

City of El Dorado, KS
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El Dorado, KS 67402
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TO: City Commission
FROM: Kristina Traina, Administrative Assistant
SUBJ: Work Session Meeting Agenda
DATE: April 14, 2021

A Work Session is scheduled for April 14, 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. McDonald Stadium and Municipal Pool Projects
- b. Street and Sidewalk Infrastructure Policy

II. April 19, 2021 REGULAR AGENDA REVIEW

- a. Personal Appearance
 - i. Marlene Avery - El Dorado Municipal Band
- b. Consent Agenda
 - i. City Commission Minutes
 - ii. Appropriation Ordinance
- c. Old Business
 - i. None
- d. New Business
 - i. 2020 4th Quarter Fiscal Report
 - ii. Economic Development Incentive Activity Report
 - iii. Deer Run Rezoning (R-1 to R-2)
 - iv. Authorization for Meyers Addition Public Infrastructure
 - v. 800 Block of North Washington Valley Vacation
- e. Discussion Items
 - i. None

III. APRIL 19, 2021 EL DORADO LAND BANK BOARD OF TRUSTEES

- i. Land Bank Policy
- ii. American Legion Donation

IV. REPORTS

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

McDonald Stadium Capital Projects

Urgency	Item	Timeline	Cost
1	Front Area Sod		\$1,400
1	Mound Removal		\$15,000
1	Turf Replacement		\$300,000
1	Re-lamping (est.)		\$200,000
1	Bleacher gaps		\$12,000
1	Windows (est.)		\$5,000
2	Backstop		\$10,000
2	Restroom updating		\$22,000
2	Outfield Fence		\$75,000
2	Guttering (est.)		\$5,000
3	Ticket Booths		\$2,000
3	Scoreboard		\$35,000
3	Dugout / Bleacher lighting (est.)		\$20,000
3	Façade Updating (est.)		\$75,000
3	Facility Security (est.)		\$10,000
3	Miscellaneous Repairs		\$15,000
	Total		\$802,400

Title: McDonald Stadium Concourse

Details:

Department	<u>Parks and Recreation</u>	Project Type	<u></u>
Division	<u>Recreation</u>	Comp Plan Objective	<u>8.1.2</u>
Contact Person	<u>Kevin Wishart</u>	Comp Plan Strategy	<u></u>

Description:

Repair of the concourse and seating area at McDonald Stadium. This includes upgraded lighting, replacement of bench seating, repair and sealing of expansion joints, and updates to the façade.

Justification:

McDonald Stadium is rich in history and a gem for El Dorado and the state of Kansas. The concourse and seating areas are in need of repair and upgrades to ensure the safety of our guests, and to make certain that the stadium continues to serve the baseball community for decades.

Project Cost Breakdown:

Engineering	<u></u>
Right of Way/Utilities	<u></u>
Construction	<u>100,000</u>
Financing	<u></u>

Total Cost: \$ 100,000

Funding Sources:

General	<u>40,000</u>
Ordinance Sales Tax	<u></u>
Excess Sales Tax	<u>40,000</u>
Federal Exchange \$\$	<u></u>
Federal - Aviation	<u></u>
Bond:	<u></u>
Specials	<u></u>
CAL - Bond & Interest Fund	<u></u>
Water	<u></u>
Butler Community College	<u>20,000</u>
Total:	<u>\$ 100,000</u>

City Manager Comments:

Approved by CM ☐

Reviewed by PC ☐

Approved by CC ☐

Title: Municipal Pool Improvements**Details:**

Department	<u>Parks and Recreation</u>	Project Type	<u></u>
Division	<u>Swimming Pool</u>	Comp Plan Objective	<u>8.1.2</u>
Contact Person	<u>Kevin Wishart</u>	Comp Plan Strategy	<u></u>

Description:

Repair and replacement of pool equipment and structures.

Justification:

The last significant updates to the pool facility were completed in 1998. This project would replace the existing large slide, replace the pergola with shade structures, make upgrades to the bath houses, concession stands, lighting, doors and fencing. In addition, funds are included for replacement of the main pump.

Project Cost Breakdown:

Engineering	<u></u>
Right of Way/Utilities	<u></u>
Construction	<u>163,000</u>
Financing	<u></u>

Total Cost: \$ 163,000**Funding Sources:**

General	<u>163,000</u>
Ordinance Sales Tax	<u></u>
Excess Sales Tax	<u></u>
Federal Exchange \$\$	<u></u>
Federal - Aviation	<u></u>
Bond:	
Specials	<u></u>
CAL - Bond & Interest Fund	<u></u>
Water	<u></u>
Butler Community College	<u></u>
Total:	\$ <u>163,000</u>

City Manager Comments:Approved by CM ☐Reviewed by PC ☐Approved by CC ☐

POLICY HISTORY FROM 1975 TO 1999

The basic intent of our current street policies is to encourage the paving of all streets with curb and gutter and full depth asphalt pavements. These policies were established with Resolutions 1299 and 1300 which were passed on April 15, 1975.

Before that time the city would allow owners along an unimproved street to petition for sealcoating of the street. These projects required a significant amount of Staff time to administer and the owners were often unsatisfied with the results.

The primary intent of Resolution 1300 was to prohibit the construction of any new substandard streets and to eliminate a new sealcoat project as an option when an existing sealcoated street became deteriorated. This also, however, covered streets such as Topeka, Towanda, 6th / Boyer and others that, for one reason or another, had some amount of asphaltic concrete pavement but not to city Standards.

An option short of an overlay for an existing substandard street was provided in Resolution 1300. This option was not made particularly attractive as the Resolution sets out that the City would provide regular maintenance for only three years. The intent was that if the owners came to the City for financing under 12-6a, the assessments had to be paid off in three years. The payment period should be less than or as long as the expected pavement life.

Between 1975 and 2007, the following unpaved street within the City were paved to City Standards. This list does not include street that were paved as part of a new subdivision.

South High St. – Park to Finney	Oak St. – Sixth to Seventh	Broadview St. – Third to Sixth
Shelden- SW Trafficway to Finney	Fifth Ave. – Houser to Emporia	Orient – 10 th to 12 th & 11 th – Orient to Osage
High St. – Finney to Clark	State Street – Sixth south 300 feet	Osage – 11 th to 12 th
Fourth – Eunice to Hillside	Star St. – Sixth to Seventh	Clark Ave. – Shelden to Douglas
Cave Springs- Main E. 148' to Alley	Gordy – Sixth to Ninth	Sixth Ave – Oil Hill to Star
State – Fourth Ave. N. 421 feet	Country Club Rd. – Twelfth to McCollum Rd.	Park Ave – Atchison to Topeka
Carr – Main to Alley East	Village Rd. – Central to Sixth Ave.	Summit Ave – Finney to Clark
Taylor- 10 th to South line of Adlesperger Addition	Sixth Ave. – Star to Oil Hill Rd.	Vine – Third to Sixth
1500 Block of West Ash	Third Ave. – Village to Norris	Arthur – Second to Third
Ford St. – Finney to Clark	Tenth- Taylor to Topeka	Topeka – Towanda to Benton
Emporia- Townada to Park	Finney – High to Summit	Taylor – 9 th to 10 th
400 Block North Gordy	Rice Drive- Warren Rd. to W. line of Lawndale Add.	State St. – 6 th to South
Prairie Rd. and portions of Meadow and Chelsea	Benton Ave. – Atchison to Topeka	Boyer Rd – Central to North
Park Ave. – Topeka to Atchison	10 th – Taylor to Topeka	300 Blk S. Gordy
Topeka St.- Park to Towanda	Alleghany St. – Olive to Towanda	700, 800, 900 Blk N Denver
Towanda – Douglas Rd. to Taylor	Warren Rd – BelAir to Lawndale	Arthur – 1 st to 2 nd ; First – Jones to Arthur, Second – Jones to Orchard
Taylor – Towanda to Kansas	First Ave. – Orchard to Ohio	McCollum - Main to Country Club
Kansas- Taylor to Star	Ohio – First to Second	5 th Emporia to Houser
Boyer Rd. – Central – 300 ft. north	Ohio – Central to First	

POLICY HISTORY 1999 TO PRESENT

On November 1, 1999, the City Commission adopted Resolution No. 2249. This set out the policy for improving unimproved streets by City Commission Initiation under 12-6a. The City Commission adopted a schedule to initiate all unimproved streets. The majors and collectors were listed by an annual schedule and the residential streets were to be paved at the same time as the major or collector if it was relatively close.

Under this policy, the City Commission attempted to improve Eight Avenue (Main to Oak) and Country Club Rd. (12th to McCollum). In June 2000, a resolution passed to pave Country Club Rd. for a 31-foot street, with no remonstrance filed. In 2001, this resolution was repealed due to a successful property owner petition for a 41-foot street. Eight Avenue (Main to Oak) was attempted but failed by a sufficient petition. This failure created the desire to revisit the policy.

The current policy's focus is a little different. It was adopted in September 3, 2002 by Resolution No. 2382. There were three principals for selecting streets.

- Improve those streets that benefit the greater number of citizens first.

-Keep property owners streets assessment to a minimum by allowing only two assessments during a three-year period.

-Provide ample time for utilities to relocate lines by paving only one Major or Minor Arterial in successive years.

Under Resolution No. 2382, the City Commission would initiate only the Major, Minor and Collectors that are not paved. All others would need to be paved by a sufficient petition by the owners of the property in the Benefit District.

There are two successful paving projects under the current policy, Country Club Rd. and Oil Hill Rd. & McCollum, Douglas Rd was attempted but a successful protest petition was filed against the project. The other streets to be initiated by the current policy are: Topeka St. (Sixth to Refinery) which did not move forward, Towanda (Edgemoor to Haverhill), Boyer (Third to Sixth), and Sixth (Boyer to Metcalf). The other streets on the list to be initiated are: McCollum Rd. (Main to CC Road), Village Rd. (Central to Sixth), and Boyer Rd. (Central to Third). These were all paved or petition under the request of the property owners.

STREET IMPROVEMENT POLICY

I would like to make the current street improvement policy clear at this time. There seems to be some confusion about the difference between improved and unimproved streets. Maintenance for improved streets have sales tax funding available. Unimproved street funding comes from the developer/property owner by either petition or by initiation by the City Commission. If the Commission adopts a sufficient petition by the property owners, the process is fairly easy. If a project is initiated by the Commission, the property owners may petition against the project, and the project dies. Funding for the unimproved streets generally has been by special assessment to the adjoining properties. Some of those that are the exception are the Southwest Trafficway, Central Ave., Main Street, Haverhill Rd. from Central to Sixth and Sixth Ave. from Metcalf to Oil Hill Rd. There may be others that received federal or state funding that I am not aware of. I hope the following explains issues about the current policy.

Sales Tax Projects- Improved Streets

The sales tax was initiated to insure that we had sufficient funds to maintain improved streets in a proper manner. The decision was made early in the process of preparing for the first sales tax proposal to use these funds only for maintenance of improved streets and not for building new ones. This decision was based on the opinion that there should be assessments to owners for improving streets that serve their properties.

Unimproved Streets- existing developed areas

The intent of our long standing policies on unimproved streets, i.e. gravel, sealcoat, thin overlays, is to get these streets paved to a standard that will minimize City maintenance costs.

On November 1, 1999, the City Commission adopted Resolution No. 2249. This set out the policy for the improvement of substandard streets. This resolution is in effect until it is repealed.

Since the adoption of the resolution, the Commission ordered in two streets, Country Club Rd. and Eighth Avenue. On June 5, 2000, a resolution passed to order-in Country Club Rd. for a 31-foot street, with no remonstrance filed. In 2001, this resolution was repealed due to the success of a property owner petition for a 41-foot street.

Eight Ave. was ordered-in but a remonstrance was filed which made the resolution void. After the Eighth Ave. project had failed, City Staff made an attempt to create different criteria for selecting substandard streets. City Staff created a preliminary memo, "Guidelines Relating to Substandard Streets in the City of El Dorado", which is attached. This memo sets out three principals for selecting streets and they are as follows:

1. Improve those streets that benefit the greater number of citizens first.
2. Keep property owners street improvement payments low by allowing only two specials street assessments for no more than 3 years.
3. Provide ample time for utilities to relocate lines by paving only one Major or Minor Arterial in successive years.

The Engineering Dept. made a priority list of streets based on the above criteria. The streets are listed on a priority of One to Four. Each of these priority classifications are basically based on traffic volume, the *Comprehensive Plan's* Thoroughfare Map, and pavement conditions.

On May 7, 2001 the City Commission moved to amend the existing street policy to require that any street classified by the current Comprehensive Plan, or by a similar future plan, or by recommendation of City Staff with concurrence of the City Commission, as an arterial, minor arterial, or collector street, be designed and built to a minimum width of 41 feet, back to back of curb. Cost for any additional width over the normal residential street width of 31 feet, back to back of curb, would be paid by the city-at-large. (Carried 3-2) Exception to this would be granted in situations where sufficient right-of-way is not available. In those cases, street width may be reduced slightly to fit existing conditions.

The major streets considered collectors were, McCollum Rd., Country Club Rd., Topeka St. (6th to 18th), Boyer Rd. (Central to Sixth), Sixth Ave. (Boyer to Metcalf), Towanda Ave. (Arthur to Haverhill Rd), Oil Hill Rd. (Central to 6th), and Douglas Rd. (Sunset to Towanda). The Commission has been successful in paving McCollum, Country Club, and Oil Hill. The Commission initiated Douglas Rd., but a majority of the property owners petitioned against the project. Topeka will be initiated in 2005, Towanda in 2006, and Sixth and Boyer in 2007.

Engineering Department Memo

To: Stan Stewart
From: Bruce D. Remsberg
CC: Gus Collins
Date: 10/12/98
Re: Street Policies

The following points need to be made regarding street policies:

- 1) The intent of our long standing policies on unimproved streets, i.e. gravel, sealcoat, thin overlays, is to get these streets paved to a standard that will minimize City maintenance costs.
- 2) The sales tax was initiated to insure that we had sufficient funds to maintain improved streets in a proper manner.
- 3) The decision was made early in the process of preparing for the first sales tax proposal to use these funds only for maintenance of improved streets and not for building new ones. This decision was based on the opinion that there should be assessments to owners for improving streets that serve their properties.

There is nothing in the proposal for utilizing sales tax funds on the Southwest Trafficway that conflicts with any of these policies. It is an improved street. The City is responsible for maintaining it. Sales tax monies are intended to be used for the City to maintain improved streets. The fact that there were no assessments on the street does not place this road in the same category with Oil Hill Road, Country Club Road or other such unimproved streets.

Engineering Department Memo

To: Stan Stewart
From: David W. Wagner
cc: Gus Collins, Dept. Staff
Date: 4/15/02
Re: Street Policy Status

This memo provides an update of the status of the Street Policy.

On November 1, 1999, the City Commission adopted Resolution No. 2249. This set out the policy for the improvement of substandard streets. This resolution is in effect until it is repealed.

Since the adoption of the resolution, the Commission ordered in two streets, Country Club Rd. and Eighth Avenue. On June 5, 2000, a resolution passed to order-in Country Club Rd. for a 31-foot street, with no remonstrance filed. In 2001, this resolution was repealed due to the success of a property owner petition for a 41-foot street. Eight Ave. was ordered-in but a remonstrance was filed which made the resolution void.

After the Eighth Ave. project had failed, City Staff made an attempt to create different criteria for selecting substandard streets. City Staff created a preliminary memo, "Guidelines Relating to Substandard Streets in the City of El Dorado", which is attached. This memo sets out three principals for selecting streets and they are as follows:

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to back of curb. Cost for any additional width over the normal residential street width of 31 feet, back to back of curb, would be paid by the city-at-large. (Carried 3-2)Exception to this would be granted in situations where sufficient right-of-way is not available. In those cases, street width may be reduced slightly to fit existing conditions.

Following this discussion a schedule of Major Unimproved Streets was created (attached). This has been amended through the CIP process.

Engineering Department Memo

To: Stan Stewart
From: David W. Wagner
cc: Gus Collins, Dept. Staff
Date: 6-18-2002
Re: Street Policy Status

This memo provides an update of the status of the Street Policy.

On November 1, 1999, the City Commission adopted Resolution No. 2249. This set out the policy for the improvement of substandard streets. This resolution is in effect until it is repealed.

Since the adoption of the resolution, the Commission ordered in two streets, Country Club Rd. and Eighth Avenue. On June 5, 2000, a resolution passed to order-in Country Club Rd. for a 31-foot street, with no remonstrance filed. In 2001, this resolution was repealed due to the success of a property owner petition for a 41-foot street. Eight Ave. was ordered-in but a remonstrance was filed which made the resolution void.

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Engineering Department Memo

To: Stan Stewart
From: Bruce D. Remsberg
CC: Gus Collins
Date: 4/16/1999
Re: Proposed Street Policy

The following is a brief recap of the major events in the progression of the discussion regarding the proposed revision of the street policy.

- 1) At a Work Session on November 10, 1998 (Minutes attached) the City Commission discussed the idea of ordering in a number of unimproved major streets. At this meeting, an alternative was presented of allowing a 2" overlay to be placed now in exchange for an agreement by the property owners to pave the street at a predetermined date in the future.
- 2) At a Work Session on December 1, 1998 (Minutes attached) the City Commission reviewed the Staff proposal which had been prepared after the previous discussion. The City Commission, after lengthy discussion, determined to have the Sales Tax Advisory Committee review the proposal.
- 3) On December 4, 1998, City Manager Stan Stewart wrote a memo clarifying the Staff's proposal and opinions. (Copy attached)
- 4) The Sales Tax Advisory Committee met on December 11, 1998 (Minutes attached) and determined to meet again on December 21, 1998.
- 5) At a Work Session on December 14, 1998 (Minutes attached) the City Commission received a report on the letter sent to the Attorney General.
- 6) The Sales Tax Advisory Committee met on December 21, 1998 (Minutes attached) and determined to hold a public hearing on January 7th. This public hearing was subsequently postponed to February 23rd.
- 7) This issue was again discussed by the City Commission at a Work Session on December 31, 1998 (Minutes attached).
- 8) At the January 18, 1999 City Commission (Minutes attached) this issue was discussed and a public hearing was set for February 1, 1999.
- 9) A public hearing was held at the City Commission meeting of February 1, 1999 (Minutes attached). The City Commission directed City Staff to prepare a resolution for a new street policy and requested the Sales Tax Committee's recommendation.

- 10) The Sales Tax Advisory Committee met on February 9, 1999 (Minutes attached) reviewed the proposal and determined to hold a public hearing on February 23, 1999.
- 11) The Sales Tax Advisory Committee held a public hearing on February 23, 1999. After this hearing, they developed recommendations. It was subsequently decided to hold these recommendations for presentation to the City Commission until after the election.

The following items are provided for background information:

A copy of Resolution No. 2179 and Ordinance S-1041 relating to the last election on the Sales Tax issue.

A copy of a memo written by Mary Feighny of the Attorney General's office on November 30, 1998.

A copy of a memo written by Bruce Remsberg on December 8, 1998.

A Draft Proposal for the Policy Statement regarding this proposal.

Copies of various news articles regarding this issue.

RESOLUTION NO. 1299

A RESOLUTION OUTLINING A POLICY CONCERNING THE MAINTENANCE OF GRAVELED STREETS

WHEREAS, the Governing Body of the City of El Dorado, Kansas, finds it necessary to adopt a formal policy concerning the maintenance of graveled streets,

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

Section 1: Gravel streets will be periodically inspected and maintained by the City to the limits of all available surfacing material on the street suitable for such purposes.

Section 2: When deterioration occurs in the street to the point where drainage facilities and/or surface condition require major construction, such will be ordered done by the City.

Section 3: For major reconstruction of the streets, the City will provide equipment and *facets* for all phase of the work. Abutting property owners will be responsible for payment of the total cost of surfacing materials, including transportation costs, to be billed upon completion by the City.

Section 4: If in the reconstruction process, entrance or driveway culverts along the street are found to be inadequate or inoperative, they shall be replaced with culverts meeting minimum City specifications, with the cost of the actual culvert being charged to the property owner and the installation being performed by City forces at no additional cost. The City shall bill the property owner for such charges; upon completing the installation.

Adopted in Regular Session, this 15th day of April, 1975.

RESOLUTION NO. 1300

A RESOLUTION OUTLINING A POLICY CONCERNING THE MAINTENANCE OF SUBSTANDARD ASPHALT STREETS

WHEREAS, the Governing Body of the City of El Dorado, Kansas, finds it necessary to adopt a formal a policy concerning the maintenance of substandard asphaltic streets in such City,

NOW THEREFORE, BE IT RESOLED BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

Section 1: That no additional streets of substandard asphalt classification be constructed within the corporate limits of the City of El Dorado.

Section 2: That when an existing substandard asphalt street becomes deteriorated and is in a poor state of repair as determined by an inspection by the City Manager or his authorized representative, it shall then be the property owners responsibility to collect necessary funds and to contract with the City or an approved contractor to resurface existing substandard asphalt street. As an alternative method of financing such repairs, the property owners may resort to the Petition method permitted under K.S.A. 12-601, et seq.

Section 3: That no street shall be resurfaced except as authorized by the City Manager and all resurfacing must meet City specifications and be applied to the satisfaction of the City Manager or his authorized representative.

Section 4: That the City shall provide regular maintenance of substandard asphalt street for three (3) years after each resurfacing. After the three year period has elapsed, the street must be resurfaced at the property owners expense when major maintenance is required or the City will assume the responsibility of maintaining the street in the manner it maintains unpaved or graveled streets.

Section 5: Should adequate funds be collected as above provided, or in the judgement of the City Manager on adequate driving surface can no longer be provided by resurfacing, the City shall resume regular maintenance practices of non-paved streets.

Adopted in Regular Session, this 15th day of April, 1975.

A RESOLUTION RELATING TO IMPROVEMENT
OF SUBSTANDARD STREETS IN THE CITY OF
EL DORADO, KANSAS

WHEREAS, the Governing Body has determined that the City should improve those streets that benefit the greatest number of persons first; and

WHEREAS, the City should strive to minimize overlapping street improvement assessments unless the improvement is initiated by a sufficient petition; and

WHEREAS, the City should provide ample time for utilities to relocate lines by paving only major or minor arterial in successive years; and

WHEREAS, there are certain streets within the City limits of El Dorado, Kansas, that are substandard and are need of repair to City specifications.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

Section 1. By using the *Comprehensive Plan* -Thoroughfare Map as a guide and the latest Traffic Count Map of El Dorado, generated by the Kansas Department of Transportation, the following guideline criteria will be used:

One –Principal Arterial Streets (traffic counts as designated on the map or greater than 6000 vpd)- give precedence by:

- a) Traffic volumes
- b) Pavement conditions

Priority Two- Minor Arterial Streets (traffic counts as designated on the map or between 1000 vpd and 6000 vpd)- give precedence by:

- c) Traffic volumes
- d) Pavement conditions

Priority Three- Collector Streets (traffic counts as designated on the map or between 500 vpd and 1000 vpd)- give precedence by:

- a) Traffic volumes
- b) Pavement conditions

Priority Four- Local Streets (traffic counts as designated on the map or less than 500 vpd)- give precedence by:

- a) 1. Safety issues
 - Street cannot be traversed at the posted speed safely
 - Street cannot be traversed at the posted speed without vehicle damage
- b) 2. Commercial use
 - Heavy truck use of the street

- c) Drainage need for the streets upstream
If there are streets upstream to be paved, lower elevated streets have priority
- d) Flood conditions
Streets located in the base flood elevation have low priority
- e) Ties to collector or arterial
Streets adjacent to principal and minor arterial streets have higher priority
- f) prioritize by actual need
Streets with no drive approaches have low priority

Section 2. The streets shall be improved according to the provisions set out under K.S.A. 12-6(a)04.

Section 3. The property owners constituting a benefit district with regard to any of the above street improvements may, at their option, assuming a sufficient Petition, request that the street improvements be made and suggest to the Governing body a time for said improvements.

Section 4. Attached is a tentative schedule of improvement, subject to annual review.

Section 5. Resolution No. 2249 is hereby repealed.

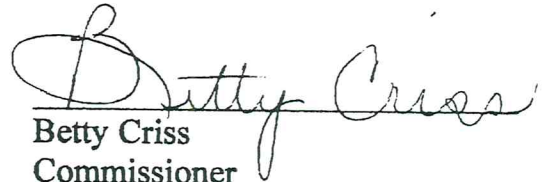
Done in Regular Business Session this 3rd day of September, 2002.



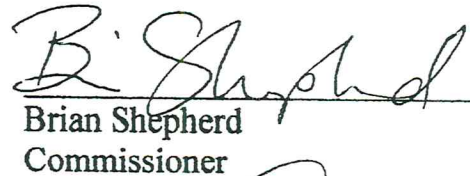
Connie Phillips, Mayor



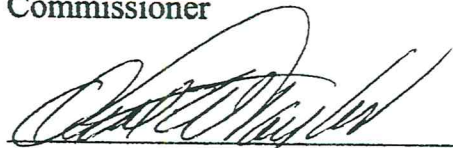
Brian Clites
Commissioner



Betty Criss
Commissioner



Brian Shepherd
Commissioner



Oral Taylor
Commissioner



ATTEST:



Shauna Johnson Interim City Clerk

City of El Dorado
Curb & Gutter Policy

Passed and approved February 6, 1990, by the City Commission.

The following policy will be used for the replacement of inadequate curb and gutter when such replacement is initiated by the adjoining property owner, or is a part of a complete street rehabilitation project approved by the City Commission. Curb and gutter may be declared inadequate in the above situations whenever it:

- A. Is deteriorated due to age.
- B. Has cracked or broken allowing water infiltration.
- C. Has grade deflection which prevents proper drainage.
- D. Has damage to a degree which prohibits its proper function.
- E. Is less than 12 feet in length with inadequate curb as defined above, on both sides of that particular section.
- F. Is within a complete rehabilitation project and its removal is requested by the adjoining property owner.

The City of El Dorado will be responsible for:

Inspection and designation of inadequate curb and gutter.
Fifty percent (50%) of the total cost for removal and replacement.
Establishing and setting replacement grades.
Replacement or installation of non-curb drainage structures.
Replacement of inadequate curb within intersections.
In all cases, replacement shall include the entire curb and gutter and be according to existing approved city plans and specifications.

Abutting property owner will be responsible for:

Fifty percent (50%) of the total cost for removal and replacement.
Property owner costs will be determined on a lineal foot basis.

Sidewalk Policy
(Original Approval July 15, 2002)
(Revision Sept. 2, 2003)

Overall Goal

The overall goal of the Commission is to improve the sidewalk system throughout the city. This goal will be achieved by providing incentives to property owners that have deteriorated sidewalks and that do not have sidewalks, and provide monies to construct new and improve deteriorated sidewalks on portions of Main Street, Central Avenue, and Sixth Avenue.

The policy proposes a ten (10) year program that has three segments.

- 1) Streets with Existing Sidewalks- allow improvements to existing deteriorated sidewalks-

Cost Estimate

There are approximately 152,000 linear feet of existing non-arterial streets with sidewalks. The policy assumes that fifty (50) percent of those are in need of repair. At the cost of \$17.50 per linear foot, the 10-year project will cost \$1.33 million of which (50) percent would be city-at-large and (50) percent property owner. A ten (10) year program would cost the city \$66,500 per year.

Guidelines

- (a) Cost would be split fifty (50) percent City-at-Large and fifty (50) percent property owners for removal and replacement.
- (b) Financing would be available at zero (0) percent interest over 10 years
- (c) Property owner must remove all sidewalks along street frontage, not sections **(removal expense would be city-at-large, to assist property owner with costs)**

- 2) Streets without Existing Sidewalks- allow for new sidewalks

Funding Option

Residential areas that do not have sidewalks will request a petition for their side of the street between two intersecting streets. The program can be implemented and financed under the General Improvement and Assessment Law, K.S.A. 12- 6a01 et seq. The city would offer financing assistance.

Guidelines

- (a) Cost would be 100 percent property owners (principal only)
 - (b) Financing would be available at 0 percent interest over 10 years
 - (c) **All of one side of the block must participate**
- 3) Major Arterial Street Improvements- improves sidewalks on both sided of major thoroughfares, if adequate right-of-way exists **and where practical as determined by the City Commission (revision 9-02-03).**

Fiscal Responsibility

There are approximately 40,000 linear feet of major or principal arterial street sidewalks. An estimated \$16.00 per foot cost for this work would cost the city \$64,000 per year for a 10 year program.

At the writing of this policy, the scheduled maximum cost of Unallocated Sales Tax approved by the Sales Tax Advisory Committee (STAC) is as follows:

2003 Max. Allocation for sidewalk work recommended by STAC and approved by the City Commission- equals \$100,000

2004 Max. Allocation for sidewalk work recommended by STAC and approved by the City Commission- equals \$50,000.

Other costs above these amounts would need City Commission approval.

Guidelines

- (a) Main Street -**Construct new and improve deteriorated sidewalks** – both sides, except the west side, north of Twelfth Avenue.
- (b) Central Avenue- **Construct new or improve deteriorated sidewalks** – (as per revision of Sept. 2, 2003)
- (c) Sixth Avenue- **Construct new or improve deteriorated sidewalks** – (as per revision of Sept. 2, 2003)

NOTE: The City Commission shall approve all locations of the sidewalk construction on these thoroughfares. (as per revision of Sept. 2, 2003)

Sidewalk Policy decision of the City Commissioners July 15, 2002.
(Revision Sept. 2, 2003)

Overall Goal

The overall goal of the Commission is to improve sidewalks throughout the entire city, and to provide an incentive to those property owners who do not have sidewalks.

The policy has three segments.

- 1) Streets With Existing Sidewalks- allow improvements to existing broken walks
 - (a) Cost would be split 50 percent City-at-Large and 50 percent property owner for removal and replacement.
 - (b) Financing would be available at 0 percent interest over 10 years
 - (c) Property owner must remove all walk along street frontage , not sections
- 2) Streets Without Existing Sidewalks- allow improvements for new sidewalks
 - (a) Cost would be 100 percent property owners
 - (b) Financing would be available at 0 percent interest over 10 years
 - (c) **All of one side of the block must participate not portions of one side**
- 3) Major Arterial Street Improvements- improve sidewalks on major thoroughfares, if adequate right-of-ways is available and as determined by the City Commission (revision 9-02-03).
 - (a) Improve sidewalks on Main Street- both sides of the street, except the west side north of 12th Avenue
 - (b) Improve or install sidewalks on Central Avenue- both sides from School Road to Woodland.
 - (c) Improve or install sidewalks on Sixth Avenue – both sides from Haverhill Rd. to Vine Street.