

City of El Dorado, KS
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TO: City Commission
FROM: Kristina Traina, Administrative Assistant
SUBJ: Work Session Meeting Agenda
DATE: March 19, 2021

A Work Session is scheduled for March 24, 2021 at 5:00 pm in the Commission Chambers at City Hall, 220 E. First Avenue. The following items will be presented:

I. ITEMS FOR PRESENTATION AND DISCUSSION

- a. 150th Celebration Sponsorships
- b. Snow Removal Plan
- c. American Rescue Plan of 2021
- d. Mask Ordinance & Senate Bill 286

II. EXECUTIVE SESSION

Commissioner _____ moved to recess into executive session pursuant to the non-elected personnel exception under K.S.A. 75-4319(b)(1) for the purposes of discussing non-elected personnel and succession plans and to reconvene the meeting at _____ p.m. in the City Commission Room.

Commissioner _____ seconded the motion.

III. April 5, 2021 REGULAR AGENDA REVIEW

- a. Personal Appearance
 - i. El Dorado Main Street Annual Report
- b. Consent Agenda
 - i. City Commission Minutes
- c. Old Business
 - i. None
- d. New Business
 - i. Holiday Inn CID
 - ii. Liquor Tax Allocations
 - iii. Commission Pay Charter Ordinance
 - iv. 560 S. Haverhill Sanitary Sewer Public Hearing
 - v. Water & Sewer Study Consultant Agreements
- e. Discussion Items
 - i. None

IV. REPORTS

- a. City Commission Reports
- b. City Manager's Report

TO: City Commission
FROM: Tabitha Sharp, City Clerk
SUBJ: 150th Celebration Sponsorships
DATE: March 19, 2021

Background:

The City has received requests to sponsor other events during the 150th celebration year. Staff are requesting direction from the City Commission.

Project Schedule:

Begin – January 1, 2021

Completed – December 31, 2021

Attachments:

Oil Museum Request

Pageant Request

Budget

Policy Issue:

Staff believe that giving the funds to groups without publicizing their availability would not provide everyone an equal opportunity.

Alternatives:

The City Commission has several options.

1. Set a budget for sponsorships from the City and allow the CTC to direct a grant application process, providing an opportunity for others to put in requests before deciding who will receive funds.
2. Give funds to those who have already requested them and determine others on a case by case basis.
3. Do not provide funds from the City to groups planning events for the 150th.

2021 Strategic Plan:

Quality of Life #5

Develop fun and engaging events and activities that provide people with something to do after work and school.

Fiscal Impact:

The City Commission has set a budget of \$50,000 for the 150th Celebration. The preliminary budget has been attached.

Trade-offs:

Should the Commission choose to fund additional events, it will encourage activities within the City over the course of our 150th year. However, funding these events will also reduce the funds we have available for the large event being planned for September 11th.

Staff Recommendation:

Set a budget and allow the CTC to take requests and then allocate the funds as they see fit.

[Return to Agenda](#)

Please find information regarding the plans for part of the Museum's portion of the 150th Celebration.

Museum to research, professionally film, edit, voice over, and professionally produce an approx 22 minute documentary film of the history of El Dorado, Kansas celebrating the 150th year of incorporation. Ken Spurgeon, noted historian and award winning documentarian will be in charge of the project. Films of that length have versatile usages including airing on local television and cable channels. A quality piece like this produced and contracted with the videography team Spurgeon uses, comes with a \$15,000 price tag. This film regarding the history of El Dorado will be a quality piece and we will all be proud to be part of its making.

The Butler County historic videos that have been created at and released by the Museum in the last 2 months have garnered over 6000 views, hundreds of positive comments to the Museum, are being reviewed by Kansas City film critics and used as part of the WSU program. We are investing heavily in bringing Butler County history to life and accessible while we are closed due to covid. The creation of the films now being released has been taking place since mid 2020 and are now being released in sequence biweekly.

The Museum tentatively plans to show the El Dorado film on the hour and half hour 10:00 am - 4:00 pm on Saturday, September 11, 2021 and noon - 4:00 pm on Sunday, September 12, 2021.

Re-enactors will be on hand for the weekend events with costs associated up to \$2500. There will be free admission to all for the weekend. We are forgoing the collection of admission during the major event of the year to add more free quality events and features during the celebration weekend. A conservative attendance figure for those coming to the Museum on the celebration weekend is 400. That number is based on the number that attended the last Old Fashioned Christmas held pre-covid. We hosted over 400 guests during a 3 hour period. Using that number, depending on "in county" resident lower admission rates, "out of county", adult, Senior Citizens, and children rates, we will be forgoing \$2000 - \$5000 in admission fees to offer the events free for the celebration. We believe we will have a much higher attendance rate with 24 free showings of the film, and all of the other Museum features and activities over 2 days.

We will also be putting on a live play of history in October the tentative dates are the 16th and 23rd.

Our investment value that we are bringing to the El Dorado Celebration is over \$24,500.

Historic Film - \$15,000

Free Admissions - \$5000

Re-Enactors - \$2,500

Extra Staffing and Operating Expenses - \$1000
Historic Play and other Events - \$1000

The Museum will be investing approximately \$25,000 in value and is asking for approximately 1/5 for a sum of \$5000 to help defray the cost of the historic documentary, the showings, extra staff and staff on an extra "non open" day, increased utilities, free admissions, re-enactors, the original play, and other events.

We are excited for September and making history while celebrating history here in the great city of El Dorado!

Thank you for your consideration,
Tiya

--

Tiya Tonn
Executive Director
Butler County Historical Society
Kansas Oil Museum
Cell: 316-648-2556
Museum: 316-321-9333

Tabitha,

Thank you to you and Matt Guthrie for taking my request into consideration and asking the commission for an increased budget to promote El Dorado during the 150th birthday.

I am requesting \$5,000 to fund the pageant. Attached is the budget we created based on our historical data of producing the Miss Frontier pageant for 10 years.

Thank you,
Deanna

Miss El Dorado Ambassadors

Budget 2021

Expenses

PAC facility rental	530
Domain name	30
Crown & tiaras	400
Flowers	300
Sashes	125
Buttons	50
T-shirts	300
Balloons & Helium	300
ASCAP/BMI	200
Misc. office (printing, posters, mailings, etc.)	250
Miss Kansas Director Travel	500
Miss Kansas Week for one (1) titleholder room & board	700
Miss Kansas Crown & Sash for one (1) titleholder	225
<u>Scholarships</u>	<u>1090</u>
<i>Total Expenses</i>	<i>5000</i>

Revenue

<u>Sponsors & participant fees</u>	<u>5000</u>
<i>Total Revenue</i>	<i>5000</i>

El Dorado, Kansas 150th Celebration Budget

Revenue

Tourism Funds	\$50,000
Beer	\$4,000
Promotional Items	\$500

Expenses

Marketing (Ads, Promotional Items)	\$7,000
Bands	\$20,000
Stage	\$500
Sound/Electric	\$5,000
Fencing	\$500
Restrooms	\$1,500
Clean-up (Scouts)	\$1,000
Beer Garden	\$8,000
	\$43,500

CITY OF EL DORADO, KANSAS
DEPARTMENT OF PUBLIC WORKS
SNOW AND ICE CONTROL POLICY

PURPOSE:

It is the goal of the City of El Dorado, Kansas, to provide a level of service to the community, which will ensure the safe and efficient movement of vehicle and pedestrian traffic during snowfall/icing events, and provide for removal procedures and operational tasks.

GENERAL MAINTENANCE REQUIREMENTS:

SNOWFALL LESS THAN 2"

Generally, limited snow removal is necessary, deicing procedures are used to provide safe driving conditions during inclement weather.

SNOWFALL OF 2-6"

Typically, snow removal begins as soon as practical after snowfall has ceased, depending on the timing of the snowfall event. Every effort will be made to provide safe driving conditions prior to "peak traffic hours".

SNOWFALL GREATER THAN 6"

Each area has both primary and secondary streets that link neighborhoods, major arterial routes, and facilities such as schools, etc. Depending on the duration of any snowfall event, it may be necessary to continually clear primary streets in order to assure public safety.

Once snowfall has ceased, priority streets within each area will be cleared before snow removal begins on secondary streets. In addition to streets, the Public Works Department is responsible for snow removal from parking areas at city hall, city parking lots, civic center, Library, depot, fire station 1 and 2, recycling center and the Public Works Maintenance Facility.

EQUIPMENT AND PERSONNEL

The Public Works Department has six (6) single axle trucks (all with sanders) and three (3) tandem axle trucks with plows and spreaders, one (1) motor grader, one (1) front end loader and two (3) backhoes to remove snow from city streets and city parking areas.

All Public Works maintenance personnel will be available as needed for snow removal and deicing operations. In addition to this, various employees and equipment from other departments including Parks and Recreation and the private sector may be used during extreme adverse weather conditions.

All calls or complaints from the public will be referred to the Administrative Assistant of Public Works during normal working hours. He/she will keep a running list of the problem areas reported. The Public Works management team will keep in contact with the Administrative Assistant and respond to the reported areas on a priority need basis.

The normal scheduled working hours are from 7:00 AM until 3:00 PM, Monday through Friday.

CALL OUT PROCEDURES

During regular scheduled working hours the Public Works Department, with assistance from the El Dorado Police Department, will monitor street conditions and are responsible for analyzing street conditions and determining when to begin snow removal and/or sanding operations.

During nonworking hours the Public Works Department management team with assistance from the El Dorado Police Department will monitor street conditions. Butler County Dispatch will notify the Public Works Director after receiving notice from the law enforcement shift supervisor of snow and ice conditions requiring attention.

SNOW REMOVAL PROCEDURES

If a snow or ice event occurs after or before normal working hours or on holidays or weekends the Public Works Director or his/her designee will be notified by the Butler County Dispatch after receiving notice from the law enforcement shift supervisor. A snow event is defined as a point in time when 2" has fallen and it is still snowing or if weather forecasts indicate that additional snow will fall. At that time employees will begin plowing as close as practical to the time the snowfall ceases. The intent is to avoid plowing more than once for a single snowfall. Depending on the amount of snow, our goal is to remove snow from curb to curb within 48 hours in the downtown business district and on primary and secondary streets. Final clean-up of areas will take place the next working day.

The city is not responsible for snow/ice deposits in driveways or sidewalks due to the removal operations.

PLOWING PRIORITIES

In determining priority routes, considerations are given to topography, traffic volumes, and special usage. Heavily traveled routes are given greater priority over less traveled routes.

Streets adjacent to schools, medical centers, and commercial areas are given additional consideration. Necessary county roads and state highways outside the city's corporate limits will be maintained by the individual jurisdictions.

MUNICIPAL AIRPORT

Public Works will remove snow on the runways, taxiways, and other hard surfaced areas at the El Dorado Captain Jack Thomas Municipal Airport within 48 hours after a snow event subsides. The use of deicing chemicals or abrasives are strictly forbidden on taxiways and runways unless authorized by the Director of Public Works.

ANTI-ICING OPERATIONS

When streets become glazed or icy, units will be dispatched to apply material to stop signs, intersections, hills, curves and other problem areas as needed. When icing conditions exist the dispatcher will notify the Public Works Director and he/she will immediately to enact anti-icing or deicing procedures. All vehicle or pedestrian accidents will be served as a priority.

MISCELLANEOUS INFORMATION

Only mailboxes that have been damaged by city snowplows will be repaired by the city. If it is determined that the mailbox is damaged or knocked down due to the force of the snow, installed too close to the curb or is damaged by someone other than city crews, the property owner will be responsible for repair or reinstallation. Temporary repairs may be made by the city to mailboxes that are hit by the city plow to avoid interruption of mail service.

Permanent repairs will be made when weather permits. The city is not responsible for sprinkler heads, shrubbery, planters or any decorative materials located in the right-of-ways, that are damaged as a result of snowplowing.

Driveways will be blocked during snow removal operations; we attempt to minimize this as much as possible. However, property owners are responsible for clearing their driveways.

Residents are reminded to remove parked vehicles from the roadway. Vehicles on roadways may be towed if they impede normal snow removal operations. Snow removal is more thoroughly accomplished if vehicles and other equipment are removed from the road.

Residents are also reminded to remove portable basketball goals during inclement weather.

City equipment will not be used to conduct privately-owned vehicle recovery operations.

City does not have designated emergency snow routes.

Medical emergencies are referred to 911.

RIGHT-OF-WAY REPAIR

In the process of snow removal if a property owner's grass is damaged, the damaged area will be repaired by the Public Works Department in the spring. The city is not responsible for cleaning of right-of-ways due to buildup of sand or for dead grass due to chemical applications from city deicing operations.

GENERAL

All of the above are standard procedures. These procedures may be modified by the Director of Public Works in case of emergency. Written snow removal maintenance procedures will be reviewed by the Director of Public Works annually and changes may be made if deemed necessary. Final approval will be authorized by the City Manager.

To the extent that any previous rule, regulation, policy or past practice, written or unwritten, is in conflict with the provisions of this policy, such is hereby withdrawn, voided and all personnel should conduct themselves in conformity with the policy. This policy is not intended to create any duty to any individual member of the public or to protect any particular or circumscribed class of persons. All or parts of this policy may be effected by at least one or more of the following, which will delay all or some of the services provided:

- equipment breakdowns;
- vehicles disabled in deep snow;
- weather so severe as to cause crews to be called in from the streets, (i.e. whiteout conditions/severe icing)
- equipment rendered inadequate by the depths of the snow or drifts; crew breaks, and breaks required for fueling, refilling of material spreaders and installing chains or new blades; and
- unforeseen emergencies.

SNOW

Within-Event Application Rates for Dry Salt, Prewetted Salt
and Liquid Salt Brine (Sodium Chloride)

Pavement temperature, ° F, at time of application	APPLICATION RATE					
	Pounds per Lane-Mile (Gallons per Lane-Mile)					
	Snow Event Type					
	Light snow		Moderate snow		Heavy snow	
	Anti-icing	Deicing	Anti-icing	Deicing	Anti-icing	Deicing
Over 30	110 (48)	240 (NR)	130 (57)	265 (NR)	150 (66)	290 (NR)
26 to 30	160 (70)	350 (NR)	175 (76)	375 (NR)	190 (83)	400 (NR)
21 to 25	200 (87)	425 (NR)	210 (92)	450 (NR)	220 (96)	475 (NR)
16 to 20	230 (100)	500 (NR)	240 (105)	525 (NR)	250 (109)	PA (NR)
11 to 15	260 (NR)	PA (NR)	270 (NR)	PA (NR)	280 (NR)	PA (NR)
Below 10	PA (NR)	PA (NR)	PA (NR)	PA (NR)	PA (NR)	PA (NR)

NR = Not Recommended

PA = Plow and Apply Abrasives as Needed

MAINTENANCE ACTION NOTES:

1. Application rates may be increased by 25% for cycle time greater than 3 hours.
2. For maximum effectiveness, salt should be placed in 3ft. to 4ft. bands on the high side of each travel lane. As pavement temperature becomes lower and /or the event intensity becomes very heavy, the spread pattern should be further narrowed. 22
3. For pavement temperatures over 32°F and likely to remain at that level, try plowing without spreading salt, especially, if the snow is not bonded to the pavement.
4. It may be uneconomical and operationally impossible to use application rates in excess of 500 pounds per lane-mile. Many agencies choose to use sand/salt mixtures in lower pavement temperature situations until warmer pavement temperature conditions are present.

PRETREATMENT OF ROAD SURFACES FOR FREEZING RAIN AND SLEET EVENTS

Pavement temperature, ° F, at time of precipitation onset	APPLICATION RATES FOR PREWETTED SOLID SALT AND LIQUID SALT (SODIUM CHLORIDE)			
	Anticipated Event Type			
	Freezing rain		Sleet	
	Solid, lb/lane-mi	Liquid NaCl, gal/lane-mi	Prewetted solid NaCl, lb/lane-mi	Liquid NaCl, gal/lane-mi
Over 30	125	55	120	NR
26 to 30	175	76	175	NR
21 to 25	225	NR	230	NR
16 to 20	275	NR	275	NR
Below 15	AA	NR	PA	NR

AA = Apply Abrasives as Needed

PA = Plow and Apply Abrasives as Needed

NR = Not Recommended

MAINTENANCE ACTION NOTES:

1. Dry (non-prewet) salt should only be used as a pretreatment on low speed, low volume roads.
2. Other Liquid chemicals – Application rates and advisability will vary with chemical type, concentration, road temperature and relative humidity at the time of application.
3. Dry and prewet solid salt should be distributed in 3 to 4 foot bands, near the high side of each travel lane.
4. Some highway agencies have found that by prewetting dry salt with a chloride based chemical, or prewetting dry salt with a chloride based chemical mixed with an organic/carbohydrate additive, the application rate of the dry salt component can be reduced from that given in the table above.

PRETREATMENT OF ROAD SURFACES FOR SNOW AND FFROST/BLACK ICE EVENTS

Pavement temperature, ° F, at time of precipitation onset	APPLICATION RATES FOR PREWETTED SOLID SALT AND LIQUID SALT (SODIUM CHLORIDE)			
	Anticipated Event Type			
	Snow		Frost/Black ice	
	Solid, lb/lane-mi	Liquid, gal/lane-mi	Prewetted solid NaCl, lb/lane-mi	Liquid NaCl, gal/lane-mi
Over 30	110	48	100	44
26 to 30	160	70	130	57
21 to 25	210	92	160	70
16 to 20	250	109	190	83
Below 15	PA	NR	AA	NR

PA = Plow and Apply Abrasives as Needed AA = Apply Abrasives as Needed

NR = Not Recommended

MAINTENANCE ACTION NOTES:

1. Dry (non-prewet) salt should only be used as a pretreatment on low speed, low volume roads.
2. Other Liquid chemicals – Application rates and advisability will vary with chemical type, concentration, road temperature and relative humidity at the time of application.
3. Dry and prewet solid salt should be distributed in 3 to 4 foot bands, near the high side of each travel lane.
4. Some highway agencies have found that by prewetting dry salt with a chloride based chemical, or prewetting dry salt with a chloride based chemical mixed with an organic/carbohydrate additive, the application rate of the dry salt component can be reduced from that given in the table above.
5. Liquid chemicals should be used to pretreat for Light Freezing Rain events only.
6. A. Sleet usually does not bond to the road readily. Try plowing only as the initial treatment and apply chemicals only if bonded.

FREEZING RAIN

Within-Event Application Rates for Dry Salt, Prewetted Salt
and Liquid Salt Brine (Sodium Chloride)

Pavement temperature, ° F, at time of application	APPLICATION RATE					
	Pounds per Lane-Mile (Gallons per Lane-Mile)					
	Freezing Rain Event Type					
	Light freezing rain		Moderate freezing rain		Heavy freezing rain	
	Anti- icing	Deicing	Anti-icing	Deicing	Anti- icing	Deicing
Over 30	110 (48)	240 (NR)	130 (NR)	265 (NR)	150 (NR)	290 (NR)
26 to 30	170 (74)	350 (NR)	180 (NR)	375 (NR)	190 (NR)	400 (NR)
21 to 25	200 (87)	425 (NR)	210 (NR)	450 (NR)	220 (NR)	475 (NR)
16 to 20	230 (NR)	500 (NR)	240 (NR)	525 (NR)	250 (NR)	AA (NR)
11 to 15	260 (NR)	AA (NR)	270 (NR)	AA (NR)	280 (NR)	AA (NR)
Below 10	AA (NR)	AA (NR)	AA (NR)	AA (NR)	AA (NR)	AA (NR)

NR = Not Recommended

AA = Apply Abrasives as Needed

MAINTENANCE ACTION NOTES:

1. Application rates may be increased by 25% for treatment cycle time greater than 3 hours.
2. For maximum effectiveness, salt should be placed in 3ft. to 4ft. bands on the high side of each travel lane. In the case of heavy freezing rain or thick ice on the pavement, a very narrow band of salt should be placed on the high side wheel path of each travel lane. 25
3. For frost/black ice/light freezing rain, a more general distribution pattern across the travel lanes is recommended.

4. It may be uneconomical and operationally impossible to use application rates in excess of 500 pounds per lane-mile. Many agencies choose to use sand/salt mixtures in lower pavement temperature situations until warmer pavement temperature conditions are present.

5. Some highway agencies have found that by pre-wetting dry salt with a chloride based chemical, or prewetting dry salt with a chloride based chemical mixed with an organic/carbohydrate additive, the application rate of the dry salt component can be reduced from that given in the table above.

SLEET

Within-Event Application Rates for Dry Salt, Prewetted Salt
and Liquid Salt Brine (Sodium Chloride)

Pavement temperature, ° F, at time of application	APPLICATION RATE					
	Pounds per Lane-Mile (Gallons per Lane-Mile)					
	Sleet Event Type					
	Light sleet		Moderate sleet		Heavy sleet	
	Anti-icing	Deicing	Anti-icing	Deicing	Anti-icing	Deicing
Over 30	120 (NR)	265 (NR)	145 (NR)	290 (NR)	165 (NR)	320 (NR)
26 to 30	175 (NR)	385 (NR)	195 (NR)	410 (NR)	210 (NR)	440 (NR)
21 to 25	220 (NR)	465 (NR)	230 (NR)	500 (NR)	240 (NR)	525 (NR)
16 to 20	250 (NR)	PA (NR)	260 (NR)	PA (NR)	280 (NR)	PA (NR)
11 to 15	285 (NR)	PA (NR)	300 (NR)	PA (NR)	310 (NR)	PA (NR)
Below 10	PA (NR)	PA (NR)	PA (NR)	PA (NR)	PA (NR)	PA (NR)

NR = Not Recommended

PA = Plow and Apply Abrasives as Needed

MAINTENANCE ACTION NOTES:

1A. Sleet usually does not bond to the road readily. Try plowing only as the initial treatment and apply chemicals only if bonded.

1B. The ice component of sleet is very high and will quickly overwhelm the limited amount of chemical that liquids are capable of delivering to the road surface.

2. Application rates may be increased by 25% for cycle time greater than 3 hours.

3. For maximum effectiveness, salt should be placed in 3ft. to 4ft. bands on the high side of each travel lane. As pavement temperature becomes lower and /or the event intensity becomes very heavy, the spread pattern should be further narrowed.

4. It may be uneconomical and operationally impossible to use application rates in excess of 500 pounds per lane-mile. Many agencies choose to use sand/salt mixtures in lower pavement temperature situations until warmer pavement temperature conditions are present.

5. Some highway agencies have found that by prewetting dry salt with a chloride based chemical, or prewetting dry salt with a chloride based chemical mixed with an organic/carbohydrate additive, the application rate of the dry salt component can be reduced from that given in the table above.

SNOW ROUTES

1. Downtown Business District

Main St. - (4th Ave to Locust Ave.)
Central Ave. - (Griffith St. to Star St.)
1st Ave. - (Griffith St. to Gordy St.)
Pine Ave. - (Vine St. to Gordy St.)
Gordy St. - (1st Ave. to Pine Ave.)

2. Primary

Southwest Trafficway - (Main St. to Haverhill)
Main St. - (From south underpass to Locust Ave.)
Main St. - (4th Ave. to McCollum Rd.)
Central Ave. - (Griffith St. to River Rd.)
Central Ave. - (Star St. to Boyer Rd.)
Haverhill Rd. - (Oil Hill. to Towanda Ave.)
6th Ave. - (Main St. to Central (254)
Locust Ave. - (Vine St. to Main St.)
Vine St. - (Locust Ave. to Main St.)
12th Ave. - (Main St. to Bridge)
McCollum Rd. - (Main St. to Country Club Rd.)
Country Club Rd. - (12th Ave. to McCollum Rd.)
Northwest Trafficway - (6th Ave. to Oil Hill Road)

3. Secondary

Towanda Ave. - (Taylor St. to Haverhill Rd.)
Summit St. - (6th Ave. to Clark Ave.)
Denver St. - (1st Ave. to Towanda Ave.)
Olive Ave. - (Vine St. to Arthur St.)
3rd. Ave. - (Main St. to Broadview St. Metcalf to School)
Taylor St. - (Central Ave. to 14th Ave.)
Topeka St. - (6th Ave. to Refinery)
Random Rd. - (Main St. to Country Club Rd.)
Post Rd. - (Main St. to Country Club Rd.)
Skyview Dr. - (Country Club Rd. to east end)
McCollum Rd. - (Country Club Rd. to Hazlett St.)
Hazlett St. - (Skyview Dr. to McCollum Rd.)
14th Ave. - (Topeka St. to Taylor St.)
Douglas Road - (Towanda Ave. to S.W. Trafficway)

4. Medical Centers

A. Susan B. Allen Hospital

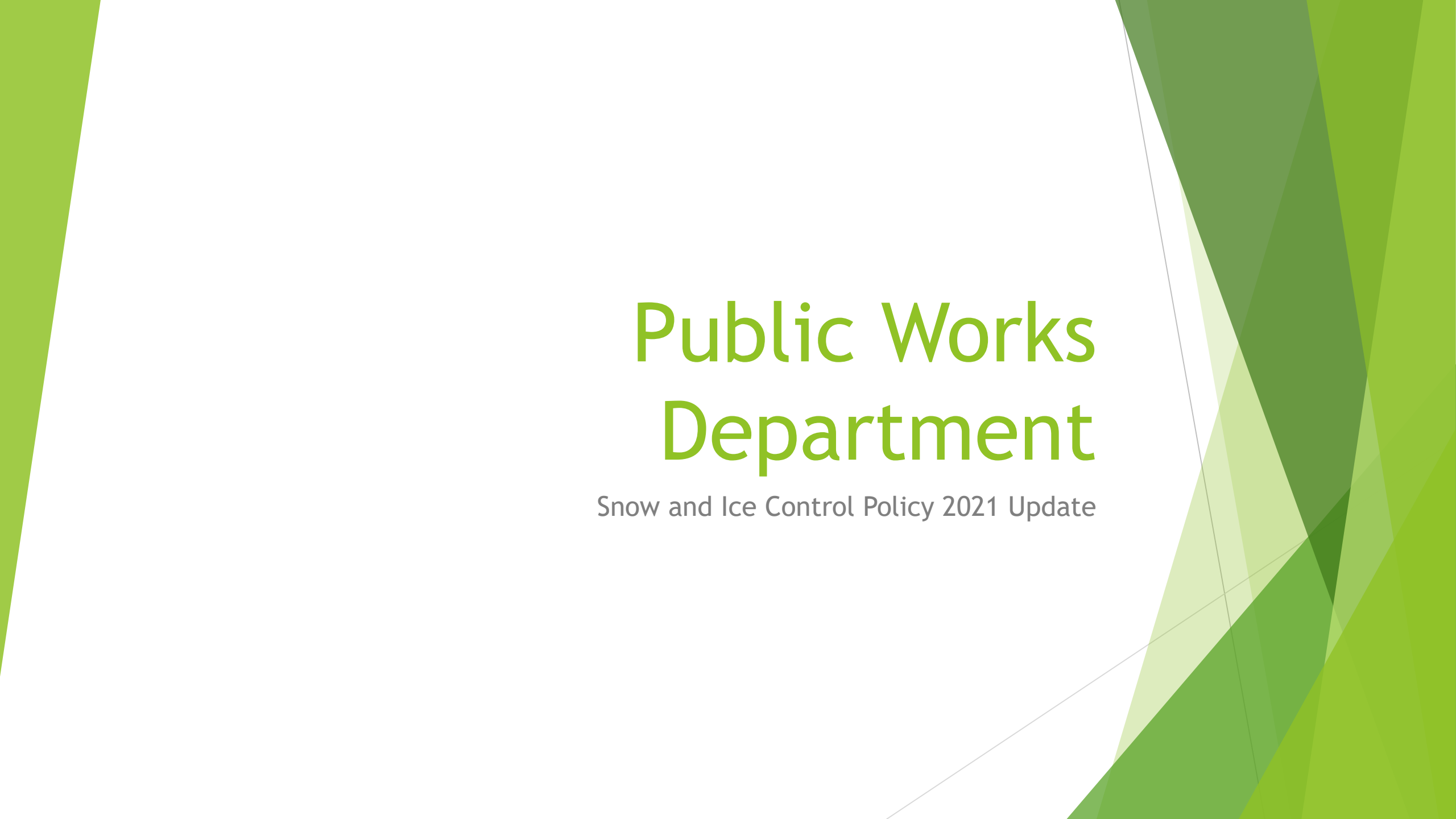
1. Atchison St. - (Central Ave. to 1st Ave.)
2. Topeka St. - (Central Ave. to 1st Ave.)
3. 1st Ave. - (Atchison St. to Topeka St.)

B. Lake Pointe Nursing Home

- 1. Southwest Trafficway
- C. Vintage Place
 - 1. 12th Ave.
- D. Golden Living Manor
 - 1. Country Club Lane.

5. Schools

- A. El Dorado High School
 - 1. McCollum Rd.
- B. El Dorado Middle School
 - 1. Wildcat Way
- C. Grandview
 - 1. Country Club Rd. (North of McCollum Rd.)
- D. Blackmore
 - 1. 3rd Ave. - (Alleghany St. to Orchard St.)
 - 2. Orchard – (6th Ave. to 3rd Ave)
- E. Skelly
 - 1. Towanda Ave. - (Skelly St. to Arthur St.)
 - 2. Park Ave. - (Skelly St. to Arthur St.)
 - 3. Skelly St. - (Park Ave. to Towanda Ave.)
 - 4. Arthur St. - (Park Ave. to Towanda Ave.)
- F. Oil Hill
 - 1. 6th Hunton to School
 - 2. School 6th to 4th
 - 3. 4th School to Hunton
 - 4. Hunton 4th to 6th

The background features abstract, overlapping green geometric shapes in various shades, creating a modern and dynamic look. The shapes are primarily triangular and polygonal, with some areas being more opaque than others, creating a layered effect.

Public Works Department

Snow and Ice Control Policy 2021 Update

Goals

It is the goal of the City of El Dorado, to provide a level of service to the community, which will ensure the safe and efficient movement of vehicle and pedestrian traffic during snowfall/icing events, and provide economical and sustainable removal procedures and operational tasks.

Pilot changes for recent storms

- ▶ Pretreating - How and when we pretreat changed the last 2 storms:
- ▶ Storm 1: minor storm lasting less than 36 hours
 - ▶ We pretreated 24 hours out ahead of the impending minor storm
 - ▶ Snow only stuck in spots and “slush” was plowed off and re-treated then plowed again for a final time and spot treated for re-freeze.
 - ▶ Plowed primary and secondary streets 1 time and treated 2.5 times
 - ▶ Approximately 250 tons of material used or about \$16,250 in material
- ▶ Storm 2: medium storm lasting less than 72 hours
 - ▶ We treated about 8 hours before the storm because it came in as rain first
 - ▶ Roads were snow packed but had dry material under it and as soon as it had enough energy began melting from bottom to top.
 - ▶ Plowed primary and secondary streets 3 times and treated 3 times
 - ▶ Approximately 350 tons of material was used or about \$22,750

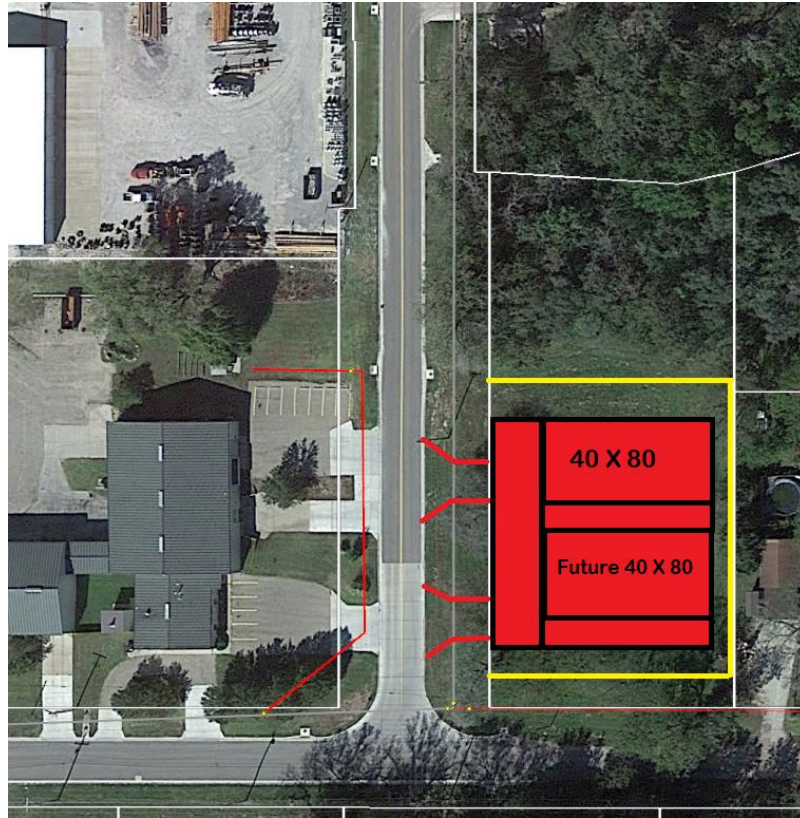
New Trucks and Equipment

- ▶ New trucks and equipment will help with the following changes:
 - ▶ Better monitoring the amount of material
 - ▶ Prewetting material
 - ▶ More accurate application of brine material
 - ▶ Electronic calibration of all controls
 - ▶ All trucks able to perform the exact same operations

The Changes

- ▶ ASTM (American Society for Testing Materials) standards added to the Snow and Ice Control Policy
- ▶ Training using the guide used by KDOT and KTA with modified quantities as shown in “A Practical Guide for Snow and Ice Control” publication used by most agencies
- ▶ New modern equipment - trucks, spreaders and brine applicator
- ▶ Sighting in a new salt storage building (Locust & Griffith area)

Proposed location of new salt storage building



LOCAL FUNDING

The American Rescue Plan makes available a total of \$19.53 billion for payments to non-entitlement units of local government and counties to mitigate the fiscal effects stemming from the current COVID-19 public health emergency.

Non-entitlement areas include those units of general local government which do not receive CDBG funds directly from the U.S. Dept of Housing and Urban Development. Non-entitlement areas are cities with populations of less than 50,000 (except cities that are designated principal cities of Metropolitan Statistical Areas), and counties with populations of less than 200,000.

The State of Kansas will have 30 days after it receives funding from the Federal Government to distribute the funds to each non-entitlement unit of local government in an amount that bears the same proportion to the percentage of population that unit of government bears to the total population of all nonentitlement units of local government in Kansas.

Metropolitan cities will receive direct funding from the U.S. Treasury.

All local units of government shall use the funds to respond to the COVID-19 public health crisis by:

- Providing assistance to households, small businesses and nonprofits, or aid to impacted industries such as tourism, travel and hospitality
- Providing premium pay to eligible workers who are performing such essential work or by providing grants to eligible employers that have eligible workers who perform essential work
 - Premium pay is defined as an amount of up to \$13 per hour that is paid to an eligible worker, in addition to wages or remuneration the eligible worker otherwise receives for all work performed by the eligible worker during the COVID-19 public health emergency. Such amount shall not exceed \$25,000 for a single eligible worker.
 - Eligible workers are defined as those needed to maintain continuity of operations of essential critical infrastructure sectors and additional sectors designated as necessary to protect the health and well-being of the residents
- Supplementing the reduction in revenue from government services due to the COVID-19 public health emergency, relative to the revenues collected in the most recent full fiscal year
- Making necessary investments in water, sewer or broadband infrastructure

A unit of local government or county may transfer funds to a private nonprofit organization, a public benefit corporation involved in the transportation of passengers or cargo, or a special-purpose unit of state or local government.

Funds will remain available through Dec. 31, 2024.