate the final inclusion in a fiscal year's budget.**

A "field" rating scale has been developed to indicate the overall condition of the observed street. Beginning in 2010 the scale was changed from a five (5) point scale to a ten (10) point rating scale.

#### *Treatment Recommendation-*

- 1 - Indicates an equivalent of a *newly constructed* street; crack sealing & minor patching.
- 2 - Indicates *slight imperfections* in the street condition; crack sealing, slurry sealing, and/or patching.
- 3 - Indicates *some deterioration* has occurred and minor maintenance may be required; Street needs various repairs to maintain condition; patches, rebuilding and possibly milling & overlaying.
- 4 - Indicates *noticeable deterioration*; maintenance is required; deterioration is significant and visually noticeable; repair, mill & overlay.
- 5 - Indicates *significant maintenance* is required; considerable cracking, potholes or other fatigue demands repair work and overlay.
- 6 - Indicates *serious deficiency*; deterioration mandates edge milling to prevent total base failure. Needs overlay.
- 7 - Indicates *severe deficiency*; severe deterioration needing various repairs.
- 8 - Indicates *major failure*; typically requires partial or rebuilding sections of the base and or road surface.

9 - Indicates *nearly total replacement* is required. More extensive repairs required.

10 - Indicates *total replacement* is required. Typically requires a complete rebuilding of the road base and road surface.

Project recommendations are made using the above referenced criteria.

**Safety, street usage, logistical project development issues, volume of traffic, capital improvements, street surface material and logistical project development. Financial restrictions will also dictate the final inclusion in the budget.**

Streets which have a higher (worse) rating, but are by-passed in the project development final rating for budgeting purposes, should receive the highest level of review in the following budget year for successful inclusion.

Streets that have been deferred due to program rating criteria still need to be included in upcoming budget cycles or the ratings will continue to deteriorate.

It is a GASB 34 requirement that at least 33% of these streets receive budgetary allotment within each approved consecutive budget.

As mentioned above, street ratings are done triennially. The fall of 2011 the next rating period will begin. The following information is based on the 2009 street ratings. The subsequent street projects were determined to have the highest or worst condition ratings in 2009.

The 2011 ratings may potentially change the scheduling of the projects lists below, and place the focus upon other streets that may rate higher.

<b>2012</b>	
Webster – City limits at 169 Hwy. to just south of Maple Ridge Subdivision entrance:	\$80,000
207 <sup>th</sup> Street – Webster to RR Tracks East:	<u>\$80,000</u>
	<b>\$160,000</b>
<b>2013</b>	
South Street – Main to 2 <sup>nd</sup> School Drive (S. side of street)	\$25,000
South Street 169 Hwy to Millridge	\$10,000
E. Lawrence – Webster to Race	\$15,000
Race – Lawrence to Nichols	\$95,000
Victory – Gravel to 223 <sup>rd</sup>	<u>\$45,000</u>
	<b>\$190,000</b>
<b>2014</b>	
RR Ave- Nichols to Hale	\$4,000
Hale – Webster to Woodland	\$40,000

Nichols – Webster to Woodland	\$40,000
Main Street – Nichols to Hale	\$12,000
Main Street – Nichols to terminus	\$16,000
Race – School to Hale	\$5,000
Race – Hale to Nichols	\$5,000
Sycamore – Webster to Race	\$22,000
Sycamore – 217 <sup>th</sup> to Main	\$22,000
Lincoln Terr. – 219 <sup>th</sup> terr. to 220 <sup>th</sup>	\$12,000
North Street – Webster to 207 <sup>th</sup>	<u>\$50,000</u>
	<b>\$228,000</b>

<b>2015</b>	
Washington – King to Allen	\$12,000
Madison – Lawrence to King	\$10,000
Johnson – Jefferson to Washington	\$8,000
Johnson – Washington to Jackson	\$8,000
Harrison – South of 123 <sup>rd</sup> beg @ 2 <sup>nd</sup> drive to S. terminus	\$42,000
Harrison - 223 <sup>rd</sup> street to 2 <sup>nd</sup> easterly commercial drive entrance	\$50,000
Washington – Spring to Hale	\$10,000
Washington – South to Spring	\$10,000
Jefferson – Allen to King	\$11,000
South - Harrison to Franklin	\$8,000
Harrison – Allen to King	\$10,000
Harrison – King to Lawrence	\$11,000
Harrison – Hale to Spring	\$11,000
Harrison – Spring to South	\$11,000
Harrison – Nichols to Hale	\$6,000
Harrison Lawrence to Nichols	<u>\$12,000</u>
	<b>\$219,000</b>

**2016**

Madison – Lawrence to King	\$10,000
Madison – King to Allen	\$9,000
Madison – Hale to Nichols	\$5,000
Madison – Nichols to Lawrence	\$10,000
Franklin – Smith to King	\$5,000
Franklin –King to Allen	\$10,000
Jackson – 226 <sup>th</sup> to cul-de-sac	\$8,000
Jackson – Lawrence to Nichols	\$10,000
Jackson – Hale to Johnson	\$5,000
Jackson – Johnson to Spring	\$5,000
Jackson – Spring to South	\$9,000
Sycamore – Main to South	\$33,000
219 <sup>th</sup> terr. – Roosevelt to Elm	\$22,000
224 <sup>th</sup> – Victory to Cul-de-sac	<u>\$15,000</u>
	<b>\$156,000</b>

**Notes:**

1. The attached rating sheets are color coded to the projects listed above. The grey color on the rating sheets indicates streets which have been repaired in earlier projects.

2. Slurry seal projects could be substituted for Old Town overlays in some cases. The above asphalt cost projections were based from 2011 contract overlay prices at \$6.15 per square yard. (2011 pricing)  
Slurry seal could be used in some cases at a cost of approximately \$2.0 per square yard. (2011 pricing)

*These cost estimated were developed by Public Works staff with the assistance of the City Engineer.*

**The following capital improvement projects are in addition to these road rehabilitation projects:**

1. Webster – 207<sup>th</sup> Street to 215<sup>th</sup> Street – **REPAIR [6,721 lineal feet** of severe cracks or **1.27 miles]** Sawing, patching, concrete mill and asphalt overlay. Note: This project could be funded through Special Highway; however we would have to hold over a year's worth of funds to make this happen. The down side to this option is it would put us 2 years behind on the annual Mill and Overlay Program.

**\$ 250,000.00**

2. Lincoln – Industrial Park **Complete rebuild**. Due to poor design and construction, Lincoln is falling apart. There are subsurface drainage issues and the road base is nonexistent. Staff has been diligent over the last several years trying to stay on top of the repairs, but these repairs are only temporary.

**\$1,500,000.00**