



EL DORADO CITY COMMISSION - WORK SESSION AGENDA
CITY HALL – 220 E. FIRST AVENUE
February 11, 2026 - 5:00 PM

Work Session Discussion Items:

- a.** Pavement Management Plan
- b.** Land Bank Policy

Regular Agenda Preview:

- a.** Items to be Placed on the Consent Agenda
 - i. Work Session Minutes from January 14, 2026.
 - ii. Work Session Meeting minutes from January 26, 2026
 - iii. City Commission Meeting Minutes February 2, 2026.
- b.** Items to be Placed on the Regular Agenda

Reports:

- a.** City Commission Reports
- b.** City Manager Report

EL DORADO

KANSAS

TO: City Commission
FROM: Scott Rickard
SUBJ: Pavement Management Plan
DATE: February 11, 2026

Summary:

Staff wishes to present the City's 2030 Pavement Management Plan, explain how streets are evaluated and prioritized, and review the proposed five-year paving map for 2026 through 2030.

In 2025, the Engineering Department completed street rehabilitation work on 55 blocks of city streets. The total investment in those 55 blocks was \$944,525.71. This does not include the Central Avenue Improvement Project, which represents additional major work completed during the same construction season. Completing this level of rehabilitation in one year requires difficult choices about where limited street funds are spent, and why some locations move ahead before others.

The Pavement Management Plan provides a consistent, defensible method for those decisions. The plan helps the City make the most of every dollar by evaluating each block using a PASER pavement condition rating. PASER scores, combined with traffic levels and street type, guide project selection toward locations that provide the greatest overall benefit to the street network. Each year, this approach helps identify the highest priority areas for rehabilitation, supporting safe and reliable roads for the community.

One other item I want to mention for this discussion is the Street Condition Dashboard we have been building. This was funded through a KDOT grant the City received for innovative transportation technologies. It is not public facing yet. My thought is it would be a good step to publish it after the Commission has had a chance to review the Pavement Management Plan and the five-year paving approach, so the public can see the same condition data and ratings we are using to prioritize projects.

The Street Condition Dashboard may be found online using this link: <https://tinyurl.com/4x8z9z3n>. The proposed five-year paving map being presented reflects rehabilitation work on streets only. It does not include routine and preventive maintenance activities such as pothole patching, crack sealing, or seal coats, which remain critical annual efforts.

The map also does not show work on Central Avenue or Main Street. Annually, staff attempts to complete at least one segment on that arterial network when the City is awarded KDOT CCLIP funding. If awarded, the program is typically matched at 80/20, up to \$400,000.

Attachments:

1. Final Pavement Management Plan ELDO.pdf
2. 5 Year Paving Streets Plan (2026 Update).pdf

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1. Final Pavement Management Plan ELDO
2. 5 Year Paving Streets Plan (2026 Update)

Funding Source:

Operation Impact:

The City Commission sets the budget, street maintenance is included in the budget.

Options/Alternatives:

Using a pavement management plan supports a more consistent and transparent approach to selecting street projects, choosing the right treatment at the right time, and communicating the program to the public. Implementation improves year-to-year planning, reduces reactive decision-making, and helps stretch available dollars by emphasizing timely rehabilitation and preservation strategies where appropriate.

Staff Recommendation:

Staff recommend moving forward with the pavement management plan.

Commission Action:

This item is for discussion purposes only. The item will be scheduled for consideration at a regular meeting pending direction to do so by the City Commission.

2030
PAVEMENT
MANAGEMENT PLAN

EL DORADO
K A N S A S

Prepared by:
City of El Dorado, Kansas
Date: February 20, 2025

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1. INTRODUCTION

This Pavement Management Plan ensures the City of El Dorado's 250.2-lane-mile roadway network remains safe, functional, and cost-efficient. The plan leverages \$700,000 annually from sales tax revenue, along with other funding sources to support street maintenance projects, focusing on different treatment types.

2. PAVEMENT NETWORK OVERVIEW

Roadway Types and Maintenance Strategies

Asphalt (214.9 lane miles / 1,512,858.24 SY)

- 86% of the street network
- 45% PASER 7-10, 30% PASER 5-6
- primary focus for treatments.

Brick (1.4 lane miles / 9,951.41 SY)

- Historic Areas
- 80% PASER 5-7; preservation maintains character.

Concrete (7.7 lane miles / 54,202.95 SY)

- PASER 8-10
- Joint sealing prioritized.

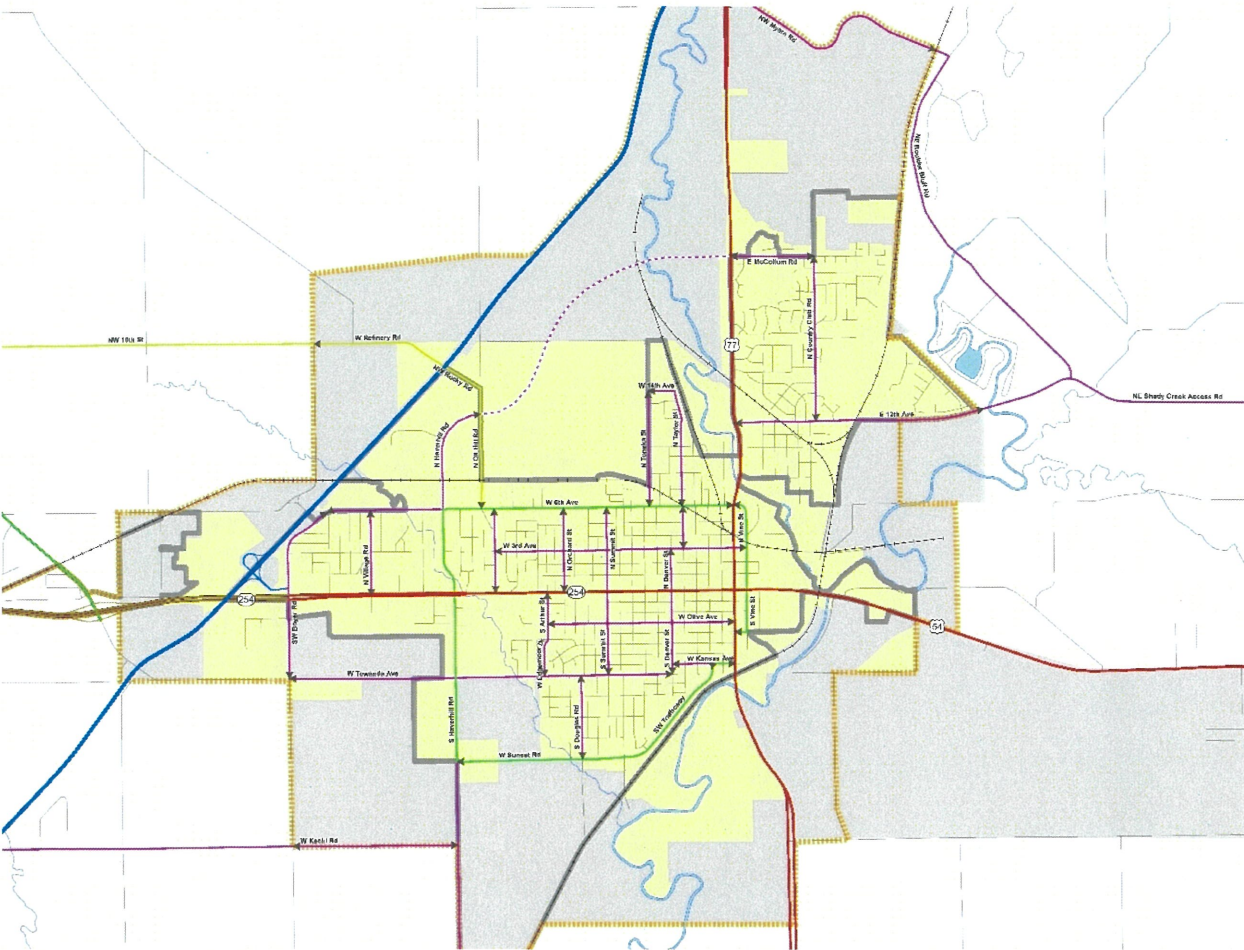
Unimproved (32.6 lane miles / 229,277.82 SY)

- 90% PASER 1-3
- Deferred due to policy/lack of development adjacent

Functional Classification

The city classifies streets based on **traffic flow, usage, and connectivity**:

- **Local Roads (192 lane miles / 1,351,734.80 SY)**
 - Primarily residential streets, providing direct access to homes and businesses.
 - Requires low-cost maintenance strategies such as crack sealing, chip seals, or minor rehabilitation.
- **Collector Roads (44.5 lane miles / 313,468.23 SY)**
 - Serve as connectors between local streets and arterial roads, carrying moderate traffic volumes.
 - Support neighborhood access and commercial activity, requiring periodic resurfacing and rehabilitation.
- **Arterial Roads (58.2 lane miles / 409,697.81 SY)**
 - Designed for high-capacity traffic movement, providing critical regional connectivity.
 - Require frequent resurfacing, mill & overlay, or full-depth reconstruction to maintain capacity, safety, and efficiency.



The El Dorado Transportation Plan integrates traffic volume data, congestion patterns, and multimodal needs to guide investments in the pavement network. This data-driven approach ensures that each classification receives appropriate maintenance strategies tailored to usage, condition, and projected lifespan.

3. HISTORICAL BACKGROUND OF STREETS IN EL DORADO

The street network of El Dorado, Kansas, encompassing 250.2 lane miles, traces its roots to the city's 1868 founding, evolving from dirt paths into a structured system shaped by oil-driven growth and deliberate policies. Early unpaved and rudimentary streets gave way to brick paving in the historic core during the early 20th-century oil boom. Asphalt later dominated, spanning the city.

In 1975, Resolutions No. 1299 and 1300 established foundational policies. Resolution No. 1299 required the city to maintain gravel streets with equipment and labor, billing property owners for surfacing materials during reconstruction, aiming to keep basic access affordable while encouraging upgrades. Resolution No. 1300 banned new substandard streets and limited city maintenance of deteriorated unimproved city streets seal-coated/thin-overlay streets to three

years post-resurfacing, after which property owners funded repairs or reverted to gravel maintenance. This discouraged temporary fixes and perpetual pavement sections to reduce long-term costs.

A 1989 sales tax created a funding source, dedicating \$500,000 annually to maintain improved streets. This policy ensured robust upkeep for 86% of the network while leaving gravel and substandard streets to property owner or developer funding via assessments, aligning with a philosophy of equitable cost distribution.

Resolution No. 2249 (1999) prioritized substandard street upgrades by traffic volume and condition, targeting arterials and collectors for city-initiated paving under K.S.A. 12-6a. Its mixed success—some projects stalled by owner petitions—led to Resolution No. 2832 in 2002. This refined policy prioritized principal arterials (>6000 vpd), minor arterials (1000-6000 vpd), collectors (500-1000 vpd), and local streets (<500 vpd) based on traffic, pavement state, safety, and drainage needs, while limiting arterial paving to one per year for utility coordination and capping assessments at two over three years to ease owner burden. It shifted local street paving to petitions, focusing city efforts on high-impact routes.

Subdivision regulations evolved over the years, ensuring new development met standards, and reducing future maintenance costs.

These policies produced a network bolstered by sales tax and state funds for rehabilitation and preservation. El Dorado's Street history reflects a strategic balance of standardization, cost efficiency, and community benefit.

4. FUNDING

Sales Tax

The City of El Dorado has relied on voter-approved sales tax allocations to ensure a sustainable funding source for street maintenance and improvements. These funds have been used to:

- Finance ongoing street maintenance programs, such as resurfacing and full-depth reconstruction, surface treatments, and rehabilitation since 1989.
- Available annual funds for street rehabilitation in 2025 and forward **\$700,000**
- Sales tax funds are only to be utilized on improved City Streets

Connecting Link Agreement KDOT

The City of El Dorado receives **\$137,710.00** annually from KDOT to assist in maintaining the following **Connecting Links** within the city limits:

- **K-254** – 3.434 miles
- **U.S. 54** – 1.533 miles

- U.S. 77 – 3.011 miles

Federal Fund Exchange

The City of El Dorado participates in the Federal Fund Exchange (FFE) Program administered by the Kansas Department of Transportation (KDOT). This program allows local public agencies to exchange their allocated federal transportation funds for state transportation dollars at an exchange rate of \$0.90 in state funds for every \$1.00 in federal funds.

For the federal fiscal year 2024, El Dorado has been allocated \$178,062.05 in federal funds, which, after the exchange, results in \$160,255.85 available in state funds for local transportation projects. This fund exchange provides greater flexibility, as it allows the City to utilize state funds without the stringent requirements of federal-aid projects, reducing administrative burdens and expediting project implementation.

Special City Highway Fund and Gas Tax

The City of El Dorado receives funding for road maintenance and improvements from two key sources:

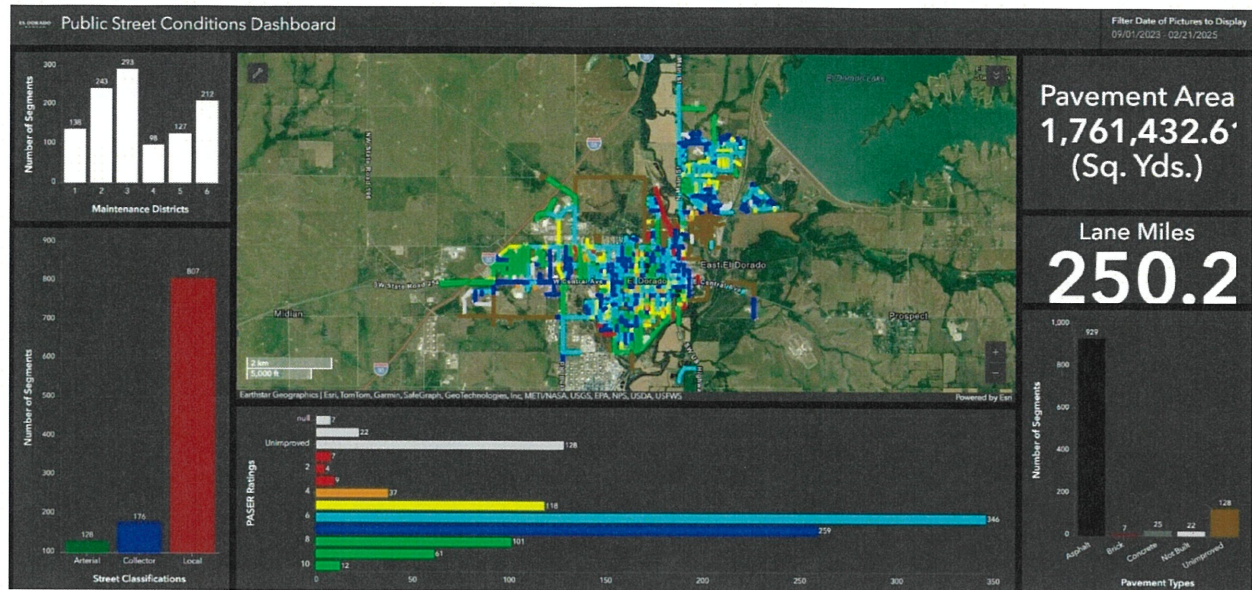
- **Special City/County Highway Fund (4351):** Allocated by KDOT from state fuel taxes, these funds support street construction, repair, and maintenance.
- **Gas Tax Refund (4354):** Provides reimbursements for fuel used in non-highway applications, contributing to local transportation funding.

For fiscal year 2025, total revenue from these sources is projected to remain at **\$355,870**, with the Special City/County Highway Fund being the largest contributor. These funds are essential for maintaining El Dorado's road network.

5. PUBLIC STREET CONDITION DASHBOARD & DATA COLLECTION METHODS

The Public Street Condition Dashboard (ArcGIS) is a data-driven system designed to enhance the efficiency, transparency, and cost-effectiveness of pavement management. By integrating AI-driven assessments, GIS mapping, and PASER ratings, the city is able to prioritize maintenance, allocate resources effectively, and plan for future improvements. The City of El Dorado, consultant with Professional Engineering Consultants to deliver a Pavement Condition Assessment Dashboard.

<https://www.arcgis.com/apps/dashboards/75d5da1284ae41a8879570d12f828462>



AI-Based Pavement Condition Monitoring

El Dorado has adopted AI-powered image analysis to conduct pavement condition assessments.

- Automated cameras and sensors mounted on municipal vehicles continuously scan road surfaces.
- Machine learning algorithms analyze cracks, potholes, and pavement distress, generating consistent, objective condition ratings.
- AI-powered detection allows for early identification of problem areas, preventing minor defects from escalating into major failures.

GIS Mapping and Data Visualization

The city's GIS-based dashboard provides:

- A visual representation of pavement conditions across the entire street network.
- Layered data overlays to compare current conditions with historical trends.
- Wear pattern analysis, helping engineers identify areas with accelerated deterioration.
- Integration with long-term capital improvement planning, ensuring data-driven decision-making.

6. PASER RATING SYSTEM AND PAVEMENT ASSESSMENTS

The Pavement Surface Evaluation and Rating (PASER) system is a visual inspection method used to classify pavement conditions and determine appropriate maintenance strategies.

Visual Rating Methodology

The PASER system categorizes pavement condition from 1 to 10, with higher scores indicating better pavement conditions.

PASER Rating	Condition	Maintenance Strategy
10-8	Excellent	Preventative maintenance (crack sealing, surface treatments)
7-5	Good/Fair	Minor rehabilitation (micro-surfacing, thin overlays)
4-3	Poor	Major resurfacing (mill & overlay, structural overlays)
2-1	Failed	Full-depth reconstruction

Integration with Maintenance Planning

- High-scoring roads (8-10 PASER) require only preventative maintenance to extend lifespan.
- Moderately deteriorated roads (5-7 PASER) need resurfacing or minor rehabilitation before structural damage occurs.
- Lower-rated roads (3-4 PASER) require structural reinforcement, such as mill & overlay or full depth patching combined with minor rehabilitation.
- Severely deteriorated roads (1-2 PASER) require full-depth reconstruction, addressing both the surface and subgrade.

7. PAVEMENT TREATMENT TYPES AND COST ANALYSIS



Pavement maintenance and rehabilitation treatments are carefully selected based on road classification, traffic volume (measured as Vehicle Per Day or VPD), load types, and the current condition of the pavement. Not every treatment is appropriate for every road due to these variables, ensuring that resources are allocated efficiently, and pavement longevity is maximized.

Road Classification and Traffic Volume (VPD):

Roads are typically classified as arterial, collector, or local, each serving different traffic volumes and purposes. Arterial roads handle high VPD and heavy traffic loads, including trucks and buses, requiring robust treatments like mill & overlay or thin HMA overlay to withstand significant wear and tear. Collector roads manage moderate VPD and mixed traffic, often necessitating treatments such as micro-surfacing or crack sealing to address surface defects while maintaining structural integrity. Local roads, with lower VPD and lighter loads, typically require less intensive maintenance like patching or crack sealing, which are cost-effective for addressing minor deterioration without over-investing in structural repairs.

Load Types and Pavement Durability:

Load types, including the weight and frequency of vehicles (e.g., passenger cars vs. heavy trucks), significantly influence pavement deterioration. Arterial roads, designed for heavy commercial vehicles, experience greater stress, leading to cracking, rutting, and structural failure over time. These roads benefit from durable treatments like mill & overlay or thin HMA overlays to reinforce the pavement and handle such loads effectively. Collector roads, with moderate loads, may require intermediate treatments like micro-surfacing to extend pavement life without extensive reconstruction. Local roads, carrying lighter loads and fewer vehicles, can often be maintained with simpler treatments like crack sealing or patching, which address surface issues without the need for major structural interventions.

Pavement Condition and Treatment Appropriateness:

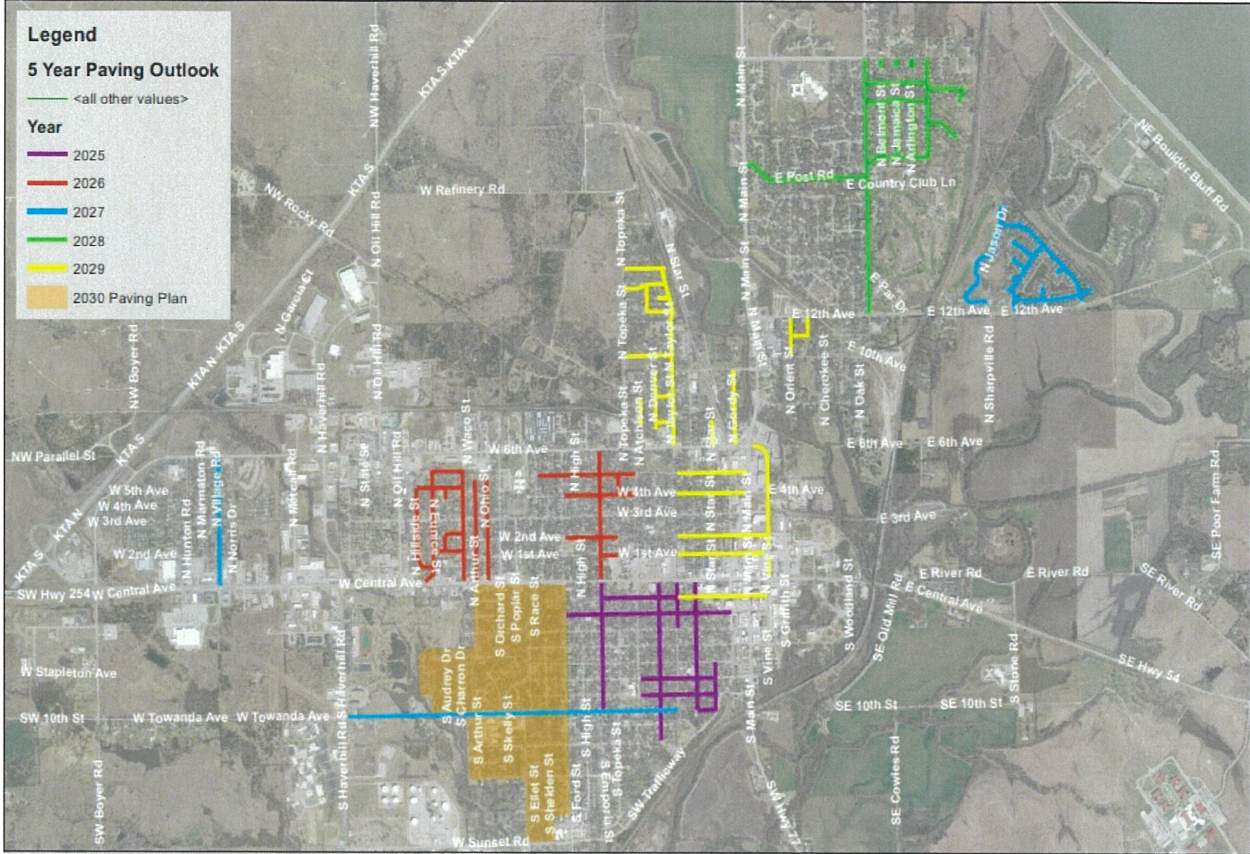
The condition of the pavement, often assessed through systems like PASER ratings, guides treatment selection. Roads in better condition (e.g., higher PASER ratings) may only need preventive maintenance like crack sealing or micro-surfacing to protect against future deterioration. Roads in poorer condition (e.g., lower PASER ratings) may require more extensive treatments like patching or thin HMA overlays to restore structural integrity. Applying a heavy-duty treatment like mill & overlay to a low-traffic local road could be inefficient and wasteful, while using a light treatment like crack sealing on a high-traffic arterial road would fail to address underlying structural needs, leading to premature failure.

Cost-Effectiveness and Resource Allocation:

Selecting the appropriate treatment for each road type ensures cost-effective use of public funds. High-traffic arterial roads, requiring significant investment in durable treatments, justify higher funding allocations to maintain functionality and safety. Collector roads, with moderate traffic, benefit from balanced treatments that extend pavement life at a reasonable cost. Local roads, with low traffic and lighter loads, are best served by minimal, cost-efficient maintenance, avoiding unnecessary expenditure on treatments designed for heavier use.

8. FIVE YEAR CAPITAL IMPROVEMENT PROGRAM (2025-2030)

(Refer to [excel sheet](#) for complete information)



2030 PAVEMENT MANAGEMENT PLAN

2025-2027 Capital Improvement Program

Year	Project Description	Treatment Type	Sales Tax (City)	Excess Sales Tax	Federal Fund	Major Street Fund	State Funding (CCLP)	Total Cost
2025	Centre Ave. (Jones St. to Hawth Rd.) (CCLP)	Mill & Overlay	\$ 223,000.00				\$ 400,000.00	\$ 623,000.00
	District 3 Crack Seal (Roads Below)	Crack Sealing	\$ 50,000.00					\$ 50,000.00
	District 3 W. Kansas Ave. (300-800 BLK) W. Centre Ave. (300-800 BLK)	Micro-Surfacing						\$ -
	W. Ash Ave. (300-1000 BLK) W. Phipps Ave. (500-800 BLK)							\$ -
	S. San St (600-800 BLK) S. Westington St. (100-800 BLK)							\$ -
	S. Taylor St. (100-300 BLK) S. Denver St. (100-1000 BLK)							\$ -
	S. Emporia St. (100-300 BLK) = (55,400 SY)		\$ 282,000.00					\$ 282,000.00
	Various Paving/Roads District 3 (Roads Above)	Paving	\$ 139,000.00					\$ 139,000.00
	Public Works Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 700,000.00					
2026	6th Ave. (Cody St. to Hawth Rd.) = (27,000 SY)	Thin Hot Overlay	\$ 300,000.00					\$ 300,000.00
	District 2 Crack Seal (Roads Below)	Crack Sealing	\$ 50,000.00					\$ 50,000.00
	District 2 - W. 1st Ave. (300 BLK) W. 2nd Ave. (300-1000 BLK)	Micro-Surfacing						\$ -
	W. 4th Ave. (700-1000 BLK) W. 5th Ave. (700-1200 BLK) Dewey, Bacon, Lynn, N. Tanager St. (500 BLK), N. Emporia St. (100-800 BLK)							\$ -
	N. Ohio St. (100-500 BLK), N. Arthur (100-500 BLK) K. Jones St. (100-500 BLK)							\$ -
	Sumner St. (100-500 BLK), Hulse St. (100-500 BLK) = (61,000 SY)		\$ 255,000.00					\$ 255,000.00
	Various Paving/Roads District 2 (Roads Above)	Paving	\$ 95,000.00					\$ 95,000.00
	Public Works Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 700,000.00					
	Centre Ave. (Hawth Rd. to Boyle Rd.) (CCLP)	Mill & Overlay	\$ 200,000.00	\$ 200,000.00	\$ 240,000.00		\$ 400,000.00	\$ 940,000.00
2027	Various Crack Seal (Roads Below)	Crack Sealing	\$ 50,000.00					\$ 50,000.00
	District 6 (Chris Redden Street) = (35,000 SY)	Micro-Surfacing	\$ 175,000.00					\$ 175,000.00
	District 3 W. Tanager Ave. (Hawth Rd. to Taylor St.) (30,400 SY)	Micro-Surfacing	\$ 152,000.00					\$ 152,000.00
	District 1 Village Rd. (Central Ave. to 6th Ave.) = (11,000 SY)	Micro-Surfacing	\$ 55,000.00					\$ 55,000.00
	Various Paving/Roads Above)	Paving	\$ 65,000.00					\$ 65,000.00
	Public Works Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 667,000.00					

2030 PAVEMENT MANAGEMENT PLAN

2028-2030 Capital Improvement Program

2028	Main St. (Central to 6th) (COLP)	M.S. Overlay	\$ 200,000.00	\$ 100,000.00	\$ 150,000.00	\$	400,000.00	\$ 860,000.00
	Various Curb/Seal District 6 (Roads Below)	Crack Sealing	\$ 50,000.00					\$ 50,000.00
	District 6 Post Rd (Main County Club) = (8000 SY)	Thin HMA Overlay	\$ 30,000.00					\$ 80,000.00
	District 6 County Club Rd. (12th Ave to McCullum Rd) = (22,000 SY)	Thin HMA Overlay	\$ 220,000.00					\$ 220,000.00
	District 6 - Skyline Dr., Savelly Dr., Delmar Dr., Rim Rock Rd.	Micro Surface						\$ -
	Pratt View Rd., Belmont St., Jamaica St., Allerton St.	Micro Surface						\$ -
	Adams Ct., Murray Ct., Weber Ct. = (40,000 SY)	Micro Surface	\$ 150,000.00		\$ 50,000.00			\$ 200,000.00
	Various Patching Roads District 6 (Roads Above)	Patching	\$ -	\$ 125,000.00				\$ 125,000.00
	Public Work Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 700,000.00					
2029	District 1 Heart 1 Rd. (Towards St. to 6th Ave.) = (83,000 SY)	Thin HMA Overlay	\$ 335,000.00					\$ 363,000.00
	Various Curb/Seal District 6 (Roads Below)	Crack Sealing	\$ 25,000.00	\$ 25,000.00				\$ 50,000.00
	District 5 - Cherry (1100-1200 BLK), Osage (1200 BLK), E. 11th (500 BLK)	Micro Surface						\$ -
	M. Taylor (650-1400 BLK), W. 14th (500-700 BLK), W. 13th (500-700 BLK)	Micro Surface						\$ -
	E. 12th (500 BLK), Joyce Lincoln (W. 10th) (500-700 BLK)							\$ -
	M. Denver (700-900 BLK), E. 7th (500 BLK), E. 8th (500 BLK)							\$ -
	M. Ardison (600 BLK), M. Berry (650-900 BLK), M. Shaw (600 BLK) = (17,200 SY)		\$ 36,000.00					\$ 86,000.00
	District 4 Vine St. (Central Ave. to 6th Ave.) = (12,444 SY)	Thin HMA Overlay	\$ 124,440.00					\$ 124,440.00
	District 4 Side Streets Downtown (1100 BLK East to 300 BLK West) = (17,200 SY)	Micro Surface	\$ 36,000.00					\$ 86,000.00
	Various Patching Roads District 6 (Roads Above)	Patching	\$ -	\$ 100,000.00				\$ 100,000.00
	Public Work Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 694,440.00					
2030	Central Ave. (Jones St. to Denver St.) (COLP)	M.S. Overlay	\$ -	\$ 200,000.00	\$ 150,000.00		400,000.00	\$ 760,000.00
	Various Curb/Seal District 6 (Roads Below)	Micro Surface			\$ 80,000.00			\$ 80,000.00
	Boundary - (South of Central Ave., West of Summit St., North of SW Trailway)	Thin HMA Overlay						\$ -
	East of Tower Ave. = (135,000 SY)	Patching	\$ 630,000.00					\$ 730,000.00
	Various Patching Roads District 6 (Roads Above)	Patching	\$ -		\$ 150,000.00			\$ 150,000.00
	Public Work Street Maintenance City Wide					\$ 50,000.00		\$ 50,000.00
	Annual Total (City)		\$ 630,000.00					
TOTALS			\$ 750,000.00	\$ 740,000.00	\$ 350,000.00	\$ 1,600,000.00	\$ 7,601,440.00	

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Crack Sealing as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum assesses crack sealing, a cost-effective treatment for preventing water intrusion and delaying deterioration in asphalt pavements. The review focuses on its application for streets throughout El Dorado with isolated cracking but otherwise structurally sound pavement.

Summary of Preliminary Concerns

1. Timing and Seasonal Constraints
 - Must be applied during dry weather with appropriate pavement temperatures.
 - Less effective if cracks are dirty or filled with moisture.
2. Limited Effectiveness on Distressed Pavements
 - Not suitable for alligator cracking, block cracking, or pavements with extensive surface fatigue.
 - Improper crack preparation or overbanding may lead to early failure.
3. Surface Aesthetics
 - May cause aesthetic concerns due to contrast in appearance and tracking in hot weather.

Cost vs. Performance Comparison

- Expected lifespan extension: 3–5 years for treated cracks
- Cost range: \$0.30–\$0.60 per linear foot
- Significantly slows deterioration when used proactively; low-cost, high-return strategy.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Crack Mapping	Identify eligible cracks for sealing	Crack width $< \frac{3}{4}$ inch; field survey
Crack Cleaning	Ensure proper adhesion	Compressed air or heat lance
Sealant Type Selection	Choose correct material based on climate	ASTM D6690 (Type II or III)
Post-Application QA	Evaluate adhesion, profile, and overbanding	Field visual and tactile inspection

Industry Guidance for Crack Sealing Use

- Cracks must be dry, clean, and not wider than $\frac{3}{4}$ inch.
- Preferred sealing season: spring or fall (temperatures between 40°F–80°F)
- Overband width: 1–2 inches max
- Crack routing optional based on width and type
- Typical application rate: 0.2–0.5 lbs/lf depending on crack size

Key Questions for Street Specifics

1. What sealant types perform best in Kansas freeze-thaw cycles?
2. Is crack routing recommended for pavements with reflective cracking?
3. What are the recommended temperature and humidity thresholds?
4. How are treated cracks protected from moisture during curing?
5. Are there performance warranties or durability test results available?

Standard Bid Specifications for Crack Sealing

- Material: ASTM D6690, Type II or III rubberized asphalt sealant
- Application: Hot-applied with wand or pour pot
- Crack Width: Up to $\frac{3}{4}$ inch
- Cleaning: Compressed air and/or heat lance
- Overband Width: 1–2 inches
- Cure Time: Traffic-ready in 15–30 minutes
- Temperature Range: 40°F–85°F pavement temperature

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Fog Seal as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates the use of fog seal, a diluted asphalt emulsion, as a pavement preservation treatment for low-traffic residential streets and lightly oxidized surfaces in the City of El Dorado. The goal is to determine its effectiveness in sealing the surface, enhancing aesthetics, and extending pavement life at a low cost.

Summary of Preliminary Concerns

1. Limited Structural Benefit
 - Fog seals do not add structural value and are unsuitable for pavements with surface or base distress.
 - Intended only for sound pavements with minor oxidation or loss of surface color.
2. Surface Friction Reduction
 - May create a temporary sheen, reducing friction immediately after application.
 - Sanding may be required to restore surface friction.
3. Aesthetic Rather Than Functional Preservation
 - Primarily enhances appearance and provides minimal sealing against moisture intrusion.
 - Not recommended for use on roads showing cracking, raveling, or minor failures.

Cost vs. Performance Comparison

- Expected lifespan extension: 1–3 years
- Cost range: \$0.50–\$0.90 per square yard
- Offers limited benefit compared to treatments like HA5 or slurry seal but can be cost-effective when applied early in the pavement lifecycle.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Surface Condition Assessment	Verify suitability based on oxidation and absence of distress	Visual inspection, PASER target 8–10
Surface Friction Testing	Ensure post-treatment skid resistance	ASTM E274 (Locked-wheel), E303 (Pendulum)
Application Uniformity	Confirm coverage and absorption	Field inspection during and after application
Drainage Assessment	Ensure no ponding or flow obstruction	Field slope and gutter line review

Industry Guidance for Fog Seal Use

- Best used on recently constructed roads or overlays with minor oxidation and color fading.
- Typically applied at a rate of 0.05 to 0.10 gal/sy.
- Should be applied in warm, dry conditions with ambient temperatures above 60°F.
- Sanding may be required to restore traction.

Key Questions for Street Specifics

1. What PASER range do you recommend for fog seal?
2. What safety measures are recommended for friction mitigation?
3. What is the expected visual and functional lifespan?
4. Can fog seal be tinted or modified for better traction?
5. Is sanding always necessary?

Standard Bid Specifications for Fog Seal

- Material Type: Diluted asphalt emulsion (commonly CSS-1H)
- Application Rate: 0.05 to 0.10 gal/sy (field adjusted)
- Residue Content: Minimum 40% (post-dilution)
- Temperature Restriction: > 60°F surface and ambient
- Cure Time: 2–4 hours minimum before traffic reopening
- Friction Mitigation: Sanding recommended in high-traffic areas

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Full Depth Reconstruction as a Pavement Rehabilitation Strategy
Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates Full Depth Reconstruction (FDR) as the most intensive pavement rehabilitation method used by the City of El Dorado. The purpose is to assess its necessity, cost implications, and design considerations for severely deteriorated roads with structural and subgrade failure.

Summary of Preliminary Concerns

1. Highest Capital Cost per Unit
 - Significant investment required per square yard.
 - Must be prioritized only where no other treatment is viable.
2. Coordination with Utilities and Right-of-Way
 - Extensive excavation may require utility relocation.
 - Right-of-way and ADA improvements often triggered.
3. Construction Disruption
 - Full-depth removal results in prolonged road closures and detours.
 - Dust, noise, and access management are major concerns for adjacent properties.

Cost vs. Performance Comparison

- Expected lifespan extension: 20–30 years
- Cost range: \$18.00–\$30.00 per square yard
- Longest service life; provides new subgrade, base, and surface system.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Soil Analysis	Evaluate subgrade stability and composition	AASHTO T99/T180; soil classification
Deflection Testing	Identify structural deficiencies	Falling Weight Deflectometer (FWD)
Geotechnical Report	Guide base and subbase layer design	Bore logs and lab testing (CBR, R-value)
Drainage Study	Ensure subdrain and surface drainage improvements	Slope analysis, curb/gutter review

Industry Guidance for FDR Use

- Required for roads with PASER 1–2, base failure, and drainage deficiencies.

- Typical section includes: • 6–12" of compacted subgrade • 6–8" crushed aggregate base • 4–6" of HMA or concrete surface (arterials)
- May include geogrid or stabilization agents for poor soils.
- Allows full geometry redesign including cross-slope and curb line correction.

Key Questions for Street Specifics

1. What base and subbase depths are recommended for high-volume streets?
2. How is unsuitable soil treated (e.g., undercut, geogrid, stabilization)?
3. What are typical schedule durations for block-by-block reconstruction?
4. How are utility conflicts and ADA compliance addressed in planning?
5. Are there long-term maintenance needs for reconstructed segments?

Standard Bid Specifications for Full Depth Reconstruction

- Excavation: Full-depth removal of existing pavement and unsuitable base
- Subgrade Prep: 6–12" of compacted subgrade with proof rolling
- Base Course: 6–8" crushed aggregate (KDOT AB-3 or approved equivalent)
- Surface Course: 4–6" of Superpave HMA or concrete
- Drainage: Install curb, gutter, and subdrains as needed
- Traffic Control: Long-duration lane closures and detours required

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of HA5 as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates HA5, a high-density mineral bond surface treatment, as a pavement preservation strategy. The objective is to assess its potential to extend the life of asphalt streets in El Dorado by protecting against oxidation, UV degradation, and moisture intrusion.

Summary of Preliminary Concerns

1. Surface Compatibility and Preparation
 - Requires a sound, tightly bonded surface for effective performance.
 - Unsuitable for pavements with alligator cracking, rutting, or base failures.
2. Application Conditions
 - Must be applied during favorable weather (dry and warm) to achieve proper curing.
 - Requires 4 to 6 hours of cure time, which may disrupt traffic patterns.

Cost vs. Performance Comparison

- Expected lifespan extension: 5–8 years
- Cost range: \$1.70–\$2.50 per square yard
- Provides a dense, durable seal against moisture and oxidation; ideal for 3–7 year-old pavements.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Surface Condition Evaluation	Verify suitability (oxidation, tightness, no major distress)	PASER 7–9; Visual inspection
Surface Permeability	Ensure absorption and bonding	NCAT Field Permeability or field spray test
Binder Analysis (Optional)	Evaluate aging and compatibility	FTIR or asphalt recovery test
Application Uniformity	Confirm bond and coverage	Field inspection and post-application QA

Industry Guidance for HA5 Use

- Designed for residential and collector streets with moderate traffic.
- Requires two-coat system (mineral and binder layers) for optimal sealing.
- Applied at ~0.12 to 0.15 gal/sy with special equipment.
- Limits UV and moisture penetration, reducing oxidation and softening over time.

Key Questions for Street Specifics

1. What pavement condition ratings (PASER/PCI) are ideal for HA5?
2. What is the expected reapplication cycle for HA5-treated streets?
3. Does HA5 require any special surface preparation or curing additives?
4. What is the friction performance post-treatment?
5. How does HA5 perform in freeze-thaw environments such as Kansas?

Standard Bid Specifications for HA5

- Material Type: High-density mineral bond
- Application Rate: 0.12–0.15 gal/sy (two-coat system)
- Curing Time: Minimum 4 hours (weather dependent)
- Surface Preparation: Clean, dry, structurally sound
- Temperature Restriction: Apply only > 55°F ambient temperature
- Friction Assurance: Post-treatment testing recommended in intersections

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Microsurfacing as a Pavement Preservation Strategy Prepared by:
Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates microsurfacing, a cold-mix polymer-modified emulsion with fine aggregate, as a pavement preservation strategy for City of El Dorado streets. The purpose is to assess its capacity to restore surface profile, improve skid resistance, and extend pavement life, especially on moderate traffic roads.

Summary of Preliminary Concerns

1. Surface Condition Limitations
 - Requires moderately oxidized pavements with no significant base failure.
 - Not recommended for pavements with alligator cracking or subgrade instability.
2. Application Requirements
 - Requires calibrated equipment and skilled crews.
 - Sensitive to weather and must be placed under dry, warm conditions.
3. Ride Quality Impacts
 - May cause minor surface irregularities if improperly placed.
 - Must be uniformly applied to avoid longitudinal joints or ridges.

Cost vs. Performance Comparison

- Expected lifespan extension: 5–7 years
- Cost range: \$2.50–\$3.50 per square yard
- Adds slight thickness ($\frac{3}{8}$ "), restores friction, and seals surface cracking.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Surface Texture Evaluation	Assess texture suitability for bonding	Field macrotexture review
Distress Survey	Determine type/severity of surface defects	PASER 5–6; Visual rating
Friction Testing	Confirm restored skid resistance post-treatment	ASTM E274 (locked-wheel)
Longitudinal Profile	Evaluate consistency and smoothness	Profilograph or high-speed inertial profiler

Industry Guidance for Microsurfacing Use

- Ideal for collector and arterial streets with surface oxidation, minor rutting, and texture loss.

- Typical application rate: 18–22 lbs/sy aggregate (Type II or III), 0.25–0.30 gal/sy emulsion
- Can be used to correct minor rutting up to ½ inch deep.
- Rapid cure formulation can allow traffic return in 1–3 hours.

Key Questions for Street Specifics

1. What distress types are acceptable for microsurfacing?
2. How does microsurfacing perform on rutted or textured pavements?
3. What is the standard cure time and lane reopening procedure?
4. Is rut-filling performed in a separate pass?
5. What post-treatment smoothness or profile guarantees are typical?

Standard Bid Specifications for Microsurfacing

- Emulsion Type: Polymer-modified (CQS-1P or equivalent)
- Aggregate: Type II or III per ISSA standards
- Application Rate: 18–22 lbs/sy aggregate; 0.25–0.30 gal/sy emulsion
- Rut-Filling: Optional pre-pass with modified box
- Cure Time: 1–3 hours (weather dependent)
- Surface Temperature: > 55°F and rising

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Mill & Overlay as a Pavement Rehabilitation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates Mill & Overlay as a comprehensive rehabilitation method for structurally distressed streets within El Dorado. The review focuses on its effectiveness in restoring surface condition, improving ride quality, and enhancing structural capacity for arterial and collector streets.

Summary of Preliminary Concerns

1. Subsurface Conditions Must Be Known
 - Pavement core sampling or deflection testing may be required to identify base deficiencies.
 - Unaddressed subgrade failures may lead to reflective cracking or early failure.
2. Utility Conflicts
 - Milling depth must consider manholes, valves, and ADA ramps to maintain compliance.

Cost vs. Performance Comparison

- Expected lifespan extension: 12–15 years
- Cost range: \$8.00–\$12.00 per square yard
- Combines structural and surface improvements; suitable for high-volume streets.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Core Sampling	Determine asphalt thickness, subgrade quality	AASHTO T-87; lab analysis
Structural Capacity	Identify areas needing base reinforcement	Falling Weight Deflectometer (FWD)
Ride Profile	Pre/post smoothness and rutting measurement	Inertial profiler or profilograph
Compaction & Thickness	Ensure lift quality	Nuclear density gauge; plate sampling (ASTM D2950)

Industry Guidance for Mill & Overlay Use

- Suited for PASER 3–4 pavements with rutting, cracking, oxidation, and surface irregularities.
- Typical milling depth: 1.5–2.5 inches; deeper for structural corrections.
- Followed by new HMA overlay (1.5–2.5 inches) using Superpave design.
- Surface must be tack coated, clean, and dry.

Key Questions for Street Specifics

1. What milling depth is optimal based on existing conditions?
2. How are subgrade issues identified and corrected in design?
3. What traffic control strategies are recommended during multi-day paving?
4. Are incentives used for profile smoothness or compaction?
5. How is manhole and utility casting adjustment handled during overlay?

Standard Bid Specifications for Mill & Overlay

- Milling Depth: 1.5–2.5 inches (variable)
- Overlay: HMA per KDOT Class B or C, 1.5–2.5 inch lift
- Tack Coat: CSS-1H or SS-1H at 0.05–0.10 gal/sy
- Compaction: >92% of theoretical maximum density
- Paving Window: Daytime, >45°F temperature and rising
- Traffic Reopening: After cooling and density checks (~2–4 hours)

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Patching as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates patching as a reactive pavement maintenance strategy in El Dorado's street network. The intent is to identify the most effective practices and specifications for addressing localized failures and extending the service life of adjacent pavement.

Summary of Preliminary Concerns

1. Reactive Rather than Preventative
 - Typically performed after damage has occurred; not a preventative strategy.
 - Does not provide network-wide benefit unless part of a broader preservation effort.
2. Durability Dependent on Preparation
 - Substandard base or compaction may cause patches to fail prematurely.
 - Inconsistent performance if patch area is not extended beyond damaged zone.
3. Ride Quality and Appearance
 - Can result in bumpy ride and poor aesthetics if not well blended.
 - Overuse can create a patchwork effect on the roadway surface.

Cost vs. Performance Comparison

- Expected lifespan extension: 2–10 years depending on type and quality
- Cost range: \$25–\$45 per square yard
- Effective when addressing base failure, potholes, or utility cuts but expensive on a per-unit basis.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Failure Area Delineation	Identify exact area of distress and subgrade impact	Field inspection, GPR (optional)
Subgrade Condition Assessment	Determine need for stabilization or undercut	Visual review, probe or dynamic cone penetrometer
Material Testing	Ensure proper HMA or patch mix is used	ASTM D6926 (Marshall), or DOT specs
Compaction Verification	Confirm density and structural integrity	Nuclear density testing (ASTM D2950)

Industry Guidance for Patching Use

- Best suited for potholes, edge failures, or utility trench repairs.
- Should extend 6–12" beyond visible distress to capture full failure area.

- Full-depth patching includes excavation, compaction, and base/HMA replacement.
- Cold patch is temporary; hot mix patch is preferred for long-term performance.

Key Questions for Street Specifics

1. What is the typical warranty or expected durability of full-depth patches?
2. What compaction equipment and density standards are followed?
3. Are high-performance cold patch materials available for winter use?
4. Is infrared patching viable for El Dorado's climate and mix types?
5. What techniques ensure ride quality blending between patch and existing surface?

Standard Bid Specifications for Patching

- Patch Type: Full-depth hot mix asphalt patch preferred
- Excavation: Extend 6–12" beyond visible cracking
- Base Material: Replace or recompact subgrade as needed
- Compaction: 95% density target (modified proctor)
- Asphalt Mix: Per KDOT HMA specifications (Class A or B)
- Traffic Control: Required until patch is cooled and compacted

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Reclamite as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum outlines the City of El Dorado's internal evaluation of Reclamite, a maltene-based asphalt rejuvenator, as a potential pavement preservation treatment for use within the city's broader asphalt street network. The purpose is to determine Reclamite's feasibility based on pavement condition, cost-effectiveness, and long-term performance compared to alternative treatments.

Summary of Preliminary Concerns

1. Effectiveness on Aged or Marginal Pavement Surfaces
Reclamite is marketed primarily for use on newer or lightly oxidized pavements, typically within the first 3–5 years of surface life. Concerns include:
 - Limited effectiveness on surfaces showing early-stage raveling, block cracking, or surface brittleness.
 - Uneven penetration or minimal benefit when applied to open-graded or porous surfaces.
 - No structural value on pavements with base or subgrade instability.
2. Drainage & Surface Friction Implications
Any proposed treatment must:
 - Maintain or improve surface friction, particularly near intersections or driveways.
 - Avoid generating surface sheen or slipperiness, especially during wet or freeze conditions.
 - Ensure runoff is managed appropriately, with no unintended ponding or blocked drainage paths.

Cost vs. Performance Comparison

- Expected lifespan extension: 2–4 years
- Cost range: \$1.00 to \$1.50 per square yard
- Provides limited benefits on older/cracked pavement

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Pavement Core Sampling	Determine surface oxidation depth, material aging, and asphalt layer thickness	Visual core inspection; lab evaluation
Asphalt Binder Recovery & Testing	Evaluate degree of aging, stiffness, and maltene depletion in binder	ASTM D2171 (Viscosity), D5 (Penetration), D36 (Softening Point)
Surface Friction Testing	Ensure friction is not reduced after application	ASTM E274 (Locked-wheel), E303 (Pendulum)
Surface Permeability Testing	Check if pavement texture will allow consistent absorption	NCAT Field Permeability or Falling Head Test
PCI or PASER Evaluation	Determine overall pavement suitability for preservation	PCI survey (ASTM D6433) or PASER manual; Target: PCI $\geq$ 70 or PASER 7–8

FTIR Analysis (Optional)	Analyze chemical properties of binder to evaluate rejuvenator compatibility	Infrared Spectroscopy – lab based
Drainage Review	Identify runoff flow paths and ensure post-treatment water management	Field inspection; slope verification

Industry Guidance for Reclamite Use

- Reclamite is most effective when applied early in a pavement's lifecycle, before cracking or raveling has begun.
- It works by replenishing maltenes lost during oxidation, improving flexibility and delaying cracking.
- Expected life extension ranges between 2–4 years, but performance diminishes rapidly on pavements showing moderate distress.
- Often used as a first-step preservation strategy in a long-term maintenance cycle.

Key Questions for Street Specifics

1. What pavement condition ratings (PCI or PASER) do you recommend for Reclamite?
2. Do you have local case studies or performance data in comparable climates?
3. What is the cost per lane-mile, and how often must Reclamite be reapplied?
4. What pre-application testing do you recommend to ensure suitability?
5. How does Reclamite perform on porous or coarsely textured asphalt?
6. What are the surface friction impacts, and are any post-application treatments needed?
7. Has Reclamite been evaluated or approved under KDOT Special Provisions or referenced by KAPA?
8. What training or certification is required for contractor application?

Standard Bid Specifications for Reclamite

- Material Type: Cationic, water-based asphalt rejuvenator composed of petroleum maltenes
- Viscosity @ 25°C (SFS): 15–40 seconds
- Residue by Distillation: 60–65%
- Sieve Test: Max 0.1%
- Flash Point (COC): Min 196°C
- Asphaltenes: Max 1.00%
- Maltene Ratio (PC+A1)/(S+A2): 0.3–0.6
- Application Rate: 0.05 to 0.10 gal/sy, field adjusted
- Temperature Restrictions: Apply only if ambient temp > 40°F
- Post-Application: Sanding recommended to maintain surface friction

CITY OF EL DORADO – PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Slurry Seal as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates the use of slurry seal, a mixture of emulsified asphalt, fine aggregate, and mineral filler, as a pavement preservation strategy for El Dorado's asphalt network. The objective is to assess its ability to correct minor surface distresses, restore texture, and improve ride quality while extending pavement life.

Summary of Preliminary Concerns

1. Limited Structural Reinforcement
 - Not suitable for pavements with structural issues or significant cracking.
 - Provides only surface-level correction with no load-bearing value.
2. Application Constraints
 - Requires proper weather and surface dryness for curing.
 - Cure time may be 4–8 hours, creating temporary traffic disruption.
3. Ride Quality Considerations
 - May leave minor surface irregularities if improperly mixed or placed.
 - Performance is dependent on uniform mixing and application.

Cost vs. Performance Comparison

- Expected lifespan extension: 4–6 years
- Cost range: \$2.00–\$3.00 per square yard
- Adds texture, improves friction, and seals minor cracks; best used on moderately distressed surfaces.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Surface Distress Mapping	Verify cracking, raveling, oxidation	PASER 5–6 rating target; visual field review
Surface Texture Suitability	Ensure adequate bonding of slurry mix	Field absorption and macrotexture inspection
Friction Testing	Evaluate skid resistance post-application	ASTM E274 or field drag sled testing
Cure Time Verification	Determine readiness for traffic reopening	Field temperature, visual sheen check

Industry Guidance for Slurry Seal Use

- Used to treat oxidized surfaces, raveling, and minor cracking.
- Typical application rate: 12–15 lbs/sy of aggregate
- Ideal for collector and local streets with moderate traffic and no base failure.
- Surface must be free of standing water and properly cleaned.

Key Questions for Street Specifics

1. What aggregate type is recommended for slurry seal in Kansas climates?
2. What minimum pavement condition (PASER) is required for effective sealing?
3. How long before traffic can resume?
4. Are crack sealing and patching required beforehand?
5. What quality control measures are implemented during mixing and placement?

Standard Bid Specifications for Slurry Seal

- Material: Emulsified asphalt (CQS-1H or equivalent) with Type II or III aggregate
- Application Rate: 12–15 lbs/sy (aggregate); 0.20–0.25 gal/sy (emulsion)
- Cure Time: Minimum 4 hours (weather dependent)
- Surface Preparation: Sweeping, crack sealing as needed
- Temperature Restriction: > 50°F and rising
- Placement: Machine-applied with spreader box and strike-off

CITY OF EL DORADO –PAVEMENT PRESERVATION TREATMENT EVALUATION BRIEF

Subject: Technical Assessment of Thin HMA Overlay as a Pavement Preservation Strategy Prepared by: Scott Rickard, City Engineer

Purpose of Review: This memorandum evaluates Thin Hot Mix Asphalt (HMA) Overlay as a resurfacing method for moderately distressed pavements. The review focuses on its ability to restore ride quality, improve surface structure, and extend service life for PASER 5–6 roads within El Dorado.

Summary of Preliminary Concerns

1. Surface Preparation Requirements
 - Cracks and isolated failures must be addressed before overlay placement.
 - Milling may be required to prevent elevation issues at curb ramps and driveways.
2. Structural Capacity Limitation
 - Not suitable for base failures or deep rutting unless combined with patching.
 - Adds limited thickness (typically 1–1.5") and may not correct all structural deficiencies.

Cost vs. Performance Comparison

- Expected lifespan extension: 8–10 years
- Cost range: \$3.50–\$6.00 per square yard
- Combines aesthetic, functional, and structural improvements in a single lift.

Technical Evaluation Procedures (Recommended by Industry)

Evaluation Area	Purpose	Standard / Method
Structural Rating	Confirm moderate pavement distress (PASER 5–6)	Visual survey and deflection analysis (FWD)
Surface Elevation Study	Determine milling or taper needs	Topographic survey or curb tie-ins
Material Mix Design	Ensure performance against traffic and climate	Superpave design per KDOT specs
Compaction Quality Control	Validate density, lift thickness	Nuclear gauge testing (ASTM D2950)

Industry Guidance for Thin HMA Overlay Use

- Used on arterial and collector roads with oxidation, minor rutting, and surface wear.
- Overlay thickness typically ranges from 1.0" to 1.5".
- Surface must be tack coated and thoroughly cleaned.
- Preceded by crack sealing and base patching if needed.

Key Questions for Street Specifics

1. What binder grade and mix designs are optimal for local traffic conditions?

2. What milling depth is recommended at curb transitions?
3. What rolling patterns and compaction targets are specified?
4. What warranty or performance metrics are typically offered?

Standard Bid Specifications for Thin HMA Overlay

- Mix Type: Superpave or KDOT Class B HMA
- Thickness: 1.0–1.5 inches (single lift)
- Tack Coat: CSS-1H or SS-1H @ 0.05–0.10 gal/sy
- Density: Minimum 92% of theoretical maximum (Rice)
- Temperature Restrictions: Paving only > 45°F and rising
- Traffic Return: Typically 1–2 hours post-compaction

Legend

5 Year Paving Outlook

Year

■ ■ ■ ■ ■ 2025 - Completed

— 2026

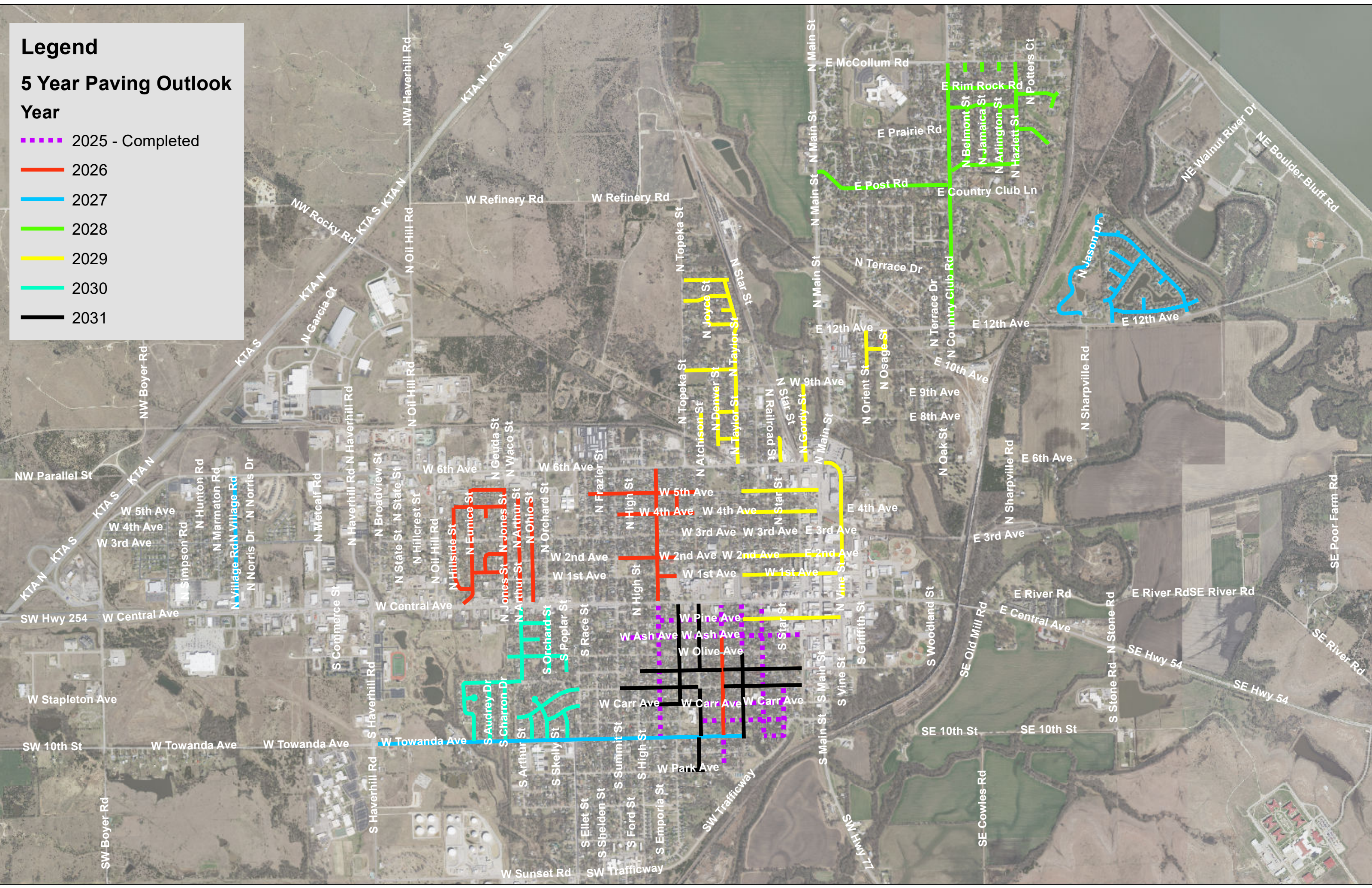
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EL DORADO

KANSAS

TO: City Commission
FROM: David Dillner, City Manager
SUBJ: Land Bank Policy
DATE: February 11, 2026

Background:

Established under Ordinance No. G-1339 in 2020 and pursuant to Kansas Statutes Annotated (K.S.A.) 12-5901 et seq., the El Dorado Land Bank serves as a public tool for managing vacant, abandoned, or underutilized properties. The proposed policy provides structure for property management, aligns with the City's Comprehensive Plan and other strategic plans, and integrates code compliance, zoning, and redevelopment priorities.

Properties may be acquired through government transfers, foreclosure, donation, purchase, or land banking agreements. All acquisitions require marketable title and a title insurance policy. Donation acceptance is subject to strict evaluation, including redevelopment alignment, code compliance, and environmental review.

Property transfers prioritize uses that maximize community benefit and potential property value. Other considerations include public safety, infrastructure efficiency, and green space. All dispositions are subject to public notice, adjacent owner notification, and Board discretion. Acceptable uses for property disposition include: housing and economic development, community gardens or public space, environmental cleanup (with mitigation), historic preservation, demolition or assemblage for future use.

Attachments:

1. Draft El Dorado Land Bank Policy
2. Land Bank Ordinance
3. 2026 Land Bank Inventory

Advisory Board Recommendation:

The proposed policy has not been reviewed by an advisory board of the City. Presently, the City of El Dorado does not have an advisory board tasked with reviewing proposed policies concerning the Land Bank.

Policy Issue:

The City of El Dorado seeks to formalize the operations of its Land Bank through a comprehensive policy framework. This policy is intended to clarify acquisition and disposition procedures, prioritize redevelopment goals, and guide staff and Board of Trustees decisions in alignment with city planning objectives.

Fiscal Impact:

The proposed policies have minimal fiscal impact to the City's operations other than the potential revenue from the sale of land held by the Land Bank. All land sale revenue would be deposited to the Land Bank for future acquisitions and operational expenses. These expenses could include title work, legal work, property maintenance, and other expenses necessary for the administration of the Land Bank.

Trade-Offs:

NA

Staff Recommendation:

The proposed Land Bank Policy establishes a transparent, criteria-driven framework for managing City-owned properties. It integrates community development goals with legal safeguards and administrative clarity. The City Manager recommends adoption of the proposed policy to enable the Land Bank to serve as a proactive tool for neighborhood stabilization, affordable housing, and strategic redevelopment.

Commission Action:

This item is for discussion purposes only. The item will be scheduled for consideration at a regular meeting pending direction to do so by the City Commission.

EL DORADO

K A N S A S

City Commission Policy No. __

Land Bank Policy

Adopted by Resolution No. _____

Effective: [insert date]

1. Establishment

The City of El Dorado, Kansas (“City”) established the El Dorado Land Bank (“Land Bank”) with the adoption of Ordinance No. G-1339 on November 2, 2020, in accordance with K.S.A. 12-5901, et seq. The following Policies shall supplement and clarify the provisions of Ordinance G-1339.

2. Priorities

The Board of Trustees of the Land Bank shall consider the following priorities, in order of consideration, when considering the acquisition or disposition of property held by the Land Bank.

1. Redevelopment of vacant land;
2. Neighborhood revitalization;
3. Homeownership and affordable housing;
4. Land assemblage for economic development;
5. Banking properties for strategic use; or
6. Any other applicable use as defined in the Comprehensive Plan, a City-wide strategic plan, or an adopted master plan.

3. Definitions

The following terms shall have the meanings set forth below.

- a. **Board of Trustees** - The governing body established by Ordinance No. G-1339 responsible for oversight, decision-making, and administration of the El Dorado Land Bank.
- b. **City** - The City of El Dorado, Kansas, including its elected officials, staff, departments, and legal subdivisions.

- c. **Land Bank** - The El Dorado Land Bank, a municipal entity established by Ordinance No. G-1339 pursuant to K.S.A. 12-5901 et seq., to acquire, manage, and dispose of real property to support community development objectives.
- d. **Comprehensive Plan** - The long-range planning document formally adopted by the City Commission that guides development, land use, and infrastructure investment decisions within the City.
- e. **Strategic Plan / Master Plan / Redevelopment Plan** – Any City-adopted planning document or initiative identifying community development goals, strategies, and targeted investment priorities.
- f. **Acquisition** - The act of obtaining ownership or control of real property by the Land Bank through purchase, donation, transfer, or other lawful means.
- g. **Disposition** - The transfer, sale, or conveyance of real property from the Land Bank to another party.
- h. **Marketable Title** - Title to real property that is free from significant defects or encumbrances and can be readily sold or mortgaged to a reasonable buyer.
- i. **Donation** - The voluntary conveyance of real property to the Land Bank without monetary compensation.
- j. **Non-Buildable Lot** - Non-buildable lots are parcels that cannot reasonably meet all applicable zoning district standards (i.e., lot area, width, setbacks), access, floodplain, utility, or easement requirements of the City.
- k. **Buildable Residential Property** - A buildable residential property is any parcel that meets the adopted zoning regulations of the City of El Dorado for the intended residential use, with legal access, adequate utilities, and compliance with floodplain requirements.
- l. **Buildable Commercial/Industrial Property** - A parcel of real property zoned for commercial or industrial use and suitable for development of commercial or industrial structures in compliance with applicable zoning regulations.
- m. **Adjacent Landowner** - The legal owner of a parcel of real property that shares a boundary line with the property in question.
- n. **Targeted Development Area** - A geographic area formally designated by the City for focused redevelopment or investment efforts and subject to additional guidelines or procedures established by the City.
- o. **Code Enforcement Violations** - Documented violations of City property maintenance, zoning, or building codes as determined by authorized City staff.

4. Conflict

The City will administer this Policy in conjunction with the City's adopted Zoning Regulations, Subdivision Regulations, Building Codes, and Floodplain Management Regulations ("Regulations"). Adopted codes will have precedence over this Policy in the event of a conflict.

5. Acquisition

The Board of Trustees shall consider the following criteria when considering land acquisition decisions for the Land Bank:

- Acquisition supports the priorities of the Land Bank;
- A disposition plan for the property already exists;
- Acquisition supports a relevant City strategic plan, development or redevelopment plan, or master plan; and
- Any other consideration the Board of Trustees may deem appropriate.

Sources of real property for acquisition to the Land Bank shall include, but not be limited to:

- Transfers from federal, state, or local governments;
- Acquisitions made at tax foreclosure sales;
- Donations of real property from non-governmental entities;
- Market purchases;
- Conduit transfers contemplating simultaneous acquisition and disposition of property as part of a transaction agreement; and
- Land banking agreements.

The Board of Trustees requires all real property acquired or donated to the Land Bank to have a marketable title. The Board of Trustees will require a policy of title insurance or other assurance prior to acquiring or accepting for donation a real property.

The Board of Trustees will only accept donated property that will advance the goals of the Land Bank and the City. The Board of Trustees will consider the following criteria when considering the donation of real property to the Land Bank:

- The property owner does not have the resources to properly care for or maintain the property or to comply with orders to correct code violations and evidence of hardship has been presented.
- The property is in an area targeted for redevelopment efforts or in a neighborhood with a several properties already owned by the Land Bank.
- The City of El Dorado or the Land Bank has a written agreement with the owner of an adjoining property to purchase the property from the Land Bank.
- The property is part of an applicable City strategic plan, comprehensive plan, development or redevelopment plan, or master plan.

- The City (or another entity) has agreed to fund the demolition of any structures on the property.
- The following exclusions and exceptions shall apply to these criteria:
 - Property with adverse environmental conditions or maintenance requirements will not be accepted without a satisfactory remediation plan and funding as determined by the City.
 - The City may acquire donated land to have clear and marketable title.
 - Occupied property will not be accepted as a donation.
 - The Board of Trustees and City staff will not determine property value for the purpose of tax benefits when a property is donated.
 - Any other exceptions must come before the Board of Trustees.
 - The Board of Trustees reserves the right to accept or reject any and all donation requests.

6. Disposition

The transfer of land from the Land Bank will be considered on a case-by-case basis. The primary litmus test is determining the highest total potential property value use, but may also take into consideration other factors such as public safety concerns, infrastructure efficiency, stormwater issues, and green space.

All real property will be conveyed without a guarantee as to quality or content. Any parcel failing to meet the requirements listed in the deed may be subject to reversion to the Land Bank. Applicants forfeit any funds spent on the property.

The Board of Trustees reserves the right to accept or reject any or all proposals without cause. Proposals to acquire real property from the Land Bank are subject to review and recommendations by City staff.

Per K.S.A. 12-5907, et seq., City staff will publish a notice of sale in the official City newspaper at least thirty days prior to the transaction. At the time of notice publication, adjacent property owners of the pending property will also be notified.

The Board of Trustees may consider the transfer of real property for the following reasons:

- Homeownership;
- Housing development;
- Economic development;
- Neighborhood revitalization;
- Banking for future use;
- Assemblage for public use;
- Community gardens or green space;
- Public infrastructure;
- Demolition;
- Environmental clean-up (subject to approved mitigation plan and funding);
- Historic preservation; and

- Any other consideration the Land Bank may deem necessary.

7. Procedures

Conditions for Applicants

Prior to Purchase:

- Applicant must not be delinquent on any licenses or taxes in Butler County.
- Applicant must not be delinquent on a utility bill or fine with the City of El Dorado.
- Applicant must not have a history of code enforcement violations at properties they own and not have any outstanding violations.
- A history of three code violations in the previous calendar year or five code violations in the past three calendar years may make an individual ineligible to apply.

After Purchase:

- All applicants' property must be properly maintained with no notices for code violations. Land Bank transferred property that is found in code violation may revert back to the Land Bank, and the applicant at that point would lose all financial investment incurred on said property.
- Applicant must not be delinquent on any licenses or taxes in Butler County.

Minimums

- The City Manager shall have the authority to accept offers to purchase properties held by the Land Bank, subject to the following minimum guidelines:
 - Non-buildable lots will not be sold for less than \$250.
 - Buildable lots will not be sold for less than \$500.
 - Buildable lots sold for non-buildable purposes (yard expansion, parking, playground area, etc.) will not be sold for less than \$10 per front footage.
- The Board of Trustees may may exceptions to these minimum guidelines for lots determined by the Board to align with City-approved redevelopment plans or governing body-approved strategic priorities.
- The Board of Trustees may set a minimum price on commercial/industrial zoned properties and those containing structures.

Definitions and Process

Non-buildable Lots:

- a. Non-buildable lots are those that cannot, as configured, meet zoning district requirements, access standards, or utility service needs.
- b. Adjacent landowners will have priority for the right of first refusal.
- c. Applicants must completely fill out the Land Bank Application.
- d. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy.

- e. Proposed structures must comply with zoning standards (height, setbacks, lot coverage) and any applicable design/site plan standards.
- f. The City Manager has the authority to transfer non-buildable lots to qualified adjacent landowners. All transfers will be reported to the Board of Trustees.
- g. The deed will be processed when payment of the full sale price is received.

Buildable Residential Property:

- a. Buildable residential properties are generally those with more than seventy feet of frontage.
- b. Homeownership is the top priority.
- c. Applicant must completely fill out the Land Bank Application.
- d. Use must comply with applicable zoning regulations.
- e. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
- f. Applicant must attach drawings of any proposed structures for City staff to review. Location of buildings, work proposed, and outside dimensions of the building by floors (and basement if applicable) must be included on building plans for new construction.
- g. Structures must be compatible with the existing neighborhood.
- h. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy and existing neighborhood compatibility.
- i. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
- j. Exceptions can be made for Community Development Corporations or Community Housing Development Organizations.
- k. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Buildable Commercial/Industrial Property:

- a. A minimum price will be established for each parcel. The Board of Trustees may set an alternative price.
- b. Applicant must completely fill out the Land Bank Application.
- c. Use must comply with applicable zoning regulations.
- d. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
- e. Applicant must attach drawings of any proposed structures for City staff to review. Location of buildings, work proposed, and outside dimensions of the building by floors (and basement if applicable) must be included on building plans for new construction.

- f. Structures must be compatible with the existing neighborhood.
- g. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to city strategy and existing neighborhood compatibility.
- h. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
- i. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Buildings with Structures:

- a. Existing structures must be brought up to minimum prevailing building codes.
- b. A minimum bid will be placed on each land bank property with a structure on it. The Land Bank Board may set an alternative price.
- c. Applicant must completely fill out the Land Bank Application.
- d. Use must comply with applicable zoning regulations.
- e. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
- f. Applicant must attach a comprehensive scope of work proposed for the rehabilitation of the proposed structure for City staff review.
- g. Structures must be compatible with the existing neighborhood.
- h. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy and existing neighborhood compatibility.
- i. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
- j. Exceptions can be made for Community Development Corporations or Community Housing Development Organizations.
- k. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Targeted Development:

- a. The City may designate Targeted Development Areas that will have their own set of guidelines and procedures that may or may not be compatible with these policies.

Applicant Responsibility:

- a. Applicants are responsible for conducting due diligence prior to purchase.
- b. Applicants are responsible for complying with all applicable federal, state, and local regulations and procedures.

DRAFT

ORDINANCE NO. 3265

AN ORDINANCE ESTABLISHING CHAPTER 6, ARTICLE 8 OF THE CITY CODE OF THE CITY OF ABILENE, KANSAS, ESTABLISHING A LAND BANK FOR THE CITY OF ABILENE, KANSAS

WHEREAS, the City of Abilene recognizes that the steady economic decline of areas of the community have the potential of creating vacant and abandoned properties that would stress healthier areas of the community;

WHEREAS, land banking provides the City with a viable tool to address abandoned and tax-delinquent properties; and

WHEREAS, the City desires to establish a Land Bank as a proactive measure to return such properties to productive use.

THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF ABILENE, KANSAS:

SECTION ONE. That Chapter 6, Article 8 of the City Code of the City of Abilene, Kansas, be established as follows:

6-801 AUTHORITY AND GOVERNANCE. The Governing Body of the City hereby establishes the City of Abilene Land Bank (hereinafter "Land Bank" or "Bank"). The Land Bank shall be governed by a Board of Trustees ("Board") who shall be comprised of the Governing Body. The Governing Body may advance operating funds to the Bank to pay expenses of the Bank. The Bank may be dissolved by ordinance of the Governing Body. In such case, all property of the Bank shall be transferred to and held by the City and may be disposed of as otherwise provided by law.

6-802 GOVERNING LAW. The Bank shall be subject to the provisions of the Kansas cash basis law, K.S.A. 10-1101 et seq., and amendments thereto. The budget of the Bank shall be prepared, adopted and published as provided by law for other political subdivisions of the state. The Board shall keep accurate accounts of all receipts and disbursements. The receipts and disbursements of the Board shall be audited yearly by a certified or licensed public accountant and the report of the audit shall be included and become part of the annual report of the Board. All records and accounts shall be subject to public inspection pursuant to K.S.A. 45-216 et seq., and amendments thereto. All monies of the Bank which are not immediately required for the purposes of the Bank shall be invested in the manner provided by K.S.A. 12-1675, and amendments thereto.

The Bank shall make an annual report to the Governing Body on or before January 31st of each year, showing the receipts and disbursements from all funds under its control and showing all property transactions occurring in each year. Such report shall include an inventory of all property held by the Bank. A copy of such inventory also shall be published in the official City newspaper on or before January 31st of each year. The Bank shall be subject to the provisions of K.S.A. 9-1401 et seq., and amendments thereto.

6-803 OFFICERS AND MEETINGS. The Mayor of the Governing Body shall serve as chairperson and the Vice Mayor shall serve as vice-chairperson. The City's Finance Director shall serve as treasurer. The treasurer shall be bonded in such amounts as the Governing Body may require. The Board may appoint such officers, agents and employees as it may require for the performance of its duties, and shall determine the qualifications and duties and fix the compensation of such officers, agents and employees.

The Board shall fix the time and place at which its meetings shall be held. Meetings shall be held within the City and shall be subject to the provisions of K.S.A. 75-4317 et seq., and amendments thereto. A majority of the Board shall constitute a quorum for the transaction of business. No action of the Board shall be binding unless taken at a meeting at which at least a quorum is present. The members of the Board shall be subject to the provisions of the laws of the state of Kansas which relate to conflicts of interest, including, but not limited to, K.S.A. 75-4301 et seq., and amendments thereto.

6-804 BOARD INDEMNIFICATION. Subject to the provisions of K.S.A. 75-6101 et seq., and amendments thereto, if any action at law or equity, or other legal proceeding, shall be brought against any member of the Board for any act or omission arising out of the performance of duties as a member of the Board, such member shall be indemnified in whole and held harmless by the Board for any judgment or decree entered against such member and, further, shall be defended at the cost and expense of the Bank in any such proceeding.

6-805 POWERS OF THE BOARD. The Board may:

- a. Sue and be sued;
- b. Enter into contracts;
- c. Authorize the City Manager to appoint and remove staff and provide compensation thereof;
- d. Acquire, by purchase, gift or donation, and convey any real property, including easements and reversionary interests, and personal property subject to the provisions of this Article;
- e. Rebate all, or any portion thereof, the taxes on any property sold or conveyed by the Bank;
- f. Exercise any other power which may be delegated to the Land Bank by the Governing Body; and
- g. Exercise any other incidental power which is necessary to carry out the purposes of the Land Bank and this Article.

6-806 TRANSFER OF PROPERTY TO THE LAND BANK. Except as otherwise provided in this Article, any property located within the corporate limits of the City and acquired by the City, Dickinson County, or other taxing subdivision within Dickinson County may be transferred to the Bank. The Board may accept or refuse to accept any property authorized to be transferred pursuant to this subsection. The transfer of any property pursuant to this subsection shall not be subject to any bidding requirement and shall be exempt from any provision of law requiring a public sale.

The fee simple title to any real estate which is sold to Dickinson County in accordance with the provisions of K.S.A. 79-2803 and 79-2804, and amendments thereto, and upon acceptance by the Board may be transferred to the Bank by a good and sufficient deed by the County Clerk upon a written order from the Board of County Commissioners.

Property subject to a foreclosure sale may only be acquired by the Board if:

- a. Such property is located within a designated Neighborhood Revitalization District, or following a finding, adopted by resolution, by the Governing Body that such acquisition serves the public interest; or
- b. But for acquisition of the property by the Board (at the sole discretion of the Board), the property would not otherwise be put to productive use.

6-807 LAND BANK PROPERTY ADMINISTRATION. The Board shall assume possession and control of any property acquired by it under this Article and shall hold and administer such property. In the administration of property, the Board shall:

- a. Manage, maintain and protect or temporarily use for a public purpose such property in the manner the Board deems appropriate.
- b. Compile and maintain a written inventory of all such property. The inventory shall be available for public inspection and distribution at all times.
- c. Study, analyze and evaluate potential, present and future uses for such property which would provide for the effective re-utilization of such property.
- d. Plan for and use the Board's best efforts to consummate the sale or other disposition of such property at such times and upon such terms and conditions deemed appropriate.
- e. Establish and maintain records and accounts reflecting all transactions, expenditures and revenues relating to the Bank's activities, including separate itemizations of all transactions, expenditures and revenues concerning each individual parcel of property acquired.
- f. Thirty days prior to the sale of any property owned by the Bank, publish a notice in the official City newspaper announcing such sale.

6-808 **LAND BANK PROPERTY DISPOSITION.** The Board, without competitive bidding, may sell any property acquired by the Board at such times, to such persons, and upon such terms and conditions, and subject to such restrictions and covenants deemed necessary or appropriate to assure the property's effective reutilization. The sale of any real property by the Board under the provisions of this Article on which there are delinquent special assessments to finance public improvements levied by the Governing Body shall be conditioned upon the approval of the Governing Body. The Board, for purposes of land disposition, may consolidate, assemble or subdivide individual parcels of property acquired by the Bank.

6-809 **TAXES AND ASSESSMENTS.** Until sold or otherwise disposed of by the Bank and except for special assessments levied by the Governing Body to finance public improvements, any property acquired by the Bank shall be exempt from the payment of ad valorem taxes levied by the state and any other political or taxing subdivision of the state.

Except for special assessments levied by the Governing Body to finance public improvements, when the Board acquires property pursuant to this Article, the County Treasurer shall remove from the tax rolls all taxes, assessments, charges, penalties and interest that are due and payable on the property at the time of acquisition by the Board.

Property held by the Bank shall remain liable for special assessments levied by a municipality to finance public improvements, but no payment thereof shall be required until such property is sold or otherwise conveyed by the Bank.

The Governing Body may abate part or all of the special assessments it has levied, and the Bank and Governing Body may enter into agreements related thereto. Any special assessments that are abated shall be removed from the tax rolls by the County Treasurer as of the effective date of the abatement.

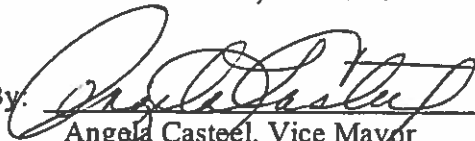
6-810 **USE OF PROCEEDS FROM SALE OF LAND BANK PROPERTY.** Except as provided in this Section, any moneys derived from the sale of property by the Bank shall be retained by the Bank for the purposes and operations thereof. The Board may use all or any part of the proceeds from the sale described in this Section to reimburse the City's Bond and Interest Fund for delinquent special assessments due on such property.

6-811 **NEIGHBORHOOD ADVISORY COMMITTEES.** The Board may establish separate neighborhood or City at-large advisory committees consisting of persons living or owning property within the City or within specific neighborhoods. In the case of neighborhood advisory committees, the Board shall determine the boundaries of each neighborhood. In the absence of a resolution by the Board providing otherwise, each advisory committee shall consist of not less than five nor more than nine persons, to be appointed by the Board for two-year overlapping terms. The Board shall consult with each advisory committee as needed to review the operations and activities of the Bank and to receive the advice of the members of the advisory committee concerning any matter which comes before the committees.

SECTION TWO. Effective Date. This Ordinance shall become effective and in full force from and after its passage, adoption and publication in the official City newspaper.

PASSED AND ADOPTED by the Governing Body of the City of Abilene, Kansas this 9th day of February, 2015.

CITY OF ABILENE, KANSAS

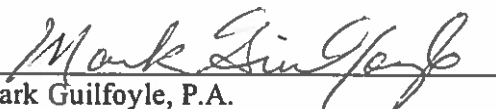
By: 
Angela Casteel, Vice Mayor

ATTEST



Penny Soukup, CMC

APPROVED AS TO FORM:


Mark Guilfoyle, P.A.
City Attorney

El Dorado Land Bank Inventory
February 4, 2026

	Parcel ID	Address	Acres	Square Feet	Type	Valuation	Notes
1	2120303001041000	0 W. Olive Street	2.2	98,126.98	Vacant	\$ 29,000	American Legion Agreement
2	2120303001042000	1801 W. Central	5.1	220,119.93	Vacant	\$ 666,840	American Legion Agreement
3	2120303001043000	0 W. Olive Street	3.0	128,714.00	Vacant	\$ 35,000	American Legion Agreement
4	2120303001040000	0 W. Olive Street	8.1	353,554.66	Vacant	\$ 73,250	American Legion Agreement
5	2120303001045000	2200 W. Legion Drive	2.0	85,070.88	Vacant	\$ 241,180	American Legion Agreement
6	2120303001047000	0 S. Haverhill Road	6.7	292,283.85	Vacant	\$ 298,280	American Legion Agreement
7	212030300104400R	0 W. Olive Street	29.6	1,291,158.08	Vacant	\$ -	American Legion Agreement
8	1673504017012000	920 N. Orient Street	0.16	7,000.00	Vacant	\$ 5,940	Floodplain
9	1673504017002000	0 E. 10th Avenue	0.19	8,350.00	Vacant	\$ 4,670	Floodplain
10	2120301023003000	1123 W. 3rd Street	0.14	6,016.62	Vacant	\$ 6,600	
11	1673503021001000	724 N. Topeka Street	0.12	5,128.89	Vacant	\$ 6,050	
12	1673503016002000	824 N. Washington Street	0.56	24,538.38	Vacant	\$ 13,900	
			57.87	2,520,062.27		\$ 1,380,710	